



# THE SIGNALMAN'S JOURNAL

Volume 92 • Number 4

4th Quarter 2011

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# THE SIGNALMAN'S JOURNAL

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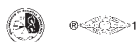
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## FEATURES:



**Walt A. Barrows to Serve on RRB ..... 6**  
 Former BRS Secretary-Treasurer Walter A. Barrows resigned on September 20, 2011, to take the position of Labor Member on the Railroad Retirement Board. Brother Barrows held the Secretary-Treasurer position for 12 years.



**BRS Elections Held ..... 7**  
 On Monday, October 10, 2011, the Brotherhood of Railroad Signalmen held elections for the following posts: Secretary-Treasurer, Vice President Headquarters, and Vice President NRAB.

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**COVER:** Local 49 members, Travis Moore, John Stett, and Ronnie Byrd working in Rome, Georgia, on a signal project upgrade at the Fox interlocking. Photo taken by Local 49 member Scott Jones. Photo submitted by Signalman Travis Moore.



# Season's

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



**DAN PICKETT**



**JERRY BOLES**



**FLOYD MASON**



**JOE MATTINGLY**



**LEONARD PARKER**



**MIKE BALDWIN**



**JIM FINNEGAN**



**TIM TARRANT**



**GENE MOORE**



**CYNTHIA HALEY**

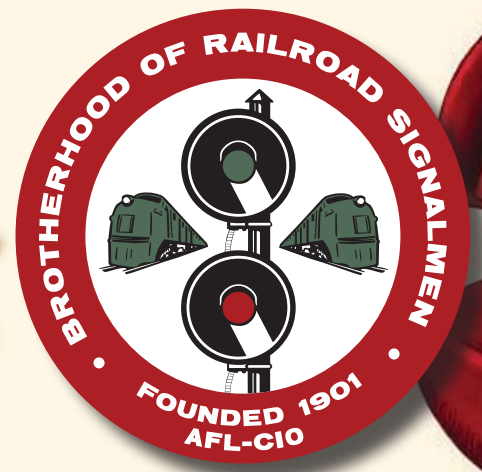


**TERESA EMBREY**



**JILLIAN JOHNSON**

# Greetings



## THE Brotherhood of Railroad Signalmen



DENNIS BOSTON



KELLY HALEY



MARK CIUREJ



JOHN BRAGG



MIKE OWENS



KIM POOLE



GUS DEMOTT



BILL PHILLIPS



DONICA BOLES



LINDA BARROWS



OLIVIA FRENCH



MICHAELA CLAYWELL



## 2011 — A Year in Review

*At the end of each year, I like to reflect on some of the things we, as Signalmen, have faced over the past year.*

### 9/11—Ten Years Later

This year, our Country has both mourned the loss of thousands of its countrymen, and at the same time, celebrated the heroes who responded and the unity that was created out of a tragic event now referred to as 9/11.

We, as an Organization, have also mourned the loss of two of our brothers this year to non-Roadway Worker-related accidents; however, we have also celebrated each and every day that the members of this great organization have gone without a Roadway Worker-related fatality. My hope is that we can continue to create new milestones to celebrate the safety of our members.

This year has seen the continued fight for the future of the labor movement, the continued attacks on labor as a whole, and how federal regulations affect the working class.

**The Future of the Labor Movement** — How will the future of the labor movement affect the next generation of young workers graduating from high school and college and entering America's workforce? I think of my grandchildren and wonder what type of challenges they will face as they enter the workforce in the future. What saddens me is that the greater part of these young individuals has not been, and will not be, educated on the importance of labor unions and the labor movement as a whole.

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

I believe that the labor movement must inspire people with a vision of what is possible. Working families need a decent wage, but they also need the promise of a better world. For as long as unions have existed, workers have shown they'll

fight for the future of their children and their communities, even when their own future seems in doubt. However, it takes a radical social vision to inspire this wave of commitment, idealism, and activity.

The ideas and visions for the future of the labor movement are worthless unless they reach the working people. Workers inhabit many localities: workplaces, communities, extended families, civic and religious organizations, etc. Each of these can be locations to share information about the labor movement. In all of these places, people will naturally have various cultures of solidarity.

I urge you, when given an opportunity, to teach those who are new to the working class the importance of unions and the labor movement. We must remember that participation will ensure that the rights and interests of America's labor force are advanced and that working families are afforded dignity and respect.

**A War on Workers** — We are being attacked by legislators in Washington, DC, and in a number of states. They are attacking the middle class, public employees, private workers, and stripping away collective bargaining rights. Also under attack is the Railway Labor Act, the proposed changes would eventually destroy our union workforce in the rail and airline industry.

To address this attack, we must educate our fellow union members on the benefits that have been attained through collective bargaining and the ways in which union membership can attract quality workers. Without union protection, corporations that are motivated by large profits may sacrifice the safety and well-being of workers in order to make as much money as they can. Without unions, politicians could annul regulations, that protect workers, which have taken years to achieve.

The American public needs to be told clearly what is causing our economic crisis and high unemployment rates. Americans need to be told that it is not unions that are causing the problem; it is the tax breaks supported by anti-labor

politicians, subsidies, and outsourcing public work to private companies that have contributed to our economic demise.

It is important that we stand together at this critical moment. The anti-labor legislators and their corporate supporters are not only out to destroy our collective bargaining rights, but our well-being. We must continue to fight every minute to keep the labor movement strong.

**Federal Regulations** — In our industry, federal regulations play an integral part in personal and public safety. The 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 not to be tested routinely for safety. Federal regulations have paved the way for the working class to live a safer and more productive life.

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 equipment manufacturers, to have a say in shaping regulations. For instance, during President Clinton's tenure, the Federal Railroad Administration (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 on regulatory issues.

It is FRA policy to utilize consensus recommendations of RSAC as the basis of proposed and final agency action, whenever possible, consistent with applicable law, including guidance from the President. Since its first meeting in April of 1996, 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 budgetary constraints instead of focusing on worker or public safety.

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. Rail labor had to testify in public hearings before the Department of Transportation (DOT) that all of these regulations were significant to railroad safety and should remain unchanged.

**National Negotiations** — A five-member Presidential Emergency Board (PEB) was appointed to investigate and make non-binding recommendations in a dispute between 11 rail labor unions and the National Carriers' Conference Committee (NCCC), which represents BNSF, CSX, Kansas City Southern, Norfolk Southern, Soo Line, Union Pacific, and numerous smaller railroads.

The PEB began meeting on October 13, 2011, and concluded on October 20, 2011. The railroads took the position that their Agreement with the United Transportation Union (UTU) set a pattern that all rail labor should follow. The railroads' arguments were that any increases in wages should not be tied to profits but instead they should be tied to productivity and that recent increases in productivity were related to infrastructure improvements, not employees working harder or more efficiently. The railroads also argued that the health and welfare costs were too high and the employee should share in more of the costs associated with their healthcare.

It became very clear to the labor organizations involved in this PEB process that the railroads did not value their employees. In fact, they continually attempted to downplay the contributions that craft employees make to the bottom line figures that railroads enjoy today.

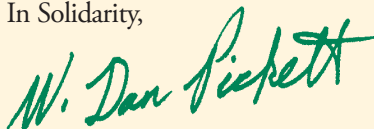
Labor argued that the railroads' profits are higher now than they ever have been in the history of the rail industry and that production was related to, and achieved on, the backs of its members. Labor also argued that the current health and welfare plan is different from other industries based on the fact that our members work in conditions unlike any other industry in the United States, therefore, causing our members to be subjected to many more health risks.

Labor continually highlighted the point that without the hard work of their represented members, the railroads would not have the on-time performance, high productivity, and large profits they do today.

I hope that through this process an agreement between the railroads and rail labor can be reached that will be a positive move forward for the members of our organization.

In closing, I want to wish each of you a very Merry Christmas and a safe and happy 2012.

In Solidarity,



W. Dan Pickett  
BRS President

# Walt A. Barrows to Serve on RRB

**F**ormer BRS Secretary-Treasurer Walter A. Barrows resigned on Friday, September 20, 2011. Brothers Barrows leaves the BRS to serve as the Labor Member on the Railroad Retirement Board.

Brother Barrows was elected to the position of Secretary-Treasurer in 1999 and won reelection in 2002, 2006, and 2010. Prior to being elected Secretary-Treasurer, Mr. Barrows served as General Chairman of the Norfolk Southern General Committee and Grand Lodge Trustee. He also served on the Board of Trustees for the National Railroad Retirement Investment.

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



LEFT TO RIGHT: W. Dan Pickett, BRS President; Walt A. Barrows, RRB Labor Member; Jerry C. Boles, BRS Vice President Headquarters.



