



# THE SIGNALMAN'S JOURNAL

Volume 92 • Number 3

3rd Quarter 2011





# Retirement Planning Center

If you're 18 or 60, have been working for years or just getting started, there are steps you can take to plan for your retirement...starting today!



**W**hether your retirement is decades away or right around the corner, the more time you spend thinking through the issues you will face, and preparing for them, the better you will be able to respond to life's curve balls. You'll also be better positioned to retire as you'd envisioned, on your own terms. The **Union Plus Retirement Planning Center Web site** at [www.UnionPlusRetirement.org](http://www.UnionPlusRetirement.org) will help you figure out the answers.



#### RETIREMENT GOALS

- Complete the Retirement Roadmap and Retirement Goals Worksheet
- Where will I live?
- What do I want to do in retirement?

#### MAKING IT LAST

- Where am I now?
- Use budget saving calculators
- Learn to save more money

#### MONEY FOR RETIREMENT

- What will my income be after I retire?
- Which savings or income source will be the largest?
- Which savings should be used first?

#### PROTECTING YOUR FAMILY

- Do I have a will?
- Have I appointed trustees and guardians for my children?
- Do I have a durable power of attorney?
- Do I have a list of all my important papers and their locations?



Take the first step: Complete Your Retirement Road Map and receive your action plan by visiting:

[UnionPlusRetirement.org](http://UnionPlusRetirement.org)

# THE SIGNALMAN'S JOURNAL

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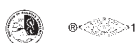
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**COVER:** Northbound coal train at Shawnee Junction on the BNSF Powder River Division — Orin Subdivision. A concentration of mines along the BNSF's Orin Subdivision generates the majority of coal traffic coming out of the basin. Photo submitted by G.T. Urfer, retired member of Local 87.





## Federal Regulations: Safety for Some, Costly for Others?

*Brothers and Sisters, we, as working class Americans, must recognize how critical federal regulation is to this country. As you are all aware, in our industry federal regulations play an integral part in personal and public safety.*

**T**he absence of regulations may allow a bridge to collapse, bad food or drugs to be sold, levees to break, or the transportation systems that you and I use every day to not be tested routinely for safety. Looking back over the years, I can attest to the fact that federal regulations have paved the way for the working class to live a more safe and productive life.

Federal regulations are usually dated back to the creation of the Interstate Commerce Commission in the mid 19th century, which was charged with protecting the public against excessive and discriminatory railroad rates. The regulation was used to set rates and regulate the many provisions of railroad services. Having achieved some success with this model, it was used to establish other agencies such as the Federal Communications Commission and the National Labor Relations Board in 1935.

More regulation began in the late 1960s with legislation that was intended to protect the consumer, improve environmental quality, enhance work place safety, and assure adequate energy supplies. This movement also led to the creation of the Department of Transportation (DOT), which contained several agencies designed to improve transportation safety. They include the Federal Highway Administration, which sets highway and heavy truck safety standards; the Federal Railroad Administration (FRA), which sets rail safety standards; and the National Highway Traffic Safety Administration, which sets safety standards for automobiles and light trucks.

Every year, thousands of new rules that affect virtually every aspect of our lives are created by federal regulatory agencies. These agencies work in unison to set forth rules, regulations, and standards to enhance our safety and well-being. Several of these agencies have programs in place that permit stakeholders, such as labor unions and equip-

ment manufacturers, to have a say in shaping a regulation. For instance, during President Clinton's tenure, the FRA established the Railroad Safety Advisory Committee (RSAC) to develop new regulatory standards, through a collaborative process, with all segments of the rail community working together to fashion mutually satisfactory solutions on regulatory issues.

Today, the full RSAC is represented by 39 organizations including labor, railroads, suppliers, states, chemical suppliers, and passenger advocates. In addition, advisors from Federal Transit Administration, National Transportation Safety Board, Transportation Security Administration, Canada, Mexico, and other diverse groups participate. The RSAC provides advice and recommendations to the FRA regarding the development of the railroad safety regulatory program, including issuance of new regulations, review and revision of existing regulations, and identification of non-regulatory alternatives for improvement of railroad safety.

It is FRA policy to utilize consensus recommendations of the RSAC as the basis of proposed and final agency action, whenever possible, consistent with applicable law, including guidance from the President. However, the FRA is not bound to or otherwise limited by the consensus recommendations. Since its first meeting in April of 1996, the RSAC has accepted 34 tasks and completed the majority of those with full consensus from all parties.

I mention this process because it gives labor a seat at the table. It is one more way to help ensure the safety of our workers and to express their perspective from the field. If labor did not have this seat, the railroads would have the benefit of sculpting the regulations to fit their needs and to fit their budget.

Employers also believe that regulations have enormous potential to harm their bottom line profits. In most

*The quality of life for millions of Americans would suffer if deregulation succeeds.*



instances, they do not see or care that regulations can limit pollution, increase worker safety, and contribute in many other ways to a safer, healthier, and more productive workplace. They believe that regulations cause confusion and delay, reduce productivity, and give rise to unreasonable compliance costs. Today, industries, including railroads, across the country are screaming that compliance costs generated by thousands of regulations pouring forth from government agencies and commissions impose another trillion dollars to what is already being spent.

I recently read an article which stated, "...Federal regulations cost a whopping \$1.187 trillion last year in compliance burdens on Americans." The article also went on to say that, "Worse still, under the current Democrat leadership, the federal government is poised to become even bigger, more unionized, less accountable and tougher to fire when it fails to deliver." I instantly realized that one thing had not changed over the years; the agenda of big business. I realized that profits and pleasing shareholders were still at the forefront of their concerns.

**I did not read any remarks stating that these "costly regulations" had saved a life. I did not read that these "costly regulations" had prevented a train hauling hazardous materials from derailing while moving over a switch. I did not read that these "costly regulations" prevented another mine explosion in West Virginia.**

At some point, big business, along with political leaders, has to realize that a price tag cannot be put on safety. The life of a human being cannot have a monetary value assigned to it when determining the cost of a regulation.

Earlier this year, President Obama vowed to make federal regulation simpler and smarter to protect Americans' health and safety in a practical and cost-effective way. As a key part of that plan, he called for a thorough government-wide review of rules already on the books to remove those that are out of date, unnecessary, excessively burdensome, or in conflict with other rules.

The initial problem with this approach is that only one entity has to assert that a regulation is burdensome or unnecessary. Then those who are proponents of the regulation are left to defend its value. For instance, if a railroad states that monthly switch inspection tests are unnecessary, then a look back at that regulation would be triggered. Although the railroad may see this regulation as unnecessary, labor unions and the traveling public may not. We believe that agencies should have sufficient

oversight and enforcement capabilities to require these employers to provide a safe environment no matter what the cost.

With this so-called regulatory review, I am concerned that federal agencies are going to steer away from regulations and move toward standards and best practices. If this is accomplished, the enforcement agencies such as the FRA, Federal Motor Carrier Safety Administration, and the Occupational Safety and Health Administration, would have less oversight and enforcement authority. The leaps and bounds that have been made in the safety arena over the years would then be jeopardized due to this lack of oversight. Employers would no longer be concerned with being penalized for violations. Working conditions and public safety would deteriorate. The quality of life for millions of Americans would suffer if deregulation succeeds. I do not disagree that some reform could be made that would lower regulatory cost, but I also do not agree that safety should be jeopardized to obtain it.

Earlier this year, the Association of American Railroads (AAR), which represents all of the major Class I Railroads, urged the FRA to modify six regulations that it asserts "...cost the industry hundreds of millions of dollars each year." Included were Locomotive Inspections, Track Inspection Technology, Guard Face/Check Gage Standards, Intermediate Brake Tests, Signal Inspections, and Diesel Exhaust. After this request by the AAR, rail labor had to testify in public hearings before the DOT that all of these regulations were significant to railroad safety and should remain as is. Again, labor had to defend the safety of the public, as well as its members.

In closing, I hope that I have strongly emphasized the importance of federal regulations in our industry, as well as others. Personally, there are some rules out there that I don't like to comply with; and I am sure that several of you are just like me, but we have to understand and embrace those rules that are set forth for our protection. These regulations may seem costly and burdensome to an employer, but none of them seem costly or burdensome to me when it comes to protecting a human life.

In Solidarity,



W. Dan Pickett  
BRS President



## Another Holiday

*As we have just observed the Labor Day holiday, I imagine most people let this day pass without much thought at all. Yes, some thought about another three-day weekend, while others used it to mark the end of summer or the beginning of another school year.*

**E**ven the American worker, for whom the day is designated, seems to have forgotten the struggle and hardships of past generations of Labor. We are destined to relive the hardships of past generations if we continue to forget their struggle and take lightly the challenges we face today. If we expect to maintain or improve our standard of living, we will need to stick together and fight.

It seems that railroad workers are content living their middle-class life styles. Most either don't know or have forgotten what it cost to get to where we are today. Our biggest threat is our own misguided belief that what we gained over the generations of struggle will be here tomorrow. Nothing could be further from the truth. The downward spiral, in the working class' standard of living that began more than twenty years ago, is now an all-out assault against America's workers. The challenges we face are unprecedented in our time.

Union workers took for granted health insurance benefits and retirement benefits. Employers once paid for the plans fully and treatment under the plan was applied without question. Now, employers are pushing more and more of those costs onto employees while providers deny or question treatments under the insurance plans. While the costs of medical care rises at three times the rate of inflation, pay increases for workers and retirees is no longer able to keep pace.

In the last thirty years, defined-benefit pension plans have gone from nearly 150,000 plans to less than 50,000 plans. The U.S. Bureau of Labor Statistics shows that only 20 percent of private sector workers are covered by such plans. The other 80 percent must rely

on Social Security as their only defined-benefit plan. The renewed attack on Social Security includes a new twist called "Chained CPI" increases. The proposal would change the way we calculate the Consumer Price Index (CPI). The current CPI is calculated following

the prices on a set of goods and services, while the Chained CPI would discount price increases by substituting cheaper goods and services for those that went up in price. This means that if the price of beef goes up, the CPI may not increase because you would be expected to eat chicken. This proposal, if enacted,

would also adversely impact Railroad Retirement Benefits.