*“For many years, I’ve had the pleasure of working with Walt Barrows. Through these years, I’ve experienced first-hand his unfaltering dedication to the labor movement, his dogged perseverance when faced with obstacles, and most of all, his respect for the American worker. I am proud to call Walt Barrows a friend and a Brother.”*

— W. DAN PICKETT, BRS PRESIDENT



*“I would like to thank my union, and President Pickett whom I have served along side of as a Local, General Committee, and National Officer. Brother Pickett’s support and leadership over the years have been invaluable. I would not be here today if not for the many Signalmen who supported me, starting with my Local, which elected me to local office 33 years ago. As a BRS officer with 33 years of service, I had the opportunity to work alongside many great, past and present, union officers and the privilege to always be supported by great staff. As I now represent Labor’s interests on the Railroad Retirement Board, I look forward to continuing to serve fellow Signalmen along with all rail workers.”*

— WALTER A. BARROWS, RRB LABOR MEMBER





# BRS Elections Held

**O**n Monday, October 10, 2011, the Brotherhood of Railroad Signalmen (BRS) held elections for the following posts: Secretary-Treasurer, Vice President Headquarters, and Vice President NRAB. In addition to the elected positions, the Director of Research position was also reassigned.

**Jerry C. Boles** was elected to the position of Secretary-Treasurer.

Brother Boles began his railroad career in January 1977, as a B&B Helper for the Atchison Topeka & Santa Fe Railroad. In November of 1977, Brother Boles transferred to the Signal Department. He also worked one year on a Relief Signal Maintainer position, one year as the Signal Maintainer at Shattuck, Oklahoma, and was a Signal Maintainer at Littlefield, Texas, for 17 years before being appointed Grand Lodge Representative in 1997.

President W. Dan Pickett appointed Brother Boles to the position of Grand Lodge Representative in August of 1997, and then to Publications Editor in 1998. He has held the office of Vice President Headquarters since 2001.

**Kelly Haley** was elected to the position of Vice President Headquarters.

Brother Haley began his railroad career as a B&B Helper on the Atchison Topeka & Santa Fe Railroad in 1977. Brother Haley transferred to the Signal Department later




the same year, where he held various positions in Oklahoma, Kansas, Texas, and New Mexico.

In 2001, President Pickett appointed Brother Haley to the position of Publications Editor at Grand Lodge in Mount Prospect, Illinois. In 2005, his title was changed to Communications Director to more closely describe his duties. Brother Haley developed the computer



**JERRY C. BOLES**  
SECRETARY-TREASURER

network and systems at Grand Lodge in addition to his job as Publications Editor. In January of 2008, President Pickett appointed Brother Haley to the position of Director of Research. He served as Director of Research until the 2010, 50th Regular Convention when he was elected to the position of Vice President NRAB.



*The results of the elections held on October 10, 2011, are as follows:*

**Secretary-Treasurer — Jerry C. Boles**  
*(former Vice President Headquarters);*

**Vice President Headquarters — Kelly Haley**  
*(former Vice President NRAB);*

**Vice President NRAB — John D. Bragg**  
*(former Director of Research)*

**John D. Bragg** was elected to the position of Vice President NRAB.

Brother Bragg began his railroad career as a conductor for CSX Transportation at Pinoca Yard in Charlotte, North Carolina. Subsequently, Brother Bragg transferred to the Signal Department and was elected Local Chairman and Northeast General Committee Trustee. In May 2008, President Pickett appointed John as a Grand



*continued on page 8*

# Tim Tarrant Appointed Grand Lodge Representative



**B**RS President W. Dan Pickett has announced the appointment of Local 183 member Tim Tarrant as a Grand Lodge Representative. He is currently assigned to the BRS Headquarters in Front Royal, Virginia.

Brother Tarrant began his railroad career in 1994 as a Signal Helper for Amtrak in Chicago, Illinois. His duties included working on Signal Gangs and assisting Signal Maintainers in their duties. In August of 1996, Brother Tarrant began employment at Metra in Chicago as an Assistant Signalman. He was promoted to the position of Signalman in 1997 and held the positions of Foreman, Testman, Signal Maintainer, and Signalman. His duties included all phases of signal maintenance, troubleshooting, and construction. He was working in the position of Signal Maintainer at the time of his appointment.

Brother Tarrant was elected to the position of Local Chairman in 2003 and served two terms. He then ran for, and was elected to, Local President in 2008. Following his term as Local President, Brother Tarrant was recently elected to his third term as Local Chairman. Throughout his career with Local 183, Brother Tarrant

was also elected to, and served as, Local Vice President, Local Trustee, Grievance Committee Member, and Convention Delegate. Brother Tarrant was a member of the 1999 Section 6 Committee with Metra and chaired one of Metra Labor-Management Committee's Inter-Management Groups.

A resident of the Chicago area most of his life and a product of a strong union upbringing, Brother Tarrant graduated from Lincoln-Way High School in New Lenox, Illinois. Industry achievements include graduation from Union Pacific Railroad Signal Training and Amtrak Communication and Signal Training along with completion of a Commercial Driver License Course and BRS Local Chairman Training. Brother Tarrant also served his country honorably as a member of the United States Marine Corps Reserve.

Brother Tarrant, his wife Christine, and their three children Joe, John, and Victoria look forward to making a new home in Virginia. ■

## BRS Elections Held

*continued from page 7*

Lodge Representative. Brother Bragg worked in this capacity until his appointment as the Director of Research at the 2010, 50th Regular Convention.

Additionally, **Mike S. Baldwin** was appointed to the position of Director of Research on October 10, 2011.

Brother Baldwin began his railroad career in March of 1998 as an Assistant Signalman assigned to a Signal Construction Gang. In April of 1998, Brother Baldwin was promoted to the position of



Signalman, which he held for two months, at which time he was promoted to the position of Signal Technician. He also worked as a Signal Technician in Richmond, Virginia, for four years. He was a Signal Technician at Fredericksburg, Virginia, at the time of his appointment.

Elected First Local Vice President of Local 138 in 2002, Brother Baldwin served in that capacity until his appointment to Local Chairman of Local 138 and General Chairman of the RF&P General Committee in 2005, and served in those positions until 2010. He held both positions at the time of his appointment as a Grand Lodge Representative. ■

# National Negotiations Update

Unable to reach a voluntary settlement with the National Carriers' Conference Committee (NCCC) since talks began in January 2010, the affected Labor Organizations were released from mediation on September 6, 2011, by the National Mediation Board, which resulted — under provisions of the Railway Labor Act — in a 30-day cooling off period while President Obama considered appointing a Presidential Emergency Board (PEB).

A five-member PEB was established on October 6, 2011, by President Obama to investigate and make non-binding recommendations in a dispute between 11 Rail Labor Unions and the NCCC.

The hearings before PEB No. 243 were held in Washington, DC, October 13–20, 2011. During the hearings, the Brotherhood of Railroad Signalmen (BRS) and 10 other rail unions made comprehensive presentations to the PEB covering wages, work rules, and health and welfare.

The PEB ended its fact-finding investigation on November 5, 2011, and the White House released the PEB's report on the same day.

After nearly two years of negotiations, the nation's major freight railroads and the BRS reached a tentative agreement on a new collective bargaining agreement. The tentative agreement was initialed Thursday, November 17, 2011.

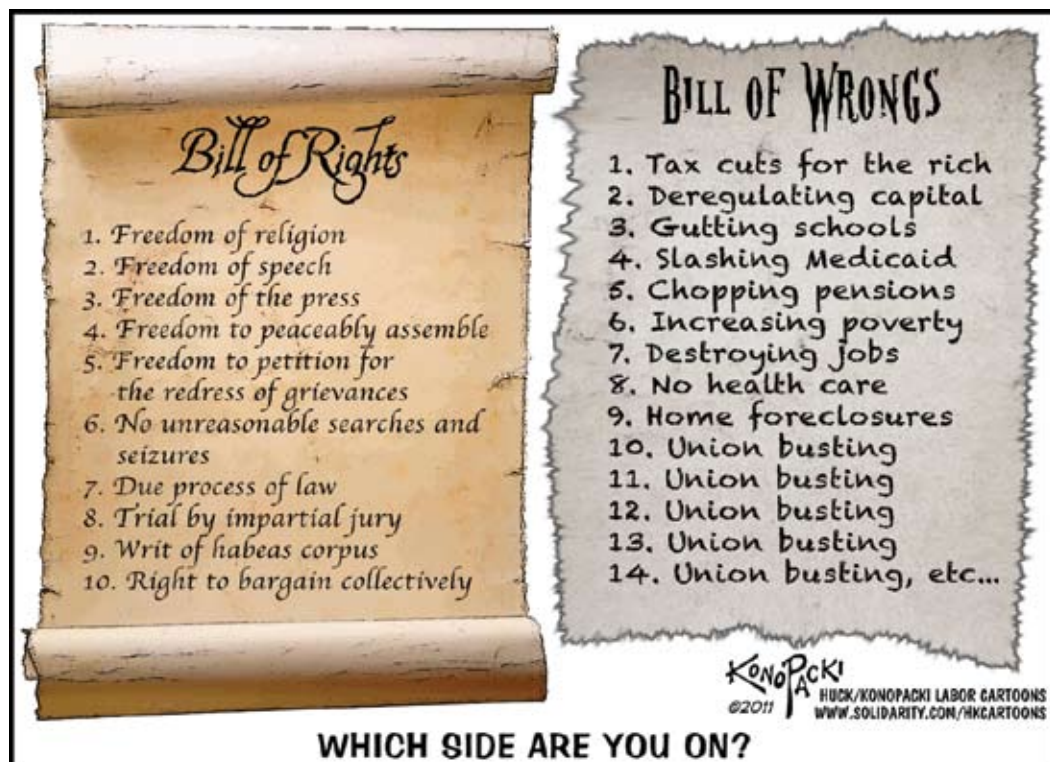
The new six-year contract, which covers more than 7,500 railroad signalmen

working under the Union's National Agreement, resolves this round of bargaining based on the PEB recommendations.

*"This was a difficult round of bargaining, which was complicated significantly by the Carriers' claim that the United Transportation Union (UTU) agreement set a pattern,"* stated BRS President W. Dan Pickett. *"The final outcome was substantially better than the UTU agreement, but it is still well short of what we were seeking."* Adding, *"We are disappointed that the Presidential Emergency Board recommended a phased-in version of the healthcare cost-shifting changes found in the UTU agreement."*

The tentative agreement will now be put before the General Chairmen for a vote on whether or not to send it out to the membership for ratification. If the General Chairmen approve the agreement, as expected, the ballots should be mailed out to members in mid-December.

For up-to-date information on National Negotiations, as well as many other issues and news related to Signalmen, visit the BRS website at [www.brs.org](http://www.brs.org). ■



# LETTER TO THE EDITOR

**A**s a Union Member, Brotherhood of Railroad Signalmen, for almost 39 years, I take exception to comments that seem to imply that Union members are “liberal” or that they are part of the problem.

Union members that I work with, work hard, obey work rules, earn good wages, pay taxes, attend church, hunt, fish, and pay their bills. Jobs that pay a good living wage, with retirement (which we pay into), should be what all Americans strive for and wish for each other. Indeed, the Railroad employees in my local area are mostly union workers who contribute to the area economy and to the community. As someone who pays their bills, lives within their means, this would make me and others like me, financial conservatives. As many railroad union members do — we work long hours, in all types of weather conditions while adhering to safety rules, operating rules, and craftsmanship standards, in a professional manner.

Perhaps, those individuals should re-read Martin Niemöller’s Quote, which illustrated the danger of not speaking up during the 1930s rise of the Nazi’s in Germany. When political parties seek to oppose other groups and parties to justify their own power, to the detriment of the people and country they should be serving, then parallels to Germany’s struggles between Nazi’s and Communist are not far off the mark.

Indeed, union members did not move Georgia Boot from Blue Ridge Georgia to China, nor Char-broil from Columbus or Calloway Mills to China. These were all non-union

companies! In addition, union members did not create credit default swaps, crooked housing deals, or false appraisals. Union members have not been the ones to hide safety defects, and union members are not squabbling in Washington, DC, just to embarrass the other party. Union members would be glad to work on the U.S. infrastructure and transportation issues, instead of seeing our tax money spent overseas. As ABC news has reported, “Made in the USA” still provides quality and value and it supports additional American Jobs. Union workers have not disrupted Wall Street, but decisions by the Wall Street elite, wealthy bankers, and CEOs, have ruined the lives of Americans and threaten our country.

Try finding out the total compensation (salary, benefits, stock, retirement, etc.) of someone such as the CEO of any huge company.

Newspaper articles which quote a fanatic or “hard line” for one political party or business factions are also a danger to our country and freedom.

*In Union Solidarity,*

Jack Bennett

BRS Local 16 Member and General Committee Trustee

*Union members that I work with,  
work hard, obey work rules, earn  
good wages, pay taxes, attend church,  
hunt, fish, and pay their bills.*



## BRS STRIKE POLICY INSTRUCTIONS

# Observance of Picket Lines in a Legal Strike

PART INFO  
GETTING.

PART IDEA  
SHARING.

Total government  
connecting.



From government  
auctions to travel  
advisories, USA.gov  
is the place to go to  
connect with your  
government.

USA.gov

Accordingly, on October 30, 1968, the Grand Executive Council adopted a policy with respect to the observance of picket lines in case of a legal strike. This policy, is reproduced below for your guidance.

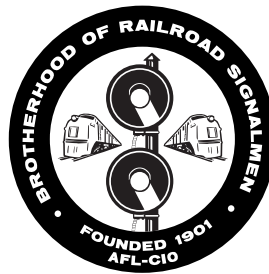
“It is the policy of the Brotherhood of Railroad Signalmen to support its members in declining to cross a picket line of another railway labor organization during a legally authorized strike. When such a strike exists, a member may decline to cross a picket line when there exists any present or potential threat of danger to the safety of the member in the area affected by the picket line, or enroute to or from work, or

elsewhere. Members in doubt as to the existence of any legally authorized strike on their railroad should contact their Local or General Chairman, or Grand Lodge.

It is the further policy of the Brotherhood of Railroad Signalmen that the right to decline to cross a picket line, during a legally authorized strike, is a part of the rights of railroad employees guaranteed by the Railway Labor Act. The Brotherhood

of Railroad Signalmen will support its members in the free exercise of these rights.”

BRS members are governed by the provisions of the above policy. ■



# Union Scholarships

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

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

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

## Union Skills Courses

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

## Undergraduate and Graduate Programs

The NLC offers a Bachelor of Arts degree with majors

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

## To Apply for Union Plus NLC Scholarships

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

## Union Plus Scholarship Program

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

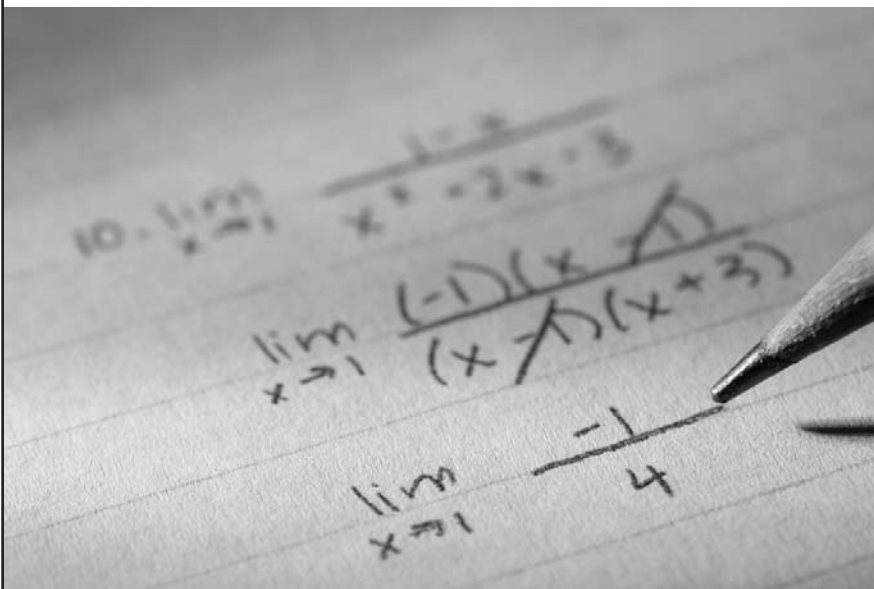
## How Does the Union Plus Scholarship Program Work?

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

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

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

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



# Assistance for Program Participants Impacted by Natural Disasters



Union members living in areas impacted by the severe storms, tornadoes, flooding and wildfires, and who participate in Union

Plus programs may be eligible for financial assistance.

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

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

1. Have been a victim of a FEMA-declared natural disaster or emergency in counties designated as qualifying for FEMA individual assistance. (List of qualifying counties available at [UnionPlus.org/Disaster](http://UnionPlus.org/Disaster).)

2. Have experienced a significant loss of income or property within the last six months due to the disaster.
3. Have had a Union Plus Credit Card, Union Plus Insurance policy, or Union Plus Mortgage for at least 12 months with the account or policy in good standing (be up-to-date on payments).
4. Provide acceptable proof of property or income loss.

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

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

**For more information about the Union Plus disaster benefits, visit [UnionPlus.org/Disaster](http://UnionPlus.org/Disaster). ■**

## Union Scholarships

*continued from page 12*

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

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

### Notification to Winners

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

to advise applicants on the status of their applications.

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

### Apply for Union Plus Scholarship

The 2012 scholarship application is available for download.