The recent attacks on public workers' bargaining rights demonstrates that workplace rights are under an all-out assault. Those who oppose those rights are not stopping with just public workers. Legislation introduced this year would outlaw union security (union shop) agreements for railroad and airline unions working under the Railway Labor Act (RLA) and make it illegal to collect dues on payroll deduction. Another piece of legislation would turn back the clock on RLA union representation elections and require that every worker who chooses not to vote would be counted as a vote against joining the union. For example, if there are 50 signalmen on a railroad we are organizing and 24 vote for the union, and 15 vote opposed to the union, the union would lose the election because the 11 who did not vote would be counted as opposed, talk about a stacked deck against workers' rights to organize.

Under the guise of "Job Creation" legislation, look for a renewed attack on all regulations that protect workers. From labor laws to workplace safety laws, some are try-

*If we wait for the opposition to come after railroad workers, and ignore the plight of public or manufacturing workers, we will find we have waited too long.*

ing to use the current unemployment crisis as an excuse to dismantle more than a half century of improvements in our work places.

With many of the corporate profits, balance sheets, and CEO bonuses back to pre-recession levels, the attack on workers is driven by the same greed that drove workers a century ago to organize. At that time, it began with small groups of workers who were willing to fight back and ultimately force major improvements for all workers. Today, it is our time to fight back. We must not allow the greed of the rich and powerful to strip away what so many workers have fought and sacrificed for.

We will not win the fight standing on the sidelines and simply complaining. If we wait for the opposition to come after railroad workers, and ignore the plight of public or manufacturing workers, we will find we have waited too long. They are coming after us. You can count on it. They are not stopping with public and manufacturing workers. We will only win the fight if we stand together with all workers. We will only win if we are prepared to make the personal sacrifices that are necessary to help other workers. If we are not willing to take an active part in the struggle for all workers rights, the downward spiral will continue and one day we will wake up and find our own rights gone.

Consider this: Since Labor Day has already passed, and maybe you were one of those who took it for granted or just treated it as a long weekend, there is another holiday coming up to remember the labor movement, Thanksgiving. This Thanksgiving when you think about all you have and all the

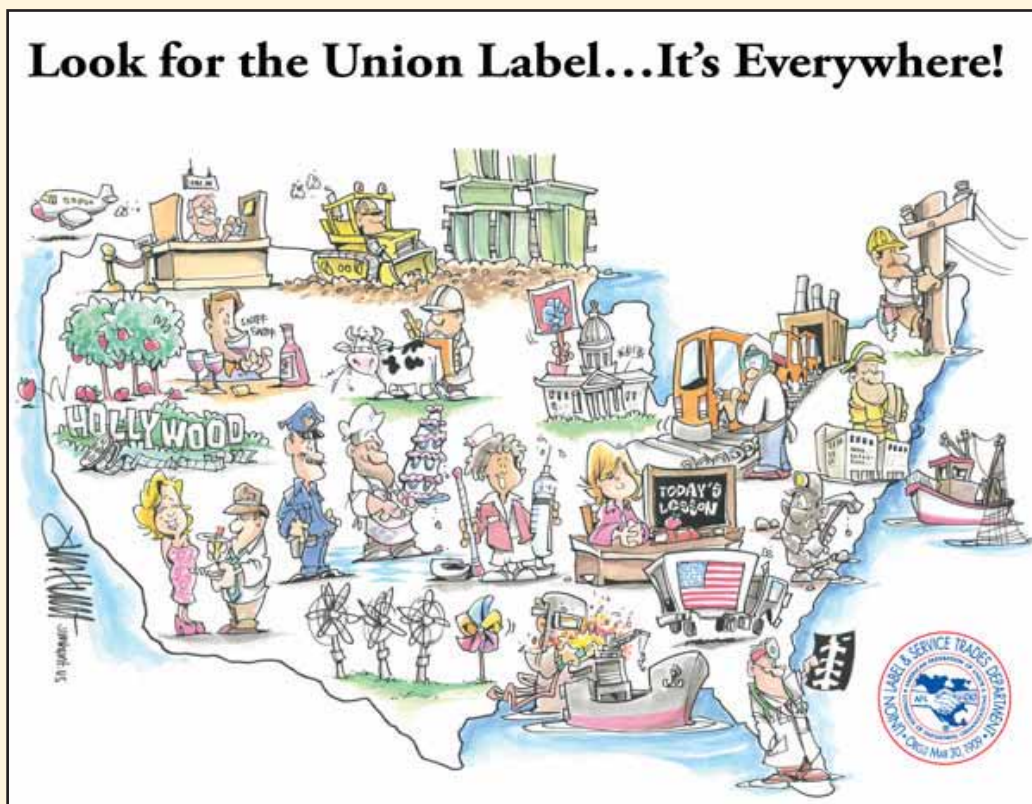
gains workers have made, give thanks to those workers who made the sacrifices and fought the battles on your behalf.

Also think about the next generation of workers, our children and our grandchildren. How will they remember the legacy we left for them? Will they celebrate Labor Day? Will they give thanks for the benefits we have taken for granted or will the paid holiday along with all the benefits labor has won be just a memory of the good old days for the American worker?

One thing is for sure, you and I, the union workers, are responsible for the future of workers' rights in America. If we don't take that responsibility seriously, someday there just may not be a paid holiday to celebrate.

Fraternally yours,

Walt A. Barrows  
*BRS Secretary-Treasurer*





## Chatsworth — A Double Tragedy?

**A**fter three months of evidentiary hearings, a judge has determined that the \$200 million dollar award is insufficient compensation for those individual victims of the 2008 Chatsworth Metrolink catastrophe.

A Los Angeles Superior Court judge found that the \$200 million deposited into a court managed fund by Connex/Veolia is grossly inadequate to cover the devastating losses suffered by the families of the 24 innocent people killed in the crash, as well as those who were seriously injured, numbering more than 100.

In rendering the Court's decision, the Judge stated that following the process of making initial substantial reductions, the awards still exceeded the available fund by \$64 million. Thus, further reductions to the awards, i.e., "judicial triage," were necessary to keep all of the awards within the \$200 million cap.

In an attempt to have the company step forward and do the right thing, a group of California lawmakers sent a letter to the head of transportation company Veolia asking the company to ignore a damages cap and pay for all damages occurred in the 2008 crash. Six Chatsworth-area Congressional Representatives have also joined the bipartisan California delegation of legislators calling on transportation company Veolia to fairly compensate the victims of the 2008 Chatsworth Metrolink train crash.

The accident occurred when a Metrolink train ran through a red signal and collided with a Union Pacific freight train that had been given the right-of-way, according to findings of the National Transportation Safety Board. The Board also found the Metrolink train engineer, an employee of Veolia, to have been sending cellphone text messages, while

on-duty, seconds before the collision.

In its accident report, the NTSB found, "... the probable cause of the September 12, 2008, collision of a Metrolink commuter train and a Union Pacific freight train was the failure of the Metrolink engineer to observe and appropriately respond to the red signal aspect at Control Point Topanga because he was engaged in prohibited use of a wireless device, specifically text messaging, that distracted him from his duties."

***The Metrolink train crash victims have already suffered some of the worst injuries imaginable or total loss of someone they depended on.***

Veolia and other companies involved are protected from paying what the delegation members believe is the true cost of damages by the 1997 Amtrak Reform and Accountability Act, which placed a \$200

million cap on the total of all passengers' claims against a passenger railroad.

The defendants, through their insurance companies, finally paid \$200 million to the collision victims. However, this came only at the conclusion of nearly two and a half years of fiercely contested litigation, in and out of federal and state courtrooms. Furthermore, three pieces of legislation had been introduced in the U.S. Congress addressing the inadequacy of \$200 million to compensate the victims for their real damages. Based on the existing federal law, the \$200 million fund — to be shared among all of the victims — was approved by a federal court in February 2011.

The Metrolink train crash victims have already suffered some of the worst injuries imaginable or total loss of someone they depended on. It is abundantly clear that the victims, and ultimately the federal, state, and local governments, will be left to pay for their damages that have gone uncompensated by those responsible for the tragedy. ■



# Discrimination on the Job

In June 2011, the Supreme Court, in a sharply divided 5-4 decision, ruled that the courageous women employees of Wal-Mart do not have enough in common to move forward as a class, striking a blow for workers everywhere who are entitled to a workplace that is free of discrimination. The decision does not address the merits of the case. The plaintiffs had described a workplace that kept women from receiving promotions even when they had more seniority and higher qualifications than their male counterparts and kept them at lower pay. The class could have impacted over 1.6 million workers. CLUW's President Karen J. See noted, *"I was deeply disappointed with the decision and know that the Coalition of Labor Union Women will be with the women workers of Wal-Mart in their continued struggle for justice. We will not allow this green light for abuse by corporate bullies to stand. While it will make fighting discriminatory treatment more difficult, we shall prevail."*

The Court's decision underscores the need to strengthen federal employment discrimination laws, through legislation like the Paycheck Fairness Act. This legislation would ensure equal pay for equal work, deters companies from breaking the law, and provides real remedies for those who experience pay discrimination.

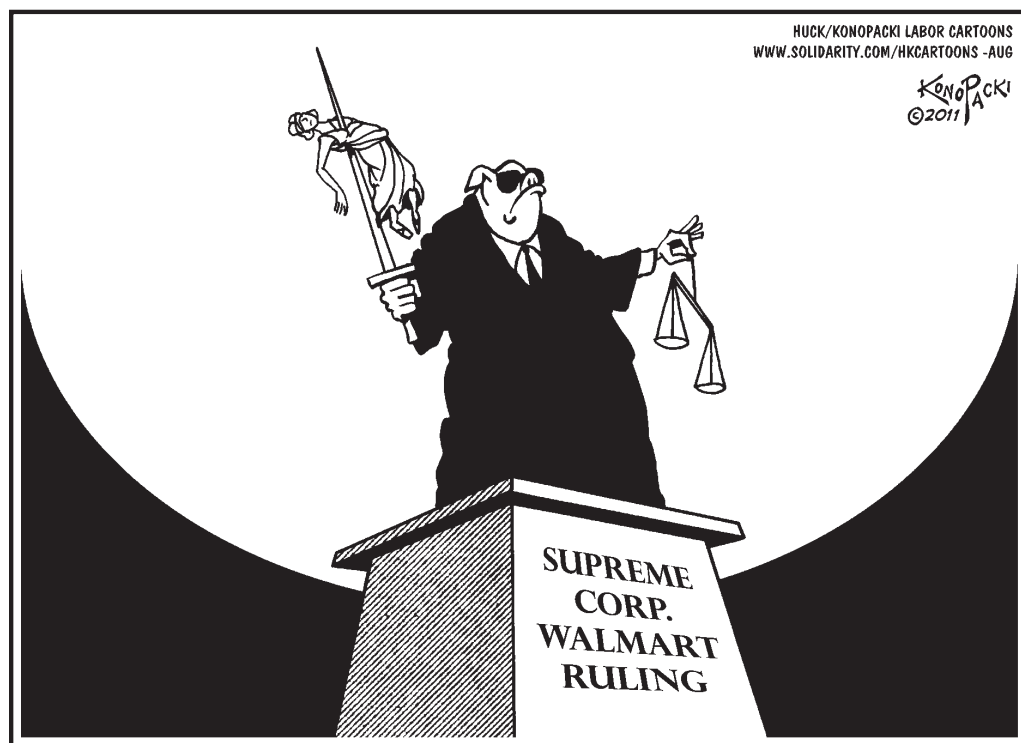
Today, women earn only 77 cents on average on the dollar to their male counterparts. This pay gap translates into a \$431,000 loss of earnings over a woman's lifetime. Now women fear losing their jobs if

they ask about their employers' wage practices or talk about their own wages with coworkers. With women now making up half of the workforce and more and more families dependent upon a women's paycheck for the survival of the family, ensuring that women are paid fairly is even more critical.