To download the application, visit [UnionPlus.org/Scholarships](http://UnionPlus.org/Scholarships). Or, send a postcard with your name, return address, telephone number, and international union name to: Union Plus Education Foundation, c/o Union Privilege, P.O. Box 34800, Washington, DC 20043-4800. The application deadline is January 31, 2012. ■





# Balance Sheet

June 30, 2011

## ASSETS

CURRENT ASSETS	Combined	General Fund	Contingent Fund
Cash	\$ 3,119,442.34	\$ 2,058,735.59	\$ 1,060,706.75
Securities - at cost	2,432,463.45	-	2,432,463.45
Accounts Receivable	40,922.77	40,922.77	-
Accts. Rec.-Contingent Fund	1,290.00	1,290.00	-
Prepaid Expenses	4,899.75	4,899.75	-
<b>TOTAL CURRENT ASSETS</b>	<b>\$ 5,599,018.31</b>	<b>\$ 2,105,848.11</b>	<b>\$ 3,493,170.20</b>
<b>FIXED ASSETS</b>			
Land, Front Royal, VA	\$ 81,663.00	\$ 81,663.00	\$ -
Building, Front Royal, VA	1,898,048.46	1,898,048.46	-
Office furniture & equip.	35,027.17	35,027.17	-
Telephone equipment	1,767.21	1,767.21	-
<b>TOTAL FIXED ASSETS</b>	<b>2,016,505.84</b>	<b>2,016,505.84</b>	<b>-</b>
<b>TOTAL ASSETS</b>	<b>\$ 7,615,524.15</b>	<b>\$ 4,122,353.95</b>	<b>\$ 3,493,170.20</b>

## LIABILITIES

<b>CURRENT LIABILITIES</b>			
Accts. Payable-General Fund	\$ 1,290.00	\$ -	\$ 1,290.00
Accounts Payable	1,968.02	1,968.02	-
Accrued payroll taxes	(1,779.18)	(1,779.18)	-
<b>TOTAL CURRENT LIABILITIES</b>	<b>\$ 1,478.84</b>	<b>\$ 188.84</b>	<b>\$ 1,290.00</b>
<b>CAPITAL</b>			
General Fund	\$ 4,122,165.11	\$ 4,122,165.11	\$ -
Contingent Fund	3,491,880.20	-	3,491,880.20
<b>TOTAL CAPITAL</b>	<b>\$ 7,614,045.31</b>	<b>\$ 4,122,165.11</b>	<b>\$ 3,491,880.20</b>
<b>TOTAL</b>	<b>\$ 7,615,524.15</b>	<b>\$ 4,122,353.95</b>	<b>\$ 3,493,170.20</b>



## Putting Working People First

- **President Obama Urges Congress to Put Construction Workers Back on the Job**
- **Congressman Mica's New Transportation Bill Doesn't Add Up**
- **House and Senate Democrats Introduce Legislation to Establish a National Infrastructure Bank**
- **Support Funding for Amtrak and the High-Speed Intercity Passenger Rail Program in Fiscal Year 2012**
- **Transportation Appropriations Package for Fiscal Year 2012 Complete**

### President Obama Urges Congress to Put Construction Workers Back on the Job

WASHINGTON — Wednesday, November 2, 2011, President Obama delivered remarks in front of Washington, D.C.'s Key Bridge and urged Congress to pass the transportation piece of the American Jobs Act, which will make an immediate investment of \$50 billion in our nation's transportation infrastructure and a \$10 billion investment to create a bipartisan National Infrastructure Bank. Together, these initiatives will put hundreds of thousands of construction workers back on the job rebuilding our roads, rails, and runways.

*"Construction workers have been among the Americans hit hardest over the past few years. And that makes no sense when there's so much of America that needs rebuilding. This week, Congress has the chance to do something about it and pass a bill that will put hundreds of thousands of construction workers back to work rebuilding our roads, bridges, airports and transit systems. It's a bill that includes the kinds of ideas both parties have voted for in the past, it's paid for, and its ideas are supported by an overwhelming majority of the American people. It's time for Congress to act,"* said President Obama.

The White House released a report highlighting the importance of rebuilding our roads, bridges, railways, and airports across the nation. The report states, *"In order to meet the needs of a growing economy, there is an ongoing need for new investments to maintain, upgrade, and expand the nation's stock of transportation infrastructure."* The report highlights projects from Arizona, D.C., Florida, Illinois, Indiana, Kentucky, Louisiana, Maryland, Nevada, New Hampshire, New Jersey, New York, North Carolina, Ohio, South Carolina, Tennessee, Texas, Utah, Virginia, Washington, and West Virginia.

The Administration also announced several common-sense steps it has taken to improve the process of reviewing and approving transportation projects, help cut red tape, and leverage additional private sector funding in order to promote private sector growth and job creation.

### These steps include:

- Directing the U.S. Department of Transportation (DOT) to award \$527 million in competitive Transportation Investment Generating Economic Recovery (TIGER) grants by the end of 2011 — months ahead of schedule. The TIGER program puts American workers back on the job by helping to rebuild our nation's roads and bridges, and working on innovative projects like streetcar and light rail systems. This year, the DOT received about 1,000 applications, including at least one from every state.
- Directing the DOT to shorten the application process for the 2012 round of Transportation Infrastructure Finance and Innovation Act (TIFIA) funding, which will accelerate projects and put workers back on the job more quickly. TIFIA provides up to one-third of the financing needed for bridge, tunnel, toll, transit, and other large-scale transportation projects. That means the annual funding level of \$110 million in TIFIA funds can support projects totaling up to \$3 billion in construction.
- Establishing a Transportation Rapid Response Team to expedite reviews of surface transportation projects. Co-chaired by the Council on Environmental Quality and the U.S. Department of Transportation, the team will identify and implement best practices to improve the transparency, efficiency, and effectiveness of environmental review and permit decisions for transportation projects, protecting public health and putting Americans back to work.

### Congressman Mica's New Transportation Bill Doesn't Add Up

The chairwoman of the Senate Environment and Public Works Committee said that Representative John Mica's (R-FL) math on a new federal highway bill does not add up.

Mica said recently that his proposal for a new six-year surface transportation bill would fully fund road and bridge

projects. But in a letter to Mica that was obtained by *The Hill*, Senator Barbara Boxer (D-CA) said full-funding would take more than the \$280 billion Mica has proposed spending on the transportation bill. *“As you know, maintaining current levels of funding plus inflation over six years for the surface transportation programs would require \$339 billion,”* wrote Boxer. *“A six-year surface transportation bill funded at \$286 billion would, in fact, represent a 16 percent cut compared to the \$339 billion level, which would put hundreds of thousands of jobs at risk.”*

Mica has argued that transportation funding should be limited to what the Highway Trust Fund that pays for it, brings in from federal gas taxes, which is about \$35 billion per year. That would put the new six-year transportation bill at about \$230 billion. Advocates generally prefer the higher per-year spending amount of the Senate proposal, but the longer length of the House proposal.

The discussion about a new highway comes as a committee of lawmakers is meeting to find ways to cut trillions of dollars of federal spending by the end of the year. That backdrop has rendered talks of increasing highway funding practically mute. The current level of funding, more than \$40 billion per year, was extended until March last month. Both the House and Senate proposals are far lower than the \$556 billion President Obama proposed for a new transportation bill earlier this year.

## House and Senate Democrats Introduce Legislation to Establish a National Infrastructure Bank

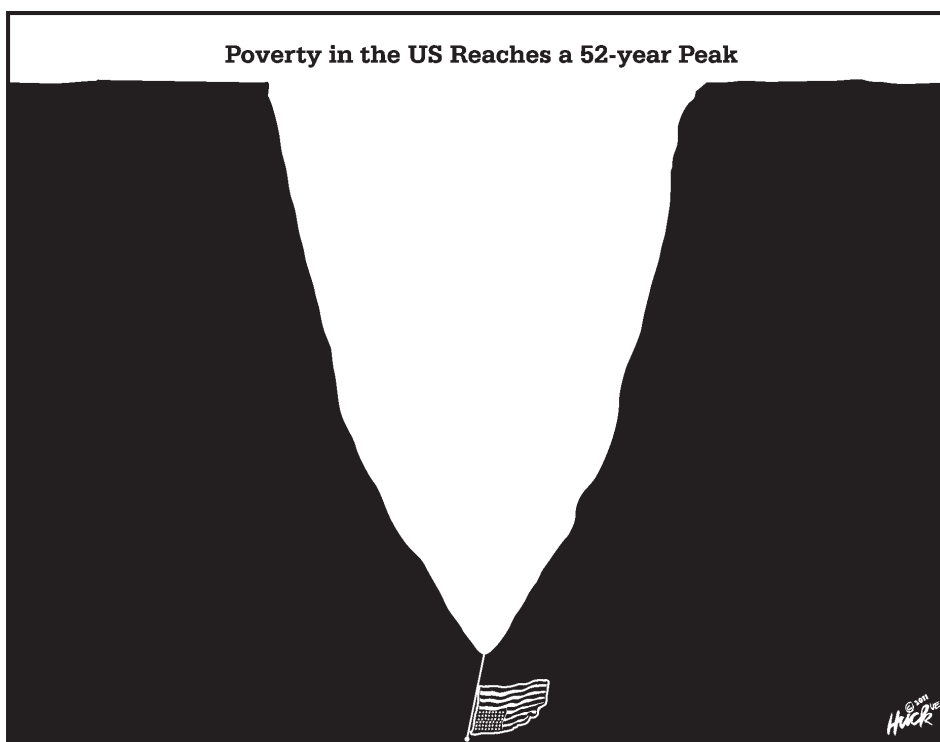
On October 25, 2011, Representative Marcia Fudge (D-OH) introduced H.R.3259, which would create the bank and fund it at \$5 billion per year

through 2015. Assuming that bill could be approved this year, it would provide \$20 billion for the bank — double the initial amount of money the president requested. Democrats have said any money provided to an infrastructure bank could be leveraged to provide financial support to infrastructure valued at ten times that initial amount, or more.

*“Whether you are a Democrat or Republican, we all have infrastructure that is crumbling, and we have people in our districts that are eager to get back to work,”* Fudge said. *“This legislation allows us to target the large number of deficient bridges in our communities and other dangerous infrastructure for repair, making travel safer for our residents.”*

Fudge said the bill would provide funding for transportation, drinking water, and public housing projects. Her bill is the House companion to S.1550, National Infrastructure Bank Act of 2011, which Sherrod Brown (D-OH) introduced to the Senate in September. While the bill could move in the Senate, controlled by Democrats, it appears to have little chance of being considered in the House. Republicans in the House continue to insist on spending cuts and no new federal spending programs. Neither bill provides for any off-

*continued on page 26*



# PROSTATE CANCER AWARENESS

## Tips to Help Keep Your Health On Track!



### What is Prostate Cancer?

The prostate, typically the size of a walnut, is located in the male body just below the bladder and in front of the rectum. It is important that men know about the normal development and purpose of the prostate. While not essential for life, the prostate is vital for reproduction. Prostate cancer, a very slow growing disease, is the most common form of cancer in men. Over 200,000 men in the U.S. will be told by their doctor that they have prostate cancer. Even more alarming about 30,000 men will die from this disease each year.<sup>(1)</sup> But the most crucial thing to understand about prostate cancer is if it is detected early enough, it may be cured. In order to help ensure early detection, understanding the symptoms and risk factors is important.<sup>(2)</sup>

### What are the Symptoms of Prostate Cancer?

In the early stages of prostate cancer, symptoms are usually non-existent. In fact, many times, it is first detected by a doctor during a routine or preventive check-up. For some men, however, there will be changes in urinary or sexual function that all males should pay attention to as these symptoms could be an indication of prostate cancer. Consult your doctor if you encounter any of the following symptoms:

- Difficulty urinating, interrupted flow or painful/burning urination, or urinating often, especially at night
- Difficulty in achieving an erection
- Painful ejaculation
- Blood in urine or semen
- Frequent pain or stiffness in the lower back, hips, or upper thighs

### What are the Risk Factors for Developing Prostate Cancer?

Prostate cancer affects 1 in 6 men<sup>(2)</sup> and there are four main factors that may influence risk of development of prostate cancer in men:<sup>(3)</sup>

**Age** — You are at risk if you are age 40 and over and African American with a family history; the risk is age 50 and over for all other men. The most common age group for diagnosis of this disease is over age 65 but it is becoming more common in men ages 55–65.<sup>(3)</sup>

**Diet** — Eating foods low in fiber and high in fat and red meat may increase prostate cancer risk.<sup>(3)</sup> Keep fat intake from red meat and dairy products to a minimum, as well as your supplemental calcium intake to less than 1,500 mg per day.<sup>(2)</sup>

**Family History** — Your risk of developing prostate cancer doubles if your father, brother, or close male blood relative has had the disease. The risk is even higher if a blood family member was less than 55 years of age and had it, or three or more blood family members have had it.<sup>(3)</sup>

**Weight** — While obesity is not a direct link to the diagnosis of prostate cancer, when obese men are diagnosed with this disease, it is usually a very aggressive form of the disease.<sup>(2)</sup>

### Early Detection and Screening

While no one can tell you if you should be screened for cancer prior to symptoms appearing, some medical professionals feel that screenings are inappropriate for several reasons; potential for false positive results, you may receive treatment that may never impact your health, and you may experience side effects from the treatment. However, there are many other medical professionals who are advocates of regular screening, as they believe discovering prostate cancer early offers more options for successful treatment. The two tests that doctors commonly perform to detect prostate cancer are:<sup>(2)</sup>

- Prostate Specific Antigen test (PSA) — PSA is a substance made by the prostate and a PSA test measures the level of PSA in the blood. While a higher PSA can be found in men who have prostate cancer, a higher PSA may also be present in men who have an enlarged prostate, prostate infection, and/or who have had other medical procedures.<sup>(1)</sup>
- Digital Rectal Exam (DRE) — A DRE is where

a doctor or nurse checks the size and shape of the prostate for any abnormalities.<sup>(1)</sup>

## Contact Your Doctor

In order to make an informed decision, have a conversation with your doctor. Your doctor can help you establish whether you are a candidate for prostate cancer screening, especially if there are major risk factors involved. By learning more about prostate cancer, you can understand the benefits and risks of screening tests and treatment.<sup>(2)</sup>

- Seek yearly check-up
- Control cholesterol
- Eat low-fat/high-fiber foods
- Monitor calcium intake
- Maintain a healthy weight
- Exercise regularly

<sup>(1)</sup> [www.cdc.gov](http://www.cdc.gov) <sup>(2)</sup> [www.pcf.org](http://www.pcf.org) <sup>(3)</sup> [www.prostatehealth-guide.com](http://www.prostatehealth-guide.com)

*This information is intended as informational only; not as a replacement for the medical advice of your physician. ■*

## AFL-CIO NATIONAL BOYCOTTS

### HOSPITALITY, TRANSPORTATION & TRAVEL

SUBMITTED BY UNITE HERE

ANCHORAGE, AK, Hilton; Sheraton;  
ARLINGTON, VA, Hilton, Crystal City;  
Sheraton, Crystal City  
BALTIMORE, Sheraton Baltimore  
BOSTON, Hyatt Harborside Logan; Hyatt Regency  
CAMBRIDGE, Hyatt Grand  
CHICAGO, Congress Plaza; Hyatt Regency  
Chicago; Hyatt Regency O'Hare; Hyatt, Park  
Hyatt; Westin Chicago Northwest; Wyndham Suites  
INDIANAPOLIS, Hyatt Regency  
IRVINE, CA, Embassy Suites Irvine  
LONG BEACH, CA, Hilton Long Beach;  
Hyatt Regency Long Beach  
LOS ANGELES, Wilshire Plaza  
SACRAMENTO, Hilton Sacramento Arden West  
SAN DIEGO, Hyatt Manchester Grand;  
Westin Emerald Plaza  
SAN FRANCISCO, Hyatt Regency Embarcadero;  
Hyatt, Fisherman's Wharf; Hyatt, Grand Stockton;  
Le Meridien; Palace Hotel; W Hotel of SF;  
Westin St. Francis  
SANTA CLARA, Hyatt Regency, Santa Clara  
WASHINGTON, D.C., Westin City Center

SUBMITTED BY International Longshore & Warehouse Union (ILWU)

WAIKIKI, HAWAII, Pacific Beach Hotel,  
Management: HTH

### LEGAL

SUBMITTED BY  
American Federation  
of State, County and  
Municipal Employees

GLEASON, DUNN, WALSH & O'SHEA

### ENTERTAINMENT & RECREATION

SUBMITTED BY Communications  
Workers of America

ECHOSTAR DISHNETWORK  
Satellite Television Service

SUBMITTED BY International Brotherhood of  
Electrical Workers (IBEW)

SINCLAIR BROADCASTING 55 stations in  
33 U.S. Markets. Go to [www.unionlabel.org](http://www.unionlabel.org) and  
click "Boycotts" to find the stations in your area

### OTHERS

SUBMITTED BY Bakery, Confectionery,  
Tobacco Workers & Grain Millers  
International Union

R.J. REYNOLDS TOBACCO CO.  
Cigarettes: BestValue, Camel, Century, Doral,  
Eclipse, Magna, Monarch, More, Now, Salem,  
Sterling, Vantage, and Winston; plus all  
Moonlight Tobacco products



# AGENCY FEE PAYERS

## Objection Procedures For Expenditures Not Germane To Collective Bargaining

### Advance Reduction Section 1.

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

### Notice of Objection Section 2.

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

### Chargeable and Non-Chargeable Expenditures Section 3.

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

#### *Chargeable Expenditures:*

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

#### *Non-Chargeable Expenditures:*

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

### Audit Report Section 4.

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

### Advance Reduction Calculation Section 5.

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

## Challenge of Calculation

### Section 6.

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

## Selection of Arbitrator

### Section 7.

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

## Arbitration Procedures

### Section 8.

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

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

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

## Escrow Account

### Section 9.

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

## Administration by Secretary-Treasurer

### Section 10.

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

## Amendments

### Section 11.

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

## Not Applicable in Canada

### Section 12.

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



## Dual Benefit Payments

*The payment of a railroad retirement annuity can be affected by entitlement to social security benefits, as well as certain other government benefits. Such dual entitlement, if not reported to the Railroad Retirement Board (RRB), can result in benefit overpayments, which have to be repaid, sometimes with interest and penalties.*

*The following questions and answers describe how dual benefit payments are adjusted by the RRB for annuitants eligible for social security benefits and/or other benefit payments.*

### **1** How are dual benefits paid to persons entitled to both railroad retirement and social security benefits?

Since 1975, if a railroad retirement annuitant is also awarded a social security benefit, the Social Security Administration determines the amount due, but a combined monthly dual benefit payment should, in most cases, be issued by the RRB after the railroad retirement annuity has been reduced for the social security benefit.

### **2** Why is a railroad retirement annuity reduced when a social security benefit is also payable?

The tier I portion of a railroad retirement annuity is based on both the railroad retirement and social security credits acquired by an employee and figured under social security formulas. It approximates what social security would pay if railroad work were covered by social security. Tier I benefits are, therefore, reduced by the amount of any actual social security benefit paid on the basis of nonrailroad employment, in order to prevent a duplication of benefits based on social security-covered earnings.