The CLUW has been fighting for equal pay and justice on the job since our inception over 37 years ago. While most of our members belong to labor unions and benefit from the protections of their collective bargaining agreements, our motto has always been *"An Injury to One is An Injury to All"*. ■

See <http://makingchangeatwalmart.org/> for more information.

The Coalition of Labor Union Women is America's only national membership organization for all union women based in Washington, D.C. with chapters throughout the country. Founded in 1974, it is leading the effort to empower women in the workplace, advance women in their unions, encourage political and legislative involvement, organize women workers into unions, and promote policies that support women and working families.



# Initiative to Prevent Employee Fatigue

*Federal Railroad Administration Issues Regulations on Hours-of-Service for Passenger Train Crews to Avoid Fatigue-Related Accidents*

The U.S. Department of Transportation issued a final rule, which will become effective on October 15, 2011, limiting the number of consecutive hours passenger railroad workers can be on the job. The new Federal Railroad Administration (FRA) regulation will reduce risk and improve safety for the railroad industry, and for the first time, differentiate between freight and passenger service.

Designed to reduce accidents related to fatigue, the final rule applies “*fatigue science*” to employee work schedules to determine maximum on-duty periods and minimum off-duty periods. The Department is engaging in a broad initiative to bring scientific data into work scheduling, and the FRA rule is the first rule in that effort to be completed.

“*Safety is job one, and by focusing our attention on proactive risk reduction strategies like these, we will be able to reduce the number of accidents on our railways,*” said Secretary LaHood. “*This new program will let us recognize and prevent fatigue problems for passenger train crews before they arise.*”

Through the use of fatigue modeling tools and data on human alertness factors, this new rule will guide the scheduling of train crews to reduce the likelihood of a hazardous work schedule. This rule recognizes the difference between work during daylight hours and work during nighttime hours when fatigue is most likely to occur.

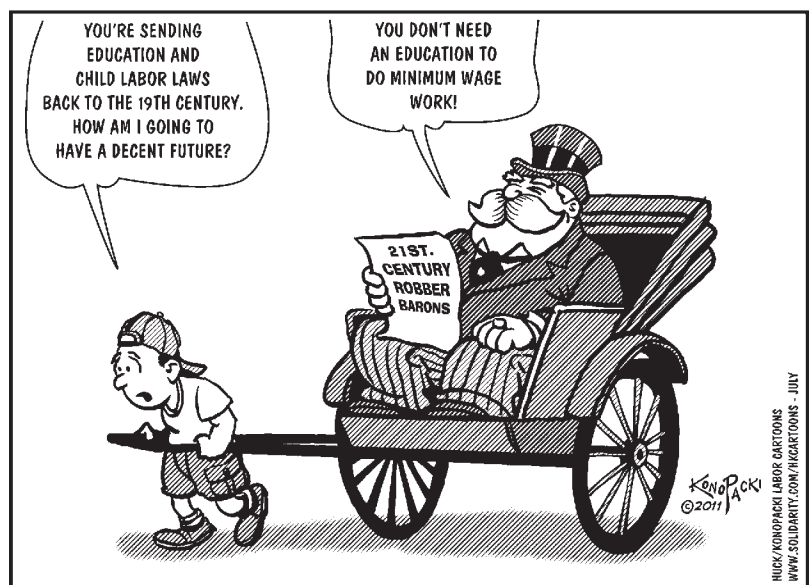
## The final rule includes:

- Maximum on-duty periods and minimum off-duty periods for passenger train employees including locomotive engineers, and conductors.
- Requirements for railroads to identify schedule-specific risks of fatigue using an approved, scientifically validated, and calibrated bio-mathematical model of human performance and fatigue.

- Requirements for railroads to develop and carry out plans to mitigate fatigue risks before safety may be compromised.

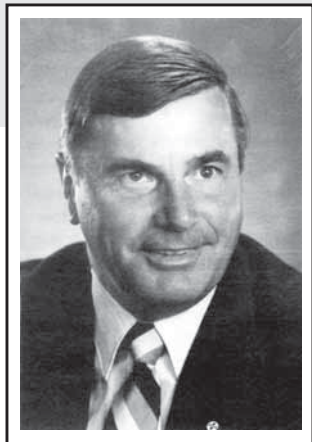
The final rule also requires railroads to submit certain work schedules of their passenger train employees and fatigue mitigation plans to the FRA for approval, and to provide fatigue training. Fatigue management is also a key part of the FRA’s Risk Reduction Program — an industry, labor, and FRA initiative designed to improve safety and build strong safety cultures. It seeks to identify and correct safety risk factors using predictive data beyond the traditional accident and injury data currently used. Recognizing risk indicators before an accident happens provides one of the greatest opportunities for improved safety and performance.

This final rule is authorized by the Rail Safety Improvement Act of 2008, which, for the first time in history, gives the FRA the authority to replace the existing statutory limitations (first enacted in 1907) with a new set of hours of service regulations governing train employees providing passenger rail transportation. The final rule was developed with the assistance of the FRA’s Railroad Safety Advisory Committee, which includes representatives from the railroad industry, railroad labor, and other stakeholder groups. ■



# In Memoriam

## John Edward Hansen, Jr. • 1931–2011



**T**he Brotherhood of Railroad Signalmen mourns the death of former BRS Vice President John Edward Hansen, Jr. Brother Hansen passed away on Tuesday, July 5, 2011.

In 1949, Brother Hansen began his railroad career as a Signal Helper. Several years later, he left the railroad to study electrical engineering; and upon his return in 1954, began work as a circuit designer for the Milwaukee Road Railroad. John would later work as a Signalman for the Fort Dodge-Des Moines and Southern Railroad (FtDDM&S), ultimately becoming an employee of

the Chicago, and North Western Railroad (C&NW) after the purchase of the FtDDM&S.

An active member in C&NW Local 43, Brother Hansen held multiple offices throughout the years.



In 1973, Brother Hansen was appointed to the position of Director of Research at BRS Grand Lodge; the appointment to this position took place after the resignation of Vice President J.W. Walsh in 1980. He was also appointed Vice President of the Northeast Corridor.

At the 44th Regular Convention, Brother Hansen elected not to run for office, and in 1988 he returned to Boone, Iowa, where he resumed working for the C&NW until his retirement in 1992.

Brother Hansen was a former U.S. Army Reservist, and was active in his church and local community. He was also a Master Blood Donor for the Red Cross of Central Iowa and enjoyed participating in projects in his community.

*We thank Brother Hansen for his many years of service to our organization. ■*

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# New BRS Website — Coming Soon!

In the upcoming weeks, the BRS will be unveiling a newly redesigned website. The redesign will focus on having a members-only login area.

The company hosting and providing the module-based site design utilities is

Unions-America.com. Unions-America.com is a fully unionized internet service provider offering ISP services, web hosting, and e-mail to unions and union members.

The new BRS Website will offer services such as:

- Events Calendar
- Agreement Area
- Constitution Area
- Document Download Area
- Members Only Directory
- Member Login Page
- Executive Board and Committee Information Areas
- Built-in Contact and Member Registration Forms
- Built-in Legislative Contact Information
- Photo Gallery/Slide Show
- Office Location Listings



- Built-In Site Map
- Built-in RSS Syndication Feeds
- Email Sign-up
- Online Store

The Union Active system also features a built-in, online registration process for members to register with the website. The registration form is available on the login page and as a link in the member login box. Members will need to register with the website in order to access members-only information and

resources. A member clicks the link to register, fills out the registration form, and then submits the registration information. The user will not have access to the website until their account is verified and activated by a BRS Grand Lodge employee. ■

August 11, 2011

**Member Login**

Username:

Password:

Not registered yet?  
[Click Here to sign-up](#)

[Forgot Your Login?](#)

**Member Resources**

- Member Home
- Photo Gallery
- Photo Contest
- Agreements
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# IRS Increases Mileage Rate

**B**ecause of the significant increase in fuel prices, the Internal Revenue Service announced an increase in the mileage rates for the final six months of 2011.

The rate will increase to 55.5 cents a mile for all business miles driven from July 1, 2011, through January 1, 2012.

While gasoline is a significant factor in the mileage figure, other items enter into the calculation of mileage

rates, such as depreciation and insurance and other fixed and variable costs.

The mileage rate is used to compute the deductible costs of operating an automobile for business use in lieu of tracking actual costs. This rate is also used as a benchmark by the federal government and many businesses to reimburse their employees for mileage. ■

## AFL-CIO NATIONAL BOYCOTTS MAY-JUNE 2011

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- **Congressman John Mica threatens Privatization of AMTRAK'S Northeast Quarter**
- **U.S. Congress Passes Short-Term FAA Extension — Ending Partial Shutdown**
- **Senate Introduces Its Own Reauthorization Bill**

## **Congressman John Mica threatens Privatization of AMTRAK'S Northeast Quarter**

U.S. Representative John L. Mica (R-FL), Chairman of the House Transportation and Infrastructure Committee; and U.S. Representative Bill Shuster (R-PA), Chairman of the Railroads, Pipelines and Hazardous Materials Subcommittee, presented their new direction for U.S. passenger rail service to national and state transportation officials and passenger rail stakeholders across the country in mid-June. The Mica-Shuster initiative is called the "Competition for Intercity Passenger Rail in America Act."

It proposes that 363 of the 456 miles that comprise the Northeast Corridor (NEC) owned by Amtrak be transferred to the U.S. Department of Transportation (DOT) or a newly created government entity, and that the U.S. DOT seek competitive bids from private-sector investors/operators to provide the funds and expertise to reconstruct the corridor and provide genuine high-speed rail (HSR) service over the newly renovated line.

***"While Congressman Mica refuses to focus on critical infrastructure issues," Brown said, "he is bent on destroying Amtrak."***

Congresswoman Corrine Brown (D-FL), ranking member of the House Transportation and Infrastructure Committee, stated, *"House Republicans' plan to privatize Amtrak rail service could have an unintended consequence: draining the fund for the retirement of rail employees of all stripes; Amtrak employees make up 10 percent of the national railroad retirement system. Thus, they provide a large percent of the money in the trust funds that pay for those retirements."* Brown said the Amtrak privatization plan would, *"trigger an increase in the taxes paid by other railroad employers and employees."* That would *"devastate the railroad industry and its employees and jeopardize the entire railroad retirement system,"* she added.

Representative Nick J. Rahall (D-WV) said he believes the Republican proposal to privatize Amtrak would destroy thousands of jobs and endanger future passenger railroad service across the nation. Rahall, the ranking Democrat of the House Transportation and Infrastructure Committee, said the legislation proposed by Republicans would also increase costs for everyone using trains, from individuals and small businesses to state and federal government agencies.

In 1970, Congress created Amtrak as a publicly owned for-profit corporation to continue providing services to railroad passengers previously served by private railroad companies. Back then, private railroads were suffering from a decreasing number of riders and financial losses. But today, with a record number of riders, Amtrak is turning a profit on its railroads in the Northeast Corridor. Amtrak is using those profits to offset less profitable railroad lines in other parts of the country.

Amtrak, having one of its most successful years, is projecting that for the first time ever its annual ridership will exceed 30 million passengers and, in the process, set a new all-time record when the current Fiscal Year (FY 2011) ends September 30, 2011.

Lobbying efforts by the AFL-CIO and rail labor to oppose the privatization of Amtrak has been successful at this time, but we are activating local union membership to contact their Congressional representative to oppose this legislation if introduced.

In response to the Mica-Shuster proposal, Ed Wytkind, President, Transportation Trades Department, AFL-CIO, sounded off on the plan's pitfalls:

*"Privatization is hardly a new idea. It has been discredited when attempted in other parts of the world, most notably in Great Britain where fares went up and service and safety deteriorated. In the end, the U.K. government doled out billions to untangle the mess.*

The proponents of privatization repeatedly have pointed to a different U.K. privatization example:



Virgin Trains. They present wonderful statistics about Virgin Trains but conveniently leave out a few key facts. The truth is that Richard Branson-owned Virgin Trains has received — and continues to receive — large public subsidies. The system as a whole became far less efficient after privatization with a recent study showing that the privatized UK system is now 35 percent more expensive to operate than the state-owned European railways. We've even heard that Virgin is repaying the government. Sure sounds great. But since 2002, Virgin has received 2.6 billion dollars in direct public subsidies. It's true that in 2008-09 it paid back 81 million dollars. But a year later it was again receiving more than it repaid. Overall, between 1996 and 2009, revenues from the UK's privatized system more than doubled but during the same period the public subsidy grew a whopping 500 percent. Virgin Trains is hardly an example of unleashing the power of the private sector — it's an example of public spending enriching private investors.

Despite claims that the proposed legislation takes care of workers and holds harmless Amtrak's employees, this plan guarantees the workers who lose their jobs nothing except a weak 'hiring preference' that only gives them a chance to be considered for a job. Nothing else. They also lose their bargaining rights, and thus the protections in their contracts. And coverage under the Railroad Retirement pension, unemployment, and disability system is taken away. By removing thousands of workers from Railroad Retirement, the Mica-Shuster proposal could place the entire pension system at risk and, along the way, impose enormous tax increases on the participating employers including the private freight railroads. Under the Mica-Shuster plan, by 2033, the tax rates for the Railroad Retirement program would rise to a staggering 27 percent."

### **20 Senators Rally to Support Continued AMTRAK Funding**

U.S. Senator Jim Webb (D-VA) and 19 other Senators have sent a letter to the Senate Subcommittee on Transportation, Housing and Urban Development leaders calling for \$2.2 billion for Amtrak's intercity passenger-rail service in Fiscal Year (FY) 2012.

In the letter, the text of which was released by Webb's office, the Senators request full funding of Amtrak's FY2012 budget request. The funding level is necessary because of Amtrak's growing ridership and its impact on reducing traffic congestion and spurring economic

growth. "While we are cognizant of this difficult budgetary climate, it is essential to fully support Amtrak's service to improve our intercity passenger-rail system and connect our economic centers," the Senators wrote, noting that Amtrak's ridership rose 37 percent since 2000, reached a record high of 28.7 million riders in 2010, and is on pace to break that record in 2011.

*"Under the bipartisan Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Congress established many deadlines for Amtrak to control costs, assess its future financial needs and return the Northeast Corridor to a state of good repair," the letter states. "Amtrak has consistently met PRIIA deadlines. Reduced funding for Amtrak operating expenses or capital expenses would harm its ability to satisfy PRIIA requirements and address critical national needs."*

### **U.S. Congress Passes Short-Term FAA Extension — Ending Partial Shutdown**

On August 5, 2011, Congress passed a short-term FAA extension ending a two-week partial shutdown of the FAA. The 14-day shutdown cost the federal government nearly \$400 million in lost revenue because the FAA was not allowed to collect taxes on air tickets.

The shutdown also furloughed approximately 3,500 FAA employees and nearly 72,000 construction workers working on airport improvement projects across the country. However, this short-term extension, the 21st since the last FAA bill expired in 2007, only funds the FAA through September 16, 2011, which means that Congress will only have one week, after their summer recess, to pass another extension or reach an agreement on the larger, long-term FAA bill.

The House and Senate must still come up with a final FAA funding bill before temporary funding runs out September 16, 2011. "The House has made it clear that the anti-worker piece is a priority for them and they also put us on notice that they don't intend to give in," a spokesman for Senator Jay Rockefeller (D-WV), Chairman of a committee that oversees the FAA, told the Associated Press. "So we are bracing for a new fight in September."

House Republican John Mica (R-FL) is refusing to advance the multi-year FAA Reauthorization bill in the conference committee process unless it includes an unrelated union-busting provision inserted into the House

*continued on page 25*

# CEOs to Workers: More for Me, Less for You

BY HOLLY SKLAR



**B**ig company CEOs got a 23 percent raise last year and corporate profits are at record highs. But the minimum wage has less buying power now than in 1956 — the year Elvis Presley first topped the charts, videotape was breakthrough technology, and the Dow closed above 500 for the very first time.

It's no accident wages are down while corporate profits are up. As JPMorgan's July 11 *"Eye on the Market"* newsletter put it, "Reductions in wages and benefits explain the majority of the net improvement in [profit] margins... US labor compensation is now at a 50-year low relative to both company sales and US GDP."

The minimum wage sets the floor under wages, and that floor is sinking. The 1956 minimum wage was \$8.30, adjusted for inflation.

Today's minimum wage is \$7.25 — just \$15,080 annually.

CEOs make more in a few hours than minimum wage workers who care for children, the ill, and the elderly make in a year. Median CEO pay was \$10.8 million last year among 200 big companies measured by Equilar.

The \$15,080 minimum wage workers have for rent, groceries, transportation, medicine, and everything else for the year doesn't even buy 2 pounds of the imported caviar featured in the Forbes Cost of Living Extremely Well Index.

The last increase in the minimum wage to \$7.25 on July 24, 2009, was so little so late it left workers 30 percent below the minimum wage peak of \$10.38 in 1968 — \$21,590 annually — in 2011 dollars.

Today's retail clerks, health aides, child care workers, restaurant workers, security guards,

and other minimum wage workers have \$6,500 less in annual buying power than their 1968 counterparts.

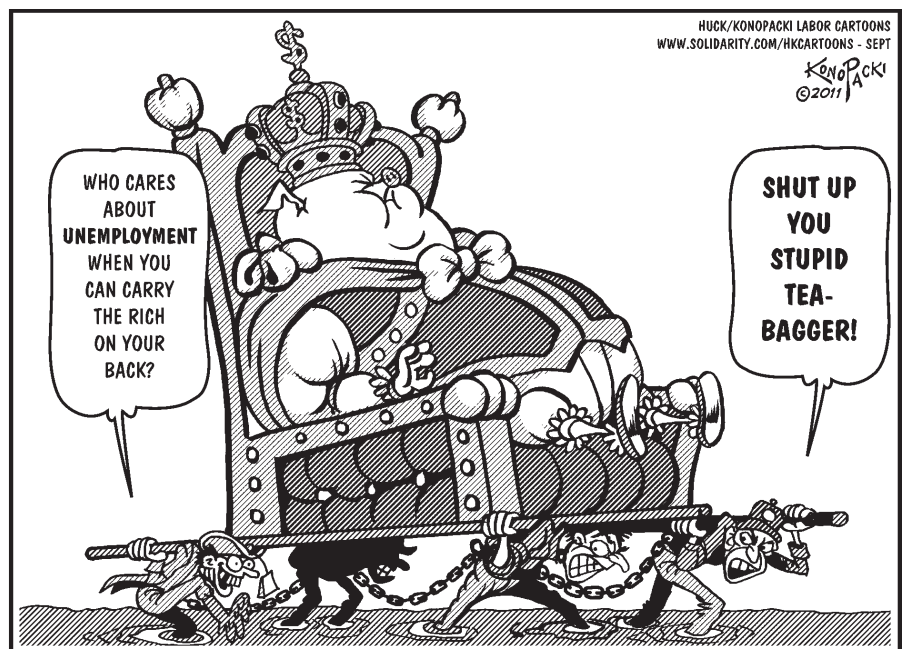
That doesn't help our corner stores, our communities, or our national economy. It hurts.

We didn't have to go backwards. U.S. income grew \$11,684 on average between 1969 and 2008, the year Wall Street drove our economy off a cliff. But there was nothing average about the actual income distribution. Every dime of income growth went to the top 10 percent. Income for the bottom 90 percent declined.