The tier I dual benefit reduction also applies to the annuity of an employee qualified for social security benefits on the earnings record of another person, such as a spouse. And, the tier I portion of a spouse or survivor annuity is reduced for any social security entitlement, even if the social security benefit is based on the spouse's or survivor's own earnings. These reductions follow principles of social security law which, in effect, limit pay-

ment to the higher of any two or more benefits payable to an individual at one time. An annuitant is required to advise the RRB if any benefits are received directly from the Social Security Administration or if those benefits increase (other than for a cost-of living increase).

However, the tier II portion of a railroad retirement annuity is based on railroad service and earnings alone, is computed under a separate formula, and is not reduced for entitlement to a social security benefit.

### **3** Are there any exceptions to the railroad retirement annuity reduction for social security benefits?

No. However, if an employee qualified for dual benefits before 1975 and met certain vesting requirements, he or she can receive an additional annuity amount which offsets, in part, the dual benefit reduction. This additional amount, which reflects the dual benefits payable prior to 1975, is called a vested dual benefit payment. Legislation enacted in 1974 coordinated dual railroad retirement and social security benefit payments to eliminate certain duplications, but this legislation also included a grandfather provision to preserve the pre-1975 dual benefits of persons meeting certain vesting requirements by including vested dual benefit payments in their annuities.

Awards of these vested dual benefit amounts are now limited only to vested railroad employees with dual coverage on their own earnings. Spouses and widow(er)s retiring since 1981 no longer qualify. Fewer than ten vested dual benefits were awarded in fiscal year 2011.



#### **4 Are there any funding limitations on the payment of vested dual benefits?**

Vested dual benefit payments are funded by annual appropriations from general U.S. Treasury revenues. These appropriations account for less than one percent of total financing sources for the railroad retirement system. Payment of vested dual benefits is dependent on the time and amount of such appropriations. If the appropriation in a fiscal year is for less than the estimated total vested dual benefit payments, individual payments must be reduced.

#### **5 Can Federal, State, or local government pensions also result in dual benefit reductions in a railroad retirement annuity?**

Tier I benefits for employees first eligible for a railroad retirement annuity and a Federal, State, or local government pension after 1985 may be reduced for receipt of a public pension based, in part or in whole, on employment not covered by social security or railroad retirement after 1956. This may also apply to certain other payments not covered by social security, such as from a non-profit organization or from a foreign government or a foreign employer.

However, it does not include military service pensions, payments by the Department of Veterans Affairs, or certain benefits payable by a foreign government as a result of a totalization agreement between that government and the United States.

The reduction is made by adjusting certain weighting factors in the social security and tier I benefit formulas.

#### **6 How does the public service pension apply to spouse or widow(er)s' benefits?**

The tier I portion of a spouse's or widow(er)'s annuity may be reduced for receipt of any Federal, State, or local government pension separately payable to the spouse or widow(er) based on her or his own earnings. The reduction generally does not apply if the employment on which the public service pension is based was covered under the Social Security Act throughout the last 60 months of public employment. Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. Pensions paid by a foreign government or interstate instrumentality will not cause a reduction. For spouses and widow(er)s subject to the public service

pension reduction, the tier I reduction is equal to 2/3 of the amount of the public service pension.

The public service pension reduction was brought about by 1977 social security legislation, which also applied to the tier I portion of railroad retirement spouse and widow(er) annuities. Since a social security spouse or widow(er) benefit is reduced if the beneficiary is also entitled to a social security benefit based on her or his own earnings, it was considered equitable that a social security spouse or widow(er) benefit also be reduced for a public service pension based on the beneficiary's own non-social security earnings.

#### **7 What dual benefit restrictions apply when both a husband and wife are rail employees entitled to railroad retirement annuities?**

If both the employee and the spouse are qualified railroad employees and either had some railroad service before 1975, the spouse tier I amount is reduced by the amount of the railroad employee tier I to which the spouse is entitled and that reduction is restored in the spouse tier II amount. The spouse tier I amount cannot be reduced below zero.

If both the employee and the spouse started railroad employment after 1974, the amount of any spouse or divorced spouse annuity is reduced by the amount of the employee annuity to which the spouse is also entitled.

In survivor cases, if a widow or dependent widower is also a railroad employee annuitant, and either the widow(er) or the deceased employee had 120 months of railroad service before 1975, the tier I reduction may be partially restored in the survivor tier II amount.

If either the deceased employee or the widow(er) had some railroad service before 1975 but less than 120 months of service, the widow(er)'s own employee annuity and the tier II portion of the survivor annuity would be payable to the widow(er). The tier I portion of the survivor annuity would be payable only to the extent that it exceeds the tier I portion of the widow(er)'s own employee annuity.

If the widow(er) qualifies for a railroad retirement employee annuity and neither the widow(er) nor the deceased employee had any railroad service before 1975, the survivor annuity payable to the widow(er) is reduced by the total amount of the widow(er)'s own employee annuity. ■

# 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  
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## ARIZONA

**Lloyd L. Rabb, III**  
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& Kvas, PA  
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## NEW YORK

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## WASHINGTON

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\* Members of UAW Local 2359 at the Conn Eastlake, OH, plant went on strike on July 26, 2011. The strike is ongoing. The AFM has asked its members to refrain from purchasing Conn-Selmer products until the strike is settled. The company also manufactures in facilities in Cleveland, OH, Elkhart, IN, Monroe, NC, and LaGrange, IL.

## Washington Report

*continued from page 17*

set in spending to create the infrastructure bank and, instead, relies on new appropriations.

### Support Funding for Amtrak and the High-Speed Intercity Passenger Rail Program in Fiscal Year 2012

The bipartisan Congressional Bicameral High-Speed & Intercity Passenger Rail (HSIPR) Caucus was created to advance the construction of a high-speed and intercity passenger rail network across the United States. Co-Chairs and Vice-Chairs of the HSIPR Caucus sent a letter with 162 co-signers to the Chairmen and Ranking Members of the House and Senate Appropriations Subcommittee on Transportation and Housing & Urban Development urging them to support a funding level of \$1.48 billion for Amtrak and \$100 million for HSIPR as they finalize the Subcommittee's FY2012 appropriations bill.

Amtrak is the only nationwide intercity passenger rail service. Amtrak recently announced that a record 30.2 million passengers traveled on its trains in FY2011, marking the highest ridership total since Amtrak started operations in 1971. Since 2000, ridership has risen nearly 44 percent. Every day, it serves on average 82,700 passengers in more than 500 communities — 150 of them rural — across 46 states on nearly 300 trains. Amtrak is also the nation's largest provider of contract-commuter service for state and regional authorities and serves more than 900,000 people each weekday.

HSIPR is beneficial to our country's economic prosperity. Infrastructure spending creates more jobs than any other type of spending — each \$1 billion of HSIPR construction funding supports 24,000 jobs. It also creates short-term jobs in construction, long-term jobs in ongoing maintenance and operation, and indirect jobs by providing access to a larger labor pool and driving economic development.

### Transportation Appropriations Package for Fiscal Year 2012 Complete

On November 17, 2011, the House and Senate passed

the Conference Report on a package of three appropriations bills, including the FY2012 Transportation, Housing and Urban Development and Related Agencies (THUD) Appropriations bill. The Conference Committee itself approved the bill with near unanimous bipartisan support, by a vote of 38–1. The House passed the bill 298–121, while the Senate approved it with a vote of 70–30. The bill was signed by President Obama on November 18, 2011; thereby, completing work on the FY2012 budget for the Department of Transportation.

The bill provides \$1.6 billion in FY2012 for Federal Railroad Administration (FRA) programs. The TIGER Program received \$500 million for grants to support significant transportation projects in a wide variety of modes, including highways and bridges, public transportation, passenger and freight railroads, and port infrastructure. \$1.4 billion was provided for Amtrak passenger rail service, including continued funding for state supported services and investments in the modernization of the northeast corridor. Despite an amendment in the Senate which provided \$100 million for high-speed and intercity passenger rail grants, the conference report zeroed out FY2012 funding for this program. The funding level included in the conference report is \$27 million lower than the Fiscal Year 2011 enacted level.

Senator Patty Murray (D-WA), Chairwoman of the Subcommittee on Transportation, Housing and Urban Development and Related Agencies, commented on the conferencing process stating, *“As we put together the legislation that funds critical pieces of our federal government, we must do everything we can to cut spending in a responsible way — but we must also make sure we are investing in our future and protecting the most vulnerable among us. And working together, I believe we have accomplished that with this conference report we have agreed to. It preserves housing assistance for low-income families and veterans, and it continues investments in our nation's roads, bridges, transit systems and airports.”* ■

# BENEFITS DIRECTORY



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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):

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### UnitedHealthcare

GA-23000 Medical Management  
Managed Medical Care Programs (MMCP) &  
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### 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  
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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  
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### Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna Life Insurance Company  
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Plantation, FL 33318-9145  
1-800-205-7651 • Fax: 954-452-4124  
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### Railroad Retirement Board

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# OBITUARIES

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**HERBERT M. BECKER**—retired member of **LOCAL 135**. Brother Becker retired in 1990 after 46 years of service with the Chesapeake & Ohio Railroad. Brother Becker was a Signal Inspector at Marion, Indiana, at the time of his retirement.