Compare that to the period between 1917 (when the data began) and 1968. Income growth averaged \$26,574. The top 10 percent got 31 percent of that growth. The bottom 90 percent got 69 percent.

You can't have a strong middle class or a strong economy if the bottom 90 percent gets none of the nation's income growth.

If the minimum wage had stayed above the \$10.38 value



it had in 1968, it would have put upward pressure – rather than downward pressure – on the average worker wage. Wal-Mart and McDonald's, our nation's largest employers, couldn't routinely pay \$7.25 or a little above.

McDonald's wages would be more like In-N-Out Burger, which has an entry wage of \$10 plus good benefits and beats McDonald's and other fast food chains in the new Consumer Reports ratings for food, service, value, and speed. Wal-Mart's wages would be closer to Costco, which pays starting wages of \$11, has the lowest employee turnover in retail, doesn't need to spend money on advertising, and outperforms Wal-Mart.

The 2010 American Values Survey found that 67 percent of Americans supported increasing the minimum wage from \$7.25 to \$10.

Critics routinely oppose minimum wage increases in good times and bad, claiming wrongly they will increase unemployment. The most rigorous studies of the impact of actual minimum wage increases, including two studies published recently in the journal *Industrial Relations and the Review of Economics and Statistics*, show they do not cause job losses – whether during periods of economic growth or recession.

In the words of John Shepley, co-owner of Emory Knoll Farms in Maryland and a member of Business for a Fair Minimum Wage, "The notion that raising the minimum wage will kill

jobs is just bunk. People at the lower end of earnings tend to spend 100 percent of their after-tax income. They put it right back into local businesses buying food, clothing, car repairs, and other necessities. When the minimum wage is too low it not only impoverishes productive workers, it weakens the key consumer demand at the heart of our local economy."

It's time to stop stuffing the penthouse of the economy with gold and rebuild the crumbling foundation. ■

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Holly Sklar's op-eds for McClatchy-Tribune News Service and the American Forum have appeared in hundreds of newspapers and online outlets. She is one of the interviewees featured in the new book, "Bill Moyers Journal: The Conversation Continues." Sklar is the author of numerous books including "Streets of Hope: The Fall and Rise of an Urban Neighborhood," the widely taught story of how the Dudley Street Neighborhood Initiative is rebuilding a long impoverished Boston community as a dynamic urban village.



## 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



If you are off work due to illness or injury, you must complete form SI-1a/b, Application for Sick Leave Benefits, within 10 days from the first day you want to claim benefits. An application is considered filed on the day it is received by a RRB office; if you file late you may lose benefits. You can download form SI-1a/b online at the website listed below. You can also contact the RRB at the 1-800 number listed below. To receive Supplemental Sick Leave Benefits you must have sufficient creditable earnings in the preceding base year. The base year is January 1 through December 31. The benefit year is July 1 through June 30.

**RAILROAD RETIREMENT BOARD:** **1-800-808-0772**  
www.rrb.gov

The notice of claim for Aetna Disability must be given within 60 days of the start of disability. Please do not jeopardize your benefit. Make sure you submit your notice of claim to Aetna within 60 days after your disability begins. You can file a claim over the telephone or online at the telephone number or website listed below. Please remember Aetna Disability pays only if you qualify for RRB Supplemental Sick Leave Benefits.

**AETNA DISABILITY:** **1-800-205-7651**  
www.wkabsystem.com

You are also required to notify your health care provider and provide proof of disability if you go off on disability. If you do not notify your health care provider you may have your healthcare, dental, and vision benefits terminated and will have to provide proof of disability before the benefits are reinstated. Below are the numbers of the healthcare providers in the National Plan.

**UNITED HEALTHCARE:** **1-800-842-9905**  
www.myuhc.com

**AETNA MANAGED CARE:** **1-800-842-4044**  
aetnahealthcare.com

**HIGHMARK BLUE CROSS/BLEU SHIELD:** **1-866-267-3320**  
www.bcbs.com

Below is a card you can place in your wallet with the telephone numbers and websites for RRB, Aetna Disability, and all healthcare providers. Please give these numbers to family members in case of emergency.

**RAILROAD RETIREMENT BOARD:**  
www.rrb.gov

**1-800-808-0772**

**AETNA DISABILITY:**  
www.wkabsystem.com

**1-800-205-7651**

**UNITED HEALTHCARE:**  
www.myuhc.com

**1-800-842-9905**

**AETNA MANAGED CARE:**  
aetnahealthcare.com

**1-800-842-4044**

**HIGHMARK**

If you are off work due to illness or injury, be sure to notify the Railroad Retirement Board and your healthcare provider. If you are under the Aetna Supplemental Sick Leave Benefit Plan, you will also need to notify Aetna Disability.

**RAILROAD RETIREMENT BOARD:** **1-800-808-0772**  
www.rrb.gov

**AETNA DISABILITY:** **1-800-205-7651**  
www.wkabsystem.com

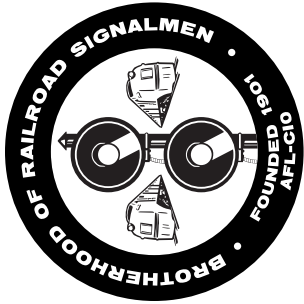
**UNITED HEALTHCARE:** **1-800-842-9905**  
www.myuhc.com

**AETNA MANAGED CARE:** **1-800-842-4044**

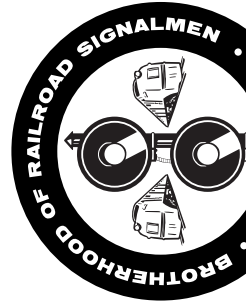
**DELAYED NOTIFICATION COULD RESULT IN LOSS OF BENEFITS!**

**RAILROAD RETIREMENT BOARD:** **1-800-808-0772**  
**1-800-205-7651**  
**1-800-842-9905**  
**1-800-842-4044**  
Blue Shield: **1-866-267-3320**

# BROTHERHOOD OF RAILROAD SIGNALMEN



# BROTHERHOOD OF RAILROAD SIGNALMEN



# BROTHERHOOD OF RAILROAD SIGNALMEN

DELAYED NOTIFICATION COULD  
RESULT IN LOSS OF BENEFITS!

due to illness or injury, be sure to  
Retirement Board and your health-  
plan, you will also need to notify

ED NOTIFICATION COULD RESULT IN LOSS OF BEN



## Working After Retirement

*Retirees, and those planning retirement, should be aware of the railroad retirement laws governing benefit payments to annuitants who work after retirement.*

*The following questions and answers describe these railroad retirement work restrictions and earnings limitations on post-retirement employment, and how these rules can affect retirees engaging in self-employment.*

### **1** What are the basic railroad retirement work restrictions and earnings limitations that apply to post-retirement work?

Neither a regular railroad retirement annuity (whether based on age and service or on disability) nor a supplemental annuity is payable for any month in which a retired employee, regardless of age, works for an employer covered under the Railroad Retirement Act, including labor organizations. This is true even if only one-day's service is performed during the month and includes local lodge compensation totaling \$25 or more for any calendar month. Also, work by a local lodge or division secretary collecting insurance premiums, regardless of the amount of salary, is railroad work which must be stopped.

A spouse annuity is not payable for any month in which the employee's annuity is not payable, or for any month in which the spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. (A divorced spouse can receive an annuity even if the employee has not retired, provided they have been divorced for at least 2 years, the employee and divorced spouse are at least age 62, and the employee is fully insured under the Social Security Act using combined railroad and social security earnings. A court-ordered partition payment may be paid even if the employee is not entitled to an annuity provided that the employee has 10 years of railroad service or 5 years after 1995 and both the employee and former spouse are 62.) A survivor annuity is not payable for any month the survivor works for an employer covered under the Railroad Retirement Act, regardless of the survivor's age.

Also, like social security benefits, railroad retirement tier I benefits and vested dual benefits paid to employees and spouses, and tier I, tier II and vested dual benefits paid to survivors are subject to deductions if an annuitant's earnings exceed certain exempt amounts.

These earnings deductions do not apply to those who have attained full social security retirement age. Full retirement age for employees and spouses ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. Full retirement age for survivor annuitants ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later. Deductions for all annuitants, however, remain in effect for the months before the month of full retirement age during the calendar year of attainment. (The attainment of full retirement age does not mean an annuitant can return to work for an employer covered under the Railroad Retirement Act. As explained above, no annuity is payable for any month in which the annuitant works for a railroad employer, regardless of the annuitant's age).

### **2** What are the current exempt earnings amounts for those annuitants subject to earnings limitations?

For those under full retirement age throughout 2011, the exempt earnings amount is \$14,160. For beneficiaries attaining full retirement age in 2011, the exempt earnings amount is \$37,680 for the months before the month full retirement age is attained.

For those under full retirement age throughout the year, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining



full retirement age in 2011, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

Earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not generally considered earnings for this purpose.

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer and special restrictions apply to disability annuitants.

### **3 What are the special earnings restrictions applied to disabled employee annuitants?**

A disability annuity is not payable for any month in 2011 in which the disabled employee annuitant earns more than \$780 in any employment or net self-employment, exclusive of disability-related work expenses. If a disabled employee annuitant's earnings in a year (after deduction of disability-related work expenses) exceed the annual limit, the annuity is not payable for the number of months derived by dividing the amount by which those earnings exceed the annual limit by the amount of the monthly limit. Any resulting fraction of a month equal to or greater than one-half (0.5) is rounded up, increasing the number of months in which the annuity is not payable by one. For example, a disabled employee annuitant earns \$12,800 in 2011, which is \$3,050 over the 2011 annual limit of \$9,750. Dividing \$3,050 by \$780 yields 3.91. As .91 is more than one-half, the annuitant would lose 4 months of benefits.

These disability work restrictions cease upon a disabled employee annuitant's attainment of full retirement age. This transition is effective no earlier than full retirement age even if the annuitant had 30 years of service. Earnings deductions continue to apply to those working for their last pre-retirement nonrailroad employer.

If a disabled employee annuitant works before full retirement age, this may also raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings. Consequently, any earnings must be reported promptly to avoid overpay-

ments, which are recoverable by the RRB and may also include significant penalties.