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**MAYNARD B. BENDER**—retired member of **LOCAL 119**. Brother Bender retired in 1984 after 42 years of service with the Burlington Northern Railroad. Brother Bender was an Interlocking Maintainer at Lincoln, Nebraska, at the time of his retirement. Brother Bender also served as Recording-Financial Secretary and Local Trustee.

---

**JAMES H. BLAIN**—retired member of **LOCAL 20**. Brother Blain retired in 1989 after 37 years of service with the Toledo, Peoria & Western, and Atchison Topeka & Santa Fe Railroads. Brother Blain was a Signalman at Chillocothe, Illinois, at the time of his retirement. Brother Blain also served as Local Chairman.

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**G. S. BLAIR, JR.**—retired member of **LOCAL 185**. Brother Blair retired in 1984 after 31 years of service with Kansas City Southern Railway Company. Brother Blair was a Signal Inspector at Mena, Arkansas, at the time of his retirement. Brother Blair also served as Local Chairman.

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**RICHARD W. BOYD**—retired member of **LOCAL 141**. Brother Boyd retired in 1991 after 44 years of service with the Texas Pacific, Missouri Pacific, and Union Pacific Railroads. Brother Boyd was a Signal Gang Foreman at Fort Worth, Texas, at the time of his retirement. Brother Boyd also served as Recording-Financial Secretary and Local Chairman.

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**CLARENCE N. BRECKENRIDGE**—retired member of **LOCAL 16**. Brother Breckenridge retired in 2001 after 30 years of service with the Seaboard Coast Line Railroad, and CSX Transportation. Brother Breckenridge was a Signalman in the Signal Shop at Savannah, Georgia, at the time of his retirement.

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**LAWRENCE J. CAREY**—retired member of **LOCAL 170**. Brother Carey retired in 1991 after 33 years of service with the Southern Pacific Railroad. Brother Carey was a Lead Signalman at Sacramento, California, at the time of his retirement. Brother Carey also served as Local Trustee.

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**JOSEPH A. CONNOLLY**—retired member of **LOCAL 206**. Brother Connolly retired in 2005 after 21 years of service with the Union Pacific Railroad. Brother Connolly was a Communications Technician at Houston, Spring, and Beaumont, Texas.

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**ERNEST P. DEPALMO**—retired member of **LOCAL 225**. Brother DePalmo retired in 1990 after 42 years of service with New York Central and Penn Central Railroads, and Conrail. Brother DePalmo was a Signal Inspector at Depew, New York, at the time of his retirement.

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**CARL F. EINSIEDEL**—retired member of **LOCAL 226**. Brother Einsiedel retired in 1978 after 38 years of service with the Milwaukee Road Railroad. Brother Einsiedel was a Signal Maintainer at Milwaukee, Wisconsin, at the time of his retirement.

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**WALTER D. FLOHR**—retired member of **LOCAL 2**. Brother Flohr retired in 1990 after 44 years of service with Conrail. Brother Flohr was a C&S Maintainer at Mingo Junction, Ohio, at the time of his retirement. Brother Flohr also served as Recording-Financial Secretary.

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**LOWELL T. GOINS**—retired member of **LOCAL 135**. Brother Goins retired in 1980 after 27 years of service with the Chesapeake & Ohio Railroad. Brother Goins was a Signalman at Thurmond, West Virginia, at the time of his retirement.

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**LEWIS A. GRAY**—retired member of **LOCAL 77**. Brother Gray retired in 1988 after 43 years of service with Norfolk & Southern Railroad. Brother Gray was a Signal Maintainer at Waynesboro, Virginia, at the time of his retirement. Brother Gray also served as Local Chairman.

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**DONALD E. HORN**—retired member of **LOCAL 14**. Brother Horn retired in 1988 after 43 years of service with the Grand Trunk Western Railroad. Brother Horn was a Signal Foreman at Battle Creek, Michigan, at the time of his retirement.

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**KENNETH M. JOHNSON**—retired member of **LOCAL 154**. Brother Johnson retired in 1989 after 43 years of service with the Burlington Northern Santa Fe Railroad. Brother Johnson was a Signal Maintainer at St. Paul, Minnesota, at the time of his retirement.

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**PAUL M. JOHNSON, JR.**—retired member of **LOCAL 216**. Brother Johnson retired in 1990 after 43 years of service with CSX Transportation. Brother Johnson was a District Signal Maintainer at Walbridge, Ohio, at the time of his retirement. Brother Johnson also served as Local President and Local Trustee.

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**DONALD E. KENNEDY**—retired member of **LOCAL 40**. Brother Kennedy retired in 1988 after 37 years of service with Conrail. Brother Kennedy was an Assistant Signal Inspector at Pittsburgh, Pennsylvania, at the time of his retirement.

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**WILLIAM L. LARSON**—retired member of **LOCAL 6**. Brother Larson retired in 1986 after 38 years of service with the Soo Line Railroad. Brother Larson was a Signal Maintainer at Stevens Point, Wisconsin, at the time of his retirement.

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**THOMAS C. MALIN**—retired member of **LOCAL 39**. Brother Malin retired in 1989 after 40 years of service with Chicago & Northwestern Railroad. Brother Malin was a Signal Maintainer at Lodi, Wisconsin, at the time of his retirement.

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**JOSEPH A. MANTI**—retired member of **LOCAL 76**. Brother Manti retired in 1987 after 43 years of service with New York Central and Penn Central Railroads, and Conrail. Brother Manti was a Signal Maintainer at Hudson, New York, at the time of his retirement.

---

**JACK L. MARTIN**—retired member of **LOCAL 161**. Brother Martin retired in 1989 after 38 years of service with the Atchison Topeka & Santa Fe Railroad. Brother Martin was a Signal Maintainer at Snyder, Texas, at the time of his retirement.

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**EUGENE A. MCNEILL**—retired member of **LOCAL 119**. Brother McNeill retired in 1999 after 46 years of service with the Burlington Northern Santa Fe Railroad. Brother McNeill was a Signal Inspector at Omaha, Nebraska, at the time of his retirement. Brother McNeill also served as Local Trustee.

---

**ROYCE D. MORGAN**—retired member of **LOCAL 16**. Brother Morgan retired in 1982 after 20 years of service with the Seaboard Coast Line Railroad. Brother Morgan was an Assistant Signalman at Jacksonville, Florida, at the time of his retirement. Brother Morgan also served as General Chairman and Local Chairman.

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**KARL W. MUELLER**—retired member of **LOCAL 226**. Brother Mueller retired in 1985 after 44 years of service with the Milwaukee Road Railroad. Brother Mueller was a Signal Lab Foreman at Milwaukee, Wisconsin, at the time of his retirement. Brother Mueller also served as Chief Signalman, Vice Chief Signalman, and Trustee.

---

**NORMAN E. PARIZEK**—retired member of **LOCAL 9**. Brother Parizek retired in 1986 after 39 years of service with the Green Bay & Western Railroad. Brother Parizek was a Lead Signal Maintainer at Green Bay, Wisconsin, at the time of his retirement. Brother Parizek also served as Local Chairman.

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**ROBERT A. STONE**—retired member of **LOCAL 156**. Brother Stone retired in 1979 after 30 years of service with the Santa Fe Railroad. Brother Stone was a Signal Maintainer at Ludlow, California, at the time of his retirement.

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**AUBREY W. TERRY**—active member of **LOCAL 16**. Brother Terry had 18 years of service with CSX Transportation. Brother Terry was a Signal Specialist at Jacksonville, Florida, at the time of his passing.

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**ROBERT TIMMONS**—retired member of **LOCAL 206**. Brother Timmons retired in 1989 after 41 years of service with the Union Pacific Railroad. Brother Timmons was a Communications Line Gang Foreman at Spring, Texas, at the time of his retirement.

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**JOHN P. TOBIN**—retired member of **LOCAL 2**. Brother Tobin retired in 1999 after 35 years of service with the Pennsylvania, Penn Central, and Norfolk Southern Railroads, and Conrail. Brother Tobin was a Signal Maintainer at Conway, Pennsylvania, at the time of his retirement. Brother Tobin also served as Local President, Recording-Financial Secretary, and Local Chairman.

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**BERNIE E. TURNER**—active member of **LOCAL 126**. Brother Turner had 32 years of service with the Southern Pacific and Union Pacific Railroads. Brother Turner was employed as a Lead Signalman at Casa Grande, Arizona, at the time of his passing. Brother Turner was also a member of the Wilcox, Arizona, Elk Lodge for 12 years.

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**ANTHONY G. UMEK**—retired member of **LOCAL 97**. Brother Umek retired in 1988 after 37 years of service with the Elgin, Joliet & Eastern Railway Company. Brother Umek was a Signal Maintainer at Joliet, Illinois, at the time of his retirement. Brother Umek also served as Local President.

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**VINCENT D. UNGER**—retired member of **LOCAL 108**. Brother Unger retired in 1989 after 43 years of service with the Chicago & Northwestern Railway. Brother Unger was a Lead Signal Maintainer at DeKalb, Illinois, at the time of his retirement. Brother Unger also served as Vice-General Chairman, Financial Secretary, and Local Chairman.

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**HOMER A. VAN ANTWERP**—retired member of **LOCAL 152**. Brother Van Antwerp retired in 1985 after 37 years of service with the Southern Pacific Railroad. Brother Van Antwerp was a Signal Maintainer at Salem, Oregon, at the time of his retirement. Brother Van Antwerp also served on the Local Grievance Committee.

---

**THOMAS I. WALLACE**—retired member of **LOCAL 93**. Brother Wallace retired in 1996 after 43 years of service with New York Central and Penn Central Railroads, and Conrail. Brother Wallace was a Signal Inspector at Lyons, New York, at the time of his retirement.

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**MICHAEL F. WALSH**—retired member of **LOCAL 58**. Brother Walsh retired in 1984 after 43 years of service with Conrail. Brother Walsh was a C&S Inspector at Woodbury, New Jersey, at the time of his retirement.

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**CLYDE R. WELCH**—retired member of **LOCAL 206**. Brother Welch retired in 1995 after 33 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Welch was a Signal Maintainer at Kinder, Louisiana, at the time of his retirement.

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**DELBERT R. WELCHER**—retired member of **LOCAL 103**. Brother Welch retired in 1992 after 37 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother Welch was a Signalman at Ottamwa, Iowa, at the time of his retirement.

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**WALTER B. WILDMAN, SR.**—retired member of **LOCAL 72**. Brother Wildman retired in 1980 after 32 years of service with the Missouri Pacific Railroad. Brother Wildman was a Signal Maintainer at Piedmont, Missouri, at the time of his retirement.

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**CARL D. WISEMAN**—retired member of **LOCAL 215**. Brother Wiseman retired in 1983 after 40 years of service with the Louisville & Nashville Railroad. Brother Wiseman was a Signal Maintainer at Ronenna, Kentucky, at the time of his retirement.

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**GEORGE W. YARBROUGH**—retired member of **LOCAL 16**. Brother Yarbrough retired in 1983 after 34 years of service with the Seaboard Coast Line Railroad. Brother Yarbrough was a Signal Maintainer at Sebring, Florida, at the time of his retirement.

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**WILLIE D. YORK**—retired member of **LOCAL 110**. Brother York retired in 1988 after 37 years of service with Norfolk Southern Railroad. Brother York was a Signal Maintainer at Scottsboro, Alabama, at the time of his retirement. A U.S. Army Veteran, Brother York served during WWII.

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**VERNON H. YOST**—retired member of **LOCAL 119**. Brother Yost retired in 2003 after 40 years of service with the Burlington Northern Santa Fe Railroad. Brother Yost was a CTC Signal Maintainer at Lincoln, Nebraska, at the time of his retirement.

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#### **CORRECTION:**

**WILLIAM E. TIDLER**—retired member of **LOCAL 169**. Brother Tidler retired in 1984 after 37 years of service with the Nickel Plate Railroad, Norfolk & Western Railway, and Norfolk Southern Railroad. Brother Tidler was a Signal Maintainer at Tipton, Indiana, 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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*Editor's Note: Please notify Grand Lodge of the passing of retired BRS members. Email: [membership@brs.org](mailto:membership@brs.org)*

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# CONTINUOUS MEMBERSHIP



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

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

## 45 YEARS OF SERVICE

DA Piper 111

## 40 YEARS OF SERVICE

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

## 35 YEARS OF SERVICE

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

## 35 YEARS OF SERVICE

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

## 30 YEARS OF SERVICE

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

## 30 YEARS OF SERVICE

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

## 25 YEARS OF SERVICE

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

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# MEMBER PHOTOS

**PICTURED LEFT TO RIGHT:** Walt A. Barrows former Secretary-Treasurer of the BRS and current Labor member of the Railroad Retirement Board; Steve R. Ellison retired Local 136 member, and W. Dan Pickett BRS President.



## Rutten Family — 115 Years of Experience in Local 154



**PICTURED LEFT TO RIGHT:** Jerry (J.J.) Rutten, Clarence (C.J.) Rutten, and Jim (J.C.) Rutten.

The Rutten's all started on the Northern Pacific Railroad, which is now the BNSF.

Clarence (31 years) started October 14, 1963, and retired June 30, 1994, and also served as Local Trustee for 20 years.

Jim (42 years) started September 3, 1968, and retired on December 18, 2009. He also served as Local Trustee for 15 years.

Jerry (42 years) started October 14, 1969, and retired September 2, 2011. He also served as Local Secretary-Treasurer for 22 years.

All three retired as Signal Inspectors. When Clarence was asked why he did not work 42 years like his nephews, his answer was simply, "It took them 42 years to do what I did in 31 years."

## Local 42 Retirement Dinner — Past and Present Retirees

Local 42 recently held a retirement dinner for their retirees. Family and friends attended to wish the retirees a long and happy retirement.

Local 42 would like to extend a "Big Thank You" for the dedication these talented Signalmen have shown and their mentorship of future Signalmen.

**PICTURED FROM LEFT TO RIGHT:** (front row) E.W. Cogdill, S.R. Riddle, C.W. Nienaber, J.L. Ables, and T.J. Bryant.

(back row) M.C. Ackerman, M.A. Logan, C.R. Wade, W.R. Gouge, M.L. Lee, J.M. Strange, P.K. Goen, D.W. Walker, G.D. Colvin (local 41), and R.K. Melnyk.



# SIGNALMAN'S STORE



**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** 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.

Make check or money order payable to:  
 Brotherhood of Railroad Signalmen  
 Mail payment and order to:  
 Brotherhood of Railroad Signalmen  
 917 Shenandoah Shores Road  
 Front Royal, VA 22630-6418

UNION-MADE



## ORDER FORM

ITEM	QUANTITY	PRICE	TOTAL			
Lapel Pin/Tie Tack		4.50				
BRS 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

NAME \_\_\_\_\_

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

STREET \_\_\_\_\_

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

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

# Quality UNION-MADE Items



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Signal Graphic T-Shirt



Windshirt



Brown Canvas Coat



Black Wool & Leather Coat



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



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



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

Golf Caps



Mantle Clock



Flag



Pocket Watch



Wrist Watch



BRS Afghan



# Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road  
Front Royal, VA 22630

Phone: (540) 622-6522  
Fax: (540) 622-6532

**W. Dan Pickett**  
President

**Jerry C. Boles**  
Secretary-Treasurer

Dear Brothers and Sisters:

Now more than ever we need to stand together, support good jobs, and support union companies that respect workers' rights.

At the request of the Communications Workers of America, I wanted to make you aware that AT&T is the one and only unionized national wireless provider — and proud of it.

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Through negotiated discounts with the AFL-CIO, savings are also available for AT&T local and long-distance, internet, video and web conferencing, and other communications technology services that can help your local or General Committee offices cut costs and make your members' dues go further.

For union officers to learn more about how to save on services from AT&T and its union-represented workers, contact Judy Miller of Union Plus at **1-800-472-2005**, ext 819, or **jmiller@UnionPlus.org**. Union members should visit [www.unionplus.org](http://www.unionplus.org) to learn how they can sign up for AT&T wireless discounts for themselves and their family.

In Solidarity,

W. Dan Pickett, President

# ELECTION PHOTOS



## BRS Grand Lodge Election Front Royal, VA



# TRAINING PHOTOS



## Local Chairmen's Training Front Royal, VA



# TRAINING PHOTOS



## Local Chairmen's Training Front Royal, VA



# MEETING PHOTOS

## Northeast General Committee Meeting Front Royal, VA





# MEETING PHOTOS



## Local 239 Meeting Stevens Point, WI



## Local 176 Meeting Winchester, KY



# PHOTO CONTEST

## WINNERS FOR 2011



### FIRST PLACE

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



### SECOND PLACE

*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.*



### THIRD PLACE

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

# 29TH ANNUAL 2012 PHOTO CONTEST

The Signalman's Journal will conduct its 29th Annual Photo Contest during 2012, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

The Signalman's Journal 2012 Photo Contest prizes include:

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

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

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

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

**The contest rules for 2012 are as follows:**

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

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2012 contest will be October 1, 2012. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:  
  
 Editor – The Signalman's Journal  
 917 Shenandoah Shores Road  
 Front Royal, VA 22630-6418  
  
 Or email to: [signalman@brs.org](mailto:signalman@brs.org)

**BROTHERHOOD OF RAILROAD SIGNALMEN — 2012 PHOTO CONTEST**

NAME \_\_\_\_\_ LOCAL \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

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

EMAIL ADDRESS \_\_\_\_\_

PHONE (Daytime) \_\_\_\_\_ (Evening) \_\_\_\_\_

R.R. EMPLOYER \_\_\_\_\_ JOB TITLE \_\_\_\_\_

PHOTO LOCATION \_\_\_\_\_ R.R. DIVISION \_\_\_\_\_

PHOTO DESCRIPTION \_\_\_\_\_

ENTRY FORM

**INSIDE EVERY UNION WORKER  
LIVES A UNION SPORTSMAN**



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