### **4 What are the additional deductions applied to the annuities of retired employees and spouses working for their last pre-retirement nonrailroad employer?**

Such employment will reduce tier II benefits and supplemental annuity payments, which are not otherwise subject to earnings deductions, by \$1 for each \$2 of earnings received subject to a maximum reduction of 50 percent. The deductions in the tier II benefits and supplemental annuities of individuals who work for pre-retirement nonrailroad employers apply even if earnings do not exceed the tier I exempt earnings limits. Also, while tier I and vested dual benefit earnings deductions stop when an annuitant attains full retirement age, these tier II and supplemental annuity deductions continue to apply after the attainment of full retirement age. Work that begins on the same day as the annuity beginning date is not last pre-retirement nonrailroad employment.

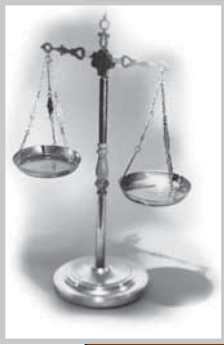
### **5 Can a retired employee's earnings also reduce a spouse's benefit?**

A spouse benefit is subject to reductions not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or other post-retirement employment.

### **6 How can individuals get more information about these railroad retirement work restrictions and earnings limitations?**

Claimants with questions about railroad retirement work restrictions and earnings limitations should contact an RRB office by calling toll-free at 1-877-772-5772. Claimants can also find the address of the RRB office serving their area and get information about their claims and benefit payments by calling this toll-free number. Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. Field office locations can also be found by visiting [www.rrb.gov](http://www.rrb.gov). ■

# 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.*

## ALABAMA

**W.C. Tucker, Jr.**  
Petway & Tucker, LLC  
510 Park Place Tower  
2001 Park Place North  
Birmingham, AL 35203  
Tel. (205) 733-1595  
800-365-1631

## ARIZONA

**Lloyd L. Rabb, III**  
Rabb & Beal, PLLC  
3320 North Campbell Avenue  
Suite 150, Tucson, AZ 85719  
Tel. (520) 888-6740  
800-354-3352  
[www.firstinjurylaw.com](http://www.firstinjurylaw.com)

## CALIFORNIA

**John D. Gilbert**  
Law Office of John D. Gilbert  
2173 Salk Avenue, Suite 250  
Carlsbad, CA 92008  
760-579-7604  
800-499-9904

**Jay A. Kaplan**  
Kaplan Law Corporation  
1801 Avenue of the Stars  
Suite 600,  
Los Angeles, CA 90067  
Tel. (310) 407-2265  
800-552-7526  
[www.kaplanlawcorp.com](http://www.kaplanlawcorp.com)

**Frederick L. Nelson**  
Hildebrand, McLeod & Nelson  
Westlake Building  
350 Frank H. Ogawa Plaza  
4th FL  
Oakland, CA 94612-2006  
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## DISTRICT OF COLUMBIA

**Larry Mann**  
Alper & Mann, PC  
9205 Redwood Ave.  
Bethesda, MD 20817  
Tel. (202) 298-9191  
800-747-6266

## FLORIDA

**Alva A. Hollon, Jr.**  
Sams & Hollon, PA  
9424 Baymeadows Rd.  
Suite 160  
Jacksonville, FL 32256  
Tel. (904) 737-1995  
800-327-4552

**Howard A. Spier**  
Rossman, Baumberger,  
Reboso, Spier & Connolly  
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## ILLINOIS

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**IAM:** International Association of Machinists

**IBB:** International Brotherhood of Boilermakers

**IBT:** International Brotherhood of Teamsters

**UAW:** United Auto Workers

**UFCW:** United Food & Commercial Workers International Union

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The income guarantees are made by issuers belonging to American General Life Companies ("American General"), one of the nation's oldest and largest providers of income annuities, which distributes more than 100,000 monthly income payments each quarter and has been in business for more than 150 years.

### Four reasons to consider the Union Plus Annuity Program:

- 1. Consistency.** The payment is guaranteed, and you can count on being paid every month.
- 2. Stability.** Your income will not depend on the stock market and its ups and downs.

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- 4. Control.** An American General income annuity purchased through the Union Plus Annuity Program isn't exposed to market risk, since it is a fixed annuity product purchased by you.<sup>2</sup> It's like having a retirement paycheck.

To find out how much income an annuity purchased through the Union Plus Annuity Program might provide, visit [UnionPlus.org/Annuities](http://UnionPlus.org/Annuities) or call an experienced, non-commissioned annuity specialist at 1-877-244-1539. ■

<sup>1</sup>Guarantees are subject to the claims-paying ability of the life insurance company.

<sup>2</sup>American General Life Companies, [www.americangeneral.com](http://www.americangeneral.com), ("American General") is the marketing name for a group of affiliated domestic life insurers.

American General Life Companies insurers offer a full line of life insurance, annuities, accident & health products and worksite benefits to serve the financial and estate planning needs of its customers throughout the United States.

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# 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  
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### Railroad Retirement Board

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

# OBITUARIES

**MAURICE A. AZBELL**—retired member of **LOCAL 10**. Brother Azbell retired in 1989 after 41 years of service with Consolidated Rail Corporation. Brother Azbell was a Signal Maintainer at Plymouth, Indiana, at the time of his retirement. Brother Azbell is a U.S. Army Veteran who served during the Korean War and was also a recipient of the Purple Heart.

**CLARENCE T. BARNEY**—retired member of **LOCAL 216**. Brother Barney retired in 1984 after 28 years of service with the Chesapeake & Ohio Railroad. Brother Barney was a Signal Maintainer at Walbridge, Ohio, at the time of his retirement.

**JAMES R. BISHOP**—retired member of **LOCAL 94**. Brother Bishop retired in 2002 after 42 years of service with CSX Transportation. Brother Bishop was a Signal Maintainer at Blanchester, Ohio, at the time of his retirement. Brother Bishop also served as Local Chairman.

**HOYT W. BOSWELL**—retired member of **LOCAL 206**. Brother Boswell retired in 1991 after 41 years of service with the Missouri Pacific, and Union Pacific Railroads. Brother Boswell was a Signal Maintenance Foreman at DeQuincy, Louisiana, at the time of his retirement.

**KENNETH BUDNICK**—retired member of **LOCAL 143**. Brother Budnick retired in 1990 after 46 years of service with the Baltimore & Ohio Railroad. Brother Budnick was a Signal Inspector at Chicago, Illinois, at the time of his retirement.

**R. M. BURDETT**—retired member of **LOCAL 87**. Brother Burdett retired in 1986 after 36 years of service with the Northern Pacific, and Burlington Northern Railroads. Brother Burdett was a CTC Maintainer at Missoula, Montana, at the time of his retirement.

**JAMES E. CHANNELL**—retired member of **LOCAL 49**. Brother Channell retired in 1973 after 30 years of service with the Southern Railway. Brother Channell was a Signal Maintainer at Birmingham, Alabama, at the time of his retirement. Brother Channell also served as General Chairman, Recording-Financial Secretary, and Local Chairman.

**BILLY A. CHIDESTER**—retired member of **LOCAL 228**. Brother Chidester retired in 1994 after 46 years of service with the Norfolk & Western Railroad. Brother Chidester was a Gang Signalman at Bellevue, Ohio, at the time of his retirement.

**ROBERT E. CLARK**—retired member of **LOCAL 60**. Brother Clark retired in 1991 after completing 35 years of service with the Port Authority Trans-Hudson Railroad. Brother Clark was a Signal Shop Repairman at Jersey City, New Jersey, at the time of his retirement.

**PAUL N. COVINGTON**—retired member of **LOCAL 51**. Brother Covington retired in 1976 after 37 years of service with Illinois Central Gulf Railroad. Brother Covington was a Signal Maintainer at Martin, Tennessee, at the time of his retirement. Brother Covington also served as Local President and Recording-Financial Secretary.

**LLOYD D. COWAN**—retired member of **LOCAL 99**. Brother Cowan retired in 1981 after 40 years of service with the Southern Pacific Railroad. Brother Cowan was a Signal Maintainer at Flatonina, Texas, at the time of his retirement. Brother Cowan also served as Local Chairman and Treasurer.

**CHARLES W. FOSTER**—retired member of **LOCAL 52**. Brother Foster retired in 1976 after 33 years of service with Conrail. Brother Foster was a Lead Signal Maintainer at New London, Ohio, at the time of his retirement.

**ARTHUR G. FROHRIB**—retired member of **LOCAL 75**. Brother Frohrib retired in 1972 after 26 years of service with the Delaware & Hudson Railroad. Brother Frohrib was a Signal Maintainer at Oneonta, New York, at the time of his retirement. Brother Frohrib also served as Local President, Recording-Financial Secretary, and Local Chairman.

**TRUMAN W. FUGATE**—retired member of **LOCAL 135**. Brother Fugate retired in 1981 after 34 years of service with the Chessie System. Brother Fugate was a Signal Foreman at Huntington, West Virginia, at the time of his retirement.

**KENNETH J. GALLOWAY**—active member of **LOCAL 156**. Brother Galloway had 18 years of service as a Signalman with the BNSF Railway Company. Brother Galloway was employed as a Signalman at Quincy, California, at the time of his passing.

**MARVEL R. GINTHER**—retired member of **LOCAL 111**. Brother Ginther retired in 1981 after 32 years of service with the Union Pacific Railroad. Brother Ginther was a CTC Carrier Maintainer at Orchard, Idaho, at the time of his retirement.

**WILLIAM P. GLAVEY**—retired member of **LOCAL 58**. Brother Glavey retired in 1985 after 43 years of service with Conrail. Brother Glavey was a Signal Maintainer at Winslow, New Jersey, at the time of his retirement. Brother Glavey also served as General Chairman, Local Chairman, and Trustee.

**DONALD J. HAMMOND**—retired member of **LOCAL 94**. Brother Hammond retired in 1989 after 41 years of service with the Baltimore & Ohio Railroad, and CSX Transportation. Brother Hammond was a Signal Inspector at North Vernon, Indiana, at the time of his retirement. Brother Hammond also served as Local President, Recording-Financial Secretary, and Local Chairman.

**ROBERT D. HUFFMAN**—retired member of **LOCAL 33**. Brother Huffman retired in 1985 after 28 years of service with the Santa Fe Railroad. Brother Huffman was a Signal Maintainer at Sylvia, Kansas, at the time of his retirement.

**HAROLD D. JOHNSON**—retired member of **LOCAL 119**. Brother Johnson retired in 1994 after 41 years of service with the Burlington Northern Railroad. Brother Johnson was a CTC Signal Maintainer at Minden, Nebraska, at the time of his retirement.

**FRED E. KOPP**—retired member of **LOCAL 10**. Brother Kopp retired in 1994 after 44 years of service with New York Central, and Penn Central Railroads, and Conrail. Brother Kopp was a Signal Maintainer at Toledo, Ohio, at the time of his retirement.

**PERLE R. KRIMBLEBINE**—retired member of **LOCAL 52**. Brother Krimblebine retired in 1977 after 30 years of service with Conrail. Brother Krimblebine was a Signal Maintainer at Ridgeway, Ohio, at the time of his retirement.

**CHARLES W. LAIRD**—retired member of **LOCAL 99**. Brother Laird retired in 1989 after 30 years of service with the Missouri Pacific, and Southern Pacific Railroads. Brother Laird was a Signal Technician at Houston, Texas, at the time of his retirement.



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**LAWRENCE P. LAMPE**—retired member of **LOCAL 8**. Brother Lampe retired in 1991 after 33 years of service with the Union Pacific Railroad. Brother Lampe was a Carrier Maintainer at St. Marys, Kansas, at the time of his retirement.

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**CLARENCE D. LAW**—retired member of **LOCAL 55**. Brother Law retired in 1988 after 43 years of service with the Norfolk & Western Railroad. Brother Law was a Signal Maintainer at Litchfield, Illinois, at the time of his retirement.

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**FRANK D. MCHONE**—retired member of **LOCAL 110**. Brother McHone retired in 1989 after 20 years of service with Norfolk & Southern Railroad. Brother McHone was a Signal Maintainer at SaLuda, North Carolina, at the time of his retirement.

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**GERALD C. MEEKER**—retired member of **LOCAL 25**. Brother Meeker retired in 1975 after 33 years of service with the Louisville & Nashville Railroad. Brother Meeker was a Signal Helper at Coyuga, Indiana, at the time of his retirement.

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**RUSSELL C. MILLER**—retired member of **LOCAL 132**. Brother Miller retired in 1983 after 31 years of service with the Terminal Railroad Association of St. Louis. Brother Miller was a Signal Maintainer at St. Louis, Missouri, at the time of his retirement. Brother Miller also served as a Trustee.

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**GEORGE PADUANO**—retired member of **LOCAL 56**. Brother Paduano retired in 1987 after 31 years of service with the Long Island Rail Road. Brother Paduano was an Assistant Foreman of Communications at Jamaica, New York, at the time of his retirement.

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**OLLIE J. PATTON, JR.**—retired member of **LOCAL 49**. Brother Patton retired in 1992 after 42 years of service with the Norfolk Southern Railroad. Brother Patton was a Signal Maintainer at English, Indiana, at the time of his retirement.

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**JAMES A. PAYNE**—retired member of **LOCAL 114**. Brother Payne retired in 1980 after 39 years of service with the Washington Terminal Company. Brother Payne was a Relay Maintainer at Washington, D.C., at the time of his retirement. Brother Payne also served as General Chairman.

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**GORDON B. PHILLIPS**—retired member of **LOCAL 1**. Brother Phillips retired in 1989 after 33 years of service with Conrail. Brother Phillips was a C&S Maintainer at Williamsport, Pennsylvania, at the time of his retirement.

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**J. A. PORTER**—retired member of **LOCAL 68**. Brother Porter retired in 1981 after 40 years of service with the Pennsylvania Railroad, and Conrail. Brother Porter was a C&S Maintainer at Schereville, Indiana, at the time of his retirement.

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**ROBERT C. POTTER**—retired member of **LOCAL 56**. Brother Potter retired in 1973 after 33 years of service with the Long Island Rail Road. Brother Potter was a Signal Maintainer at Riverhead, New York, at the time of his retirement.

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**HILTON T. REED**—retired member of **LOCAL 49**. Brother Reed retired in 1988 after 41 years of service with the Southern, and Norfolk Southern Railroads. Brother Reed was a Signal Maintainer at Russellville, Alabama, at the time of his retirement.

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**WALTER W. REGNIER, JR.**—active member of **LOCAL 20**. Brother Regnier had 35 years of service with the BNSF Railway Company. Brother Regnier was employed as a Signal Inspector at Fairfield, Iowa, at the time of his passing.

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**HOWARD W. RUPP**—retired member of **LOCAL 94**. Brother Rupp retired in 1979 after 34 years of service with the Baltimore & Ohio Railroad. Brother Rupp was a Signal Inspector at Cincinnati, Ohio, at the time of his retirement. Brother Rupp also served as Local President, Recording-Financial Secretary, and Local Chairman.

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**FRED SANDERS, JR.**—retired member of **LOCAL 156**. Brother Sanders retired in 1985 after 30 years of service with the Santa Fe Railroad. Brother Sanders was a Signal Inspector at Fullerton, California, at the time of his retirement.

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**RAYMOND J. SAVELY**—retired member of **LOCAL 172**. Brother Savely retired in 1986 after 40 years of service with the Atchison Topeka & Santa Fe Railroad. Brother Savely was a Signal Maintainer at Dalies, New Mexico, at the time of his retirement. Brother Savely also served as Local Recording-Financial Secretary.

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**WILBUR M. SHARP**—retired member of **LOCAL 55**. Brother Sharp retired in 1977 after 32 years of service with the Norfolk & Western Railroad. Brother Sharp was a Signal Maintainer at Mexico, Missouri, at the time of his retirement.

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**DANIEL R. STEIN**—retired member of **LOCAL 26**. Brother Stein retired in 1983 after 38 years of service with Conrail. Brother Stein was a Signal Maintainer at Schuylkill Haven, Pennsylvania, at the time of his retirement. He also served on the Local Grievance Committee.

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**KEITH A. STERTZ**—active member of **LOCAL 31**. Brother Stertz had 14 years of service with CSX Transportation. Brother Stertz was holding the position of ESS at the Baltimore Dispatch Center at the time of his passing. Brother Stertz also served as First Vice President.

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**WILLIAM E. TIDLER**—retired member of **LOCAL 228**. Brother Tidler retired in 1984 after 37 years of service with the Nickel Plate Railroad, Norfolk and Southern Railway, and Norfolk Southern Railroad. Brother Tidler was a Signal Maintainer at the time of his retirement. Brother Tidler is also a U.S. Army Veteran, who served in the Pacific Theater during WWII from 1943-1945.

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**WILLIAM J. WIOTT**—retired member of **LOCAL 68**. Brother Wiott retired in 2002 after 36 years of service with the New York Central, Penn Central, and Norfolk Southern Railroads, and Conrail. Brother Wiott was a Signal Maintainer at Kankakee, Illinois, at the time of his retirement. Brother Wiott is also a U.S. Army Veteran who served in Korea.

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**CORRECTION — 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 Maintainer at Meridian, Mississippi, 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)*

# 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

RW Caster 14  
SS Frankel 102

## 40 YEARS OF SERVICE

JM Molnar 10  
WA Price 16  
M Jube 19  
FJ Fernandes 20  
TR Gillespie 31  
RJ Czochanski 60  
JD Nieves 60  
RJ Saul 60  
DJ Schroeder 94  
JA Rand 155

## 35 YEARS OF SERVICE

RW Mathews, Jr. 5  
LR Mazzochia, Jr. 5  
VD Oakes, Jr. 5  
AA Eickbush 8  
GH Reiss 8  
CC Bauman 10  
RH Burgin, Jr. 10  
LO Diehl 10  
KN Jankowiak 10  
GK Rhoads 10  
JT Rucker 10  
JW Sackman 10  
TL Smale, Sr. 10  
TH Webb 10  
CD Chinnis 16  
C Crawford 16  
RG Ewell 16  
JM Jordan 16  
RC Lane 16  
BM McDonald 16  
KE Monroe 16  
GN Ogden 16

## 35 YEARS OF SERVICE

EG Sullivan 16  
JT Thomas 16  
JR Turnage 16  
SM Carel 18  
WD Flickinger 20  
GA Scott 20  
TR Miller 33  
JG Buchanan 35  
RF Bernardi 40  
HF Thomas, Jr. 40  
NC Letts, II 48  
WA Parsons 49  
GO Wagner, Jr. 49  
BC Carter 52  
RS Terrell 52  
RJ Weldon, Jr. 52  
WM Crawford 53  
L Dalessandro, Jr. 53  
SR Delia 57  
DA Fitting 58  
AD Goncalves 60  
JA Budrecki 65  
M Gregory 65  
DW Wood 65  
EA Muszynski 68  
B Cundiff, Jr. 71  
GL Bahr 72  
JA Beck 72  
JA Lack 72  
RW Reutzel 80  
RH Rowe, II 80  
DJ Frezza 81  
JP Prendergast, Jr. 86  
WR Meadows 89  
ML Simms 91  
SA Klos 93  
SC Polley 93  
R Rice 99  
JH Foulks 102

## 35 YEARS OF SERVICE

S Murphy 102  
GA Heilbrun 119  
RL Urban 119  
WR Fowler 121  
RL Wilburn, III 121  
MA Restifo 123  
JR Fitzgerald 132  
RD Cooner 141  
H Gardner 141  
RJ Lawton 156  
WJ Romjue 161  
EM Gbur 173  
DL Miller 179  
MA Adduci 183  
RJ Shanahan 183  
MD Yip 188  
DJ Larochele 213  
RW Wright 230  
AR Blackwell 238  
MA Wild 238  
JV Zogbaum 238

## 30 YEARS OF SERVICE

CE Haynes 8  
MW Benjamin 20  
BR Burstert 20  
BB Garrison 31  
CE Potter 31  
JW Helmick 52  
KR Crisman 55  
RD Higgins 55  
RG Koch 55  
E Camporese 56  
RJ Colvin 72  
JR Dooley 77  
SR Rosenberg 84  
JP Morgen 87  
AK Wyckoff 87  
V Howell 94  
B Beckett 102  
WR Belk 110  
DG Lippe 121

## 30 YEARS OF SERVICE

KW Wallace 121  
TD Davis 123  
J Barlow, Jr. 133  
LR Baker 141  
TJ Asher 185  
BE Burton, Jr. 198  
DM Augustine 206  
RM Guinn 206  
LJ Linbeck 206  
DJ Kornacki 225  
KW Frazier 229  
AD Veilleux 232  
KM Whitaker 236

## 25 YEARS OF SERVICE

NA Seggerman 14  
MJ Ostrander 20  
MT Appel 31  
LM Craig, Jr. 49  
AC Boeckel 56  
J Fernandez 56  
JP Gay 56  
AC Grayson 56  
J Grzybowski 56  
TH O'Brien 58  
TG Adkins 77  
MR Cope 77  
JL Evans 77  
DE Ferguson 77  
MB Ferguson 77  
JA Puckett 77  
LC Stanley, Jr. 77  
DW Wheeler 77  
JA Badan 84  
EJ Bush, Jr. 84  
GR Naef 84  
CR McGill 110  
JD Parker 110  
JC West 110  
MR Myers 141  
JH Doucet, Jr. 157  
JS Smith 158  
EG Doucette 230

## Washington Report

continued from page 13

version of the bill. For air and rail union elections overseen by the National Mediation Board (NMB), the House version of the FAA legislation would change the rules to count eligible voters who did not participate in the election the same as actually having voted "No."

The House GOP is doing the bidding of "a few airline CEOs" (Executives at Delta Airlines are leading the business fight against the new election rule) who oppose fair elections at their carriers. *"Here we go again,"* Edward Wytkind, President of the Transportation Trades Department, AFL-CIO (TTD) said. *"House Republican leaders are playing political games at the expense of vital services and thousands of good jobs - only this time, they are blocking basic funding for federal aviation programs."*

### MICA'S Reauthorization = More Job Cuts

Earlier this month, House Transportation and Infrastructure Committee Chairman John Mica (R-FL) and other committee leaders outlined a \$230 billion, six-year transportation authorization bill that would cut transportation spending by \$76 billion. The current program was set to expire in September 2009, but was extended seven times. This new bill will mark the end of the old program. The previous reauthorization bill was closer to \$285 billion over just five years; the new bill is set to cut spending by about 33 percent.

The bill had to be restructured because there was not enough funding to keep the old bill going much past 2013. With a reduction in gas use, the fund was projected to go broke if there was no increase in revenue. Mica said the bill would keep the federal Highway Trust Fund from running out of money, but critics said it would shortchange transportation needs and hurt economic recovery efforts.

The House must reconcile its plan with the Senate's two-year, \$109 billion proposal, offered by the Environment and Public Works (EPW) Committee, led by Senator Barbara Boxer (D-CA). The Senate's plan would keep funding at current levels.

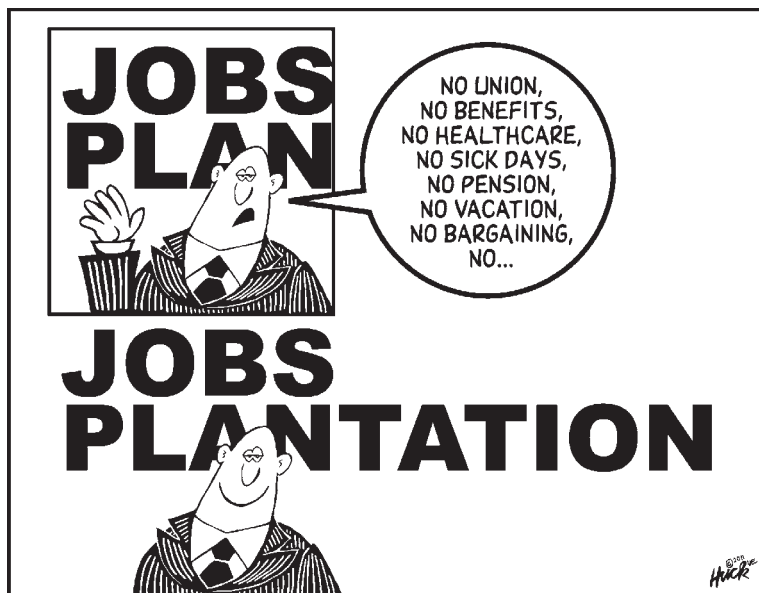
The trust fund faces insolvency next year after six years of declining balances, according to the Congressional Budget Office, Bloomberg reported.

## Senate Introduces Its Own Reauthorization Bill

Senate Environment and Public Works Committee (EPW) Chairman Barbara Boxer (D-CA), Ranking Member James Inhofe (R-OK), Transportation & Infrastructure Subcommittee Chairman Max Baucus (D-MT), and Subcommittee Ranking Member David Vitter (R-LA) issued a joint statement on their draft transportation reauthorization legislation, Moving Ahead for Progress in the 21st Century (MAP-21), marking a major step in a reauthorization bill that is close to two years late.

*"It is no secret that the four of us represent very different political views, but we have found common ground in the belief that building highways, bridges, and transportation systems is an important responsibility of the federal government, in cooperation with state and local governments and the private sector,"* said the statement.

At a press conference following the group's release, Boxer announced that the committee is planning a \$339.2 billion bill, which is equivalent to current levels, with modest growth to account for inflation. The proposal assumes the General Fund contribution to public transportation would be continued, and likewise, increased for inflation, but the transit title will be written by the Senate Banking Committee and is not under the jurisdiction of the EPW Committee. ■





# MEMBER PHOTOS



## Terry L. Hedges Retires

FORMER SECRETARY-TREASURER OF THE UNITED GENERAL COMMITTEE

Terry L. Hedges, former Secretary-Treasurer of The United General Committee (UGC), and member of Local 52, retired on October 1, 2010. Brother Hedges has

a combined total of nearly 44 years of railroad service, with more than 23 of those years as an officer of the UGC.

His railroad career started in 1967, with the Pennsylvania Railroad as a block operator. In the spring of 1974, Brother Hedges transferred to the signal department, working various maintenance and construction positions as a Signalman, Maintainer, Maintainer Test, Foreman, and Signal Inspector for Penn Central Railroad and subsequently Conrail.

In June of 1967, Terry enlisted in the U.S. Air Force and trained in Texas for approximately 18 months before being deployed to England where he served for the next three years. Terry was honorably discharged from military service in December of 1971, having attained the rank of Staff Sergeant.

Active in the Union, Brother Hedges held the positions of Local Recording Secretary, Local Chairman, Vice General Chairman, Assistant General Chairman, and finally Secretary-Treasurer of The United General Committee — where he served until his retirement.

Terry has attended every convention since 1979, as a Delegate or Delegate-at-Large.

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



# MEMBER PHOTOS

## Robert Napiorski — 40th Anniversary



PICTURED FROM L-R: Signal Supervisor Charles A. Pesanello; Signal Shop Repairmen II Louis F. Ambrosio, Robert Saul, and Robert J. Napiorski; Signal Shop Supervisor Nicholas Masters; Signal Shop Repairman I Esteban Egurrola; and Signal Trainee Nolberto Rivera, Jr. All are members of Local 60.

BRS members of the Power, Signals & Communication Division at Port Authority Trans-Hudson (PATH) recently celebrated Robert (Bob) Napiorski's 40th Anniversary with the company. Brother Napiorski, a Signal Shop Repairman II at PATH, also serves as Recording-Financial Secretary for BRS Local 60.

Brother Napiorski joined PATH in June 1970, and has been recognized over the years for his dedication, service, and craftsmanship. Many co-workers, past and present, were there during this small celebration to congratulate Bob on a job well done. Employees of the Way & Structures Division at PATH constructed a set of rail and spike bookends for Brother Napiorski to commemorate the occasion. ■

## High-Speed Rail Conference

**JUNE 3, 2011** — BRS National Legislative Director Leonard Parker with the Reverend Jesse Jackson, Sr., President of the Rainbow PUSH Coalition, at the U.S. High-Speed Rail Association Conference in Chicago, IL. ■



## Marvin Frierson Retires

Marvin Frierson of Local 16, retired on July 13, 2011.

Brother Frierson began his railroad career with CSX in 1980, transferring to the signal department in 1989. Brother Frierson, a certified CDL trainer, assisted many co-workers in obtaining their CDLs. We wish him a long a happy retirement. ■

# SIGNALMAN'S STORE



**BRS WOOD GRAIN PLAQUE** The plaque is 9"x12" 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 3" 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.

**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.

**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.

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

UNION-MADE



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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					
BRS Flag (2'x3')		37.00					
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					
BRS Mouse Pad		3.00					
<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							35.00
Wind Shirt							32.00
<b>JACKETS</b>							
	S	M	L	XL	2X	3X	
Blue							60.00
<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
Available sizes in un-shaded boxes only *Available while supplies last.							TOTAL

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STREET \_\_\_\_\_

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# Quality UNION MADE Items



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Signal Graphic T-Shirt



Windshirt



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Blue Jacket



Black Canvas Coat



Also available in White

Blue Oxford



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



White Golf Shirt



Sweatshirt



Mantle Clock



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



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



**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



BRS Plaque



Flag



Pocket Watch



Wrist Watch

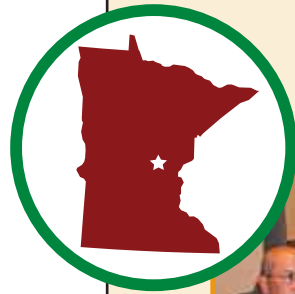


BRS Afghan

# MEETING PHOTOS



**Local 119 Meeting**  
Lincoln, NE



**Local 154 Meeting**  
Mille Lacs, MN





# MEETING PHOTOS



## Joint UP/BNSF Meeting

Fort Worth, TX





# MEETING PHOTOS



**Local 188 Meeting**  
Tukwila, WA



**Local Chairmen's Training**  
Front Royal, VA



# PHOTO CONTEST

WINNERS FOR 3RD QUARTER 2011



*Signalman Trainees at the BNSF Technical Training Center in Overland Park, Kansas, simulate Federal Railroad Administration testing procedures on equipment. Photo submitted by Local 161 member D.T. Chaparro.*



*Jeff Josier works in the basket cutting conduit with a handgrinder at the Belden Tunnel in Harpersville, New York, as Mark Andrews remotely operates the boom truck. Both are members of Local 75. Photo submitted by Frank Monaco, Recording Secretary, and member of Local 75.*



*Matt Amtes and Dennis Crews, members of Local 38, erect a signal mast at the Low Moore, Allegheny Subdivision in Virginia. Photo submitted by Local 136 member C.A. Hawkins.*

## SUBMIT YOUR PHOTOS

[signalman@brs.org](mailto:signalman@brs.org)

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- Monthly e-newsletter with special offers and tips
- Opportunity to participate in USA's Boots on the Ground conservation projects

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