



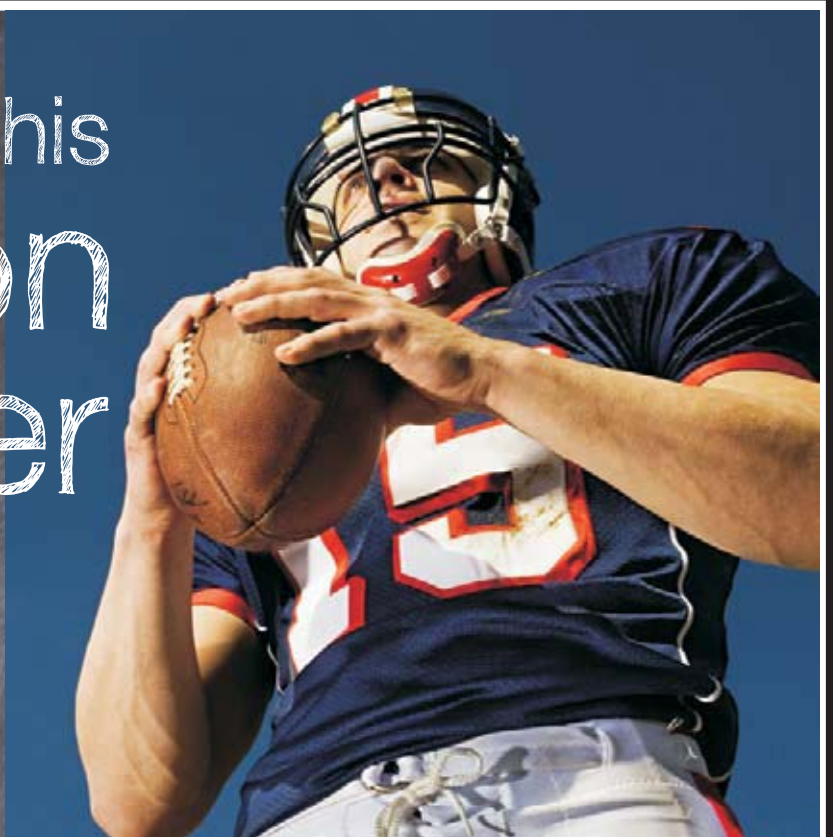
THE SIGNALMAN'S JOURNAL

Volume 93 • Number 1

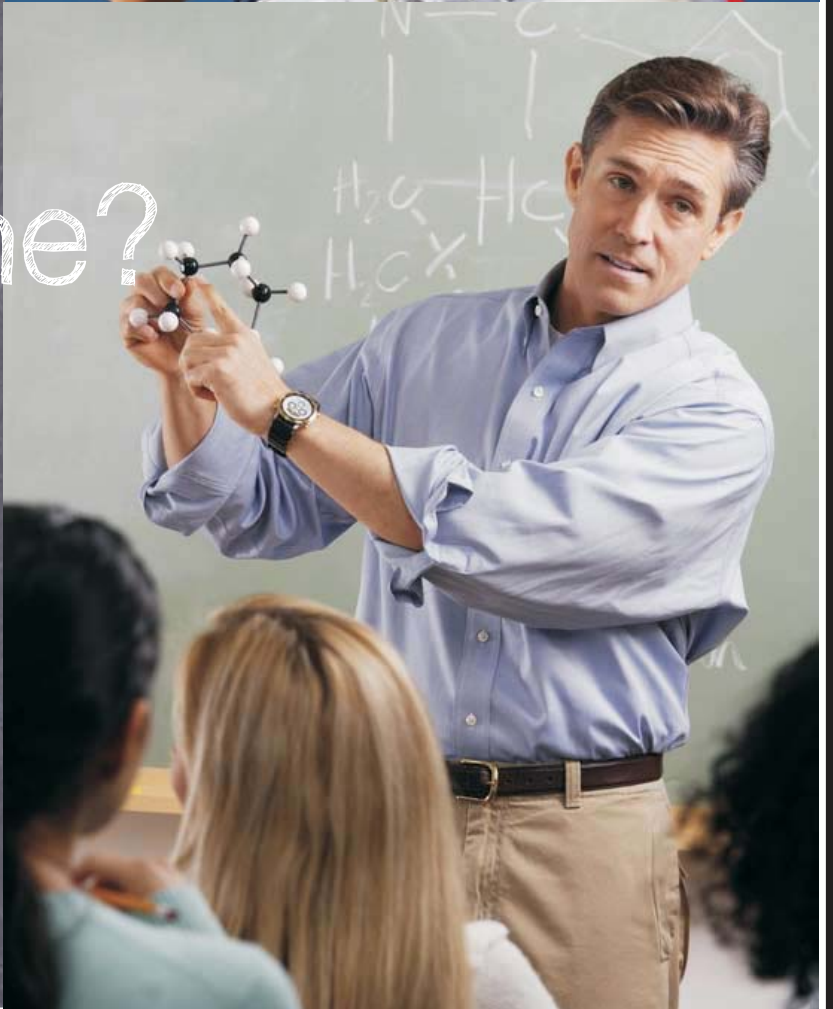
1st Quarter 2012



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FEATURES:



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COVER: Picture of the Northern Subdivision of the C&O. Silhouetted in the photo are Lance Dittman, and Elisa Hickman both members of Local 216. Photo taken and submitted by Cindy Hawkins, member of Local 136.





Another “Do Nothing Congress”?

The 112th Congress convened in Washington, DC, on January 3, 2011, and will end on January 3, 2013, close to the end of the first presidential term of Barack Obama, who was elected in 2008.

The legislative branch of the United States federal government is made up of the Senate and the House of Representatives. The Senate party lines are divided as such; 51 Democrats, 2 Independents, who are caucusing with the Democrats, and 47 Republicans. The House of Representatives party lines are 193 Democrats and 242 Republicans.

I thought it would benefit our members to have an understanding of how the law-making process works. First, a Representative sponsors a bill. The bill is then assigned to a Committee, within the House, for study. If released by the Committee, the bill is voted on, debated, or amended. If the bill passes by a simple majority, the bill moves to the Senate. In the Senate, the bill is assigned to another Committee and, if released, debated and voted on. Again, a simple majority passes the bill. Finally, a Conference Committee made up of House and Senate members work out any differences between the two versions of the bill. The bill then returns to the House and Senate for final approval. The President then may sign the bill into law or he may veto the bill.

The 112th Congress is on pace to be one of the least productive in recent history — as measured by votes taken, bills made into laws, or nominees approved. There is no shortage of explanations for the apparent lack of legislative success.

Lawmakers have a long list of political reasons: Republicans who control the House blame Democratic leaders in the Senate for refusing to hold votes that could

prove problematic for members up for election next year; Democratic leaders in the Senate blame Republicans in both Chambers for not working with them on legislation that has a shot of winning a presidential signature.

President Obama called out Congress when he argued that members had to “*be here*” to make progress. However, it is not necessarily time spent in Washington where this Congress is falling behind. It is how little it accomplishes when members are there; the legislative trickle has slowed to a drip. Most of the bills that have passed have been extensions of expiring laws, and even those were not easily passed due to political rhetoric.

While the current Congress has prevented the President from making changes that would be of benefit to this country, it has not stopped him altogether. President Obama used his recess powers to fill three vacancies on the National Labor Relations

Board (NLRB).

The NLRB has drawn negative criticism from conservatives over actions it has taken. From a controversial complaint filed against the Boeing Company to new rules pertaining to union elections, the board issued a string of decisions and rules that conservatives said tilted the playing field toward unions and away from business owners. Our Organization, along with many other labor groups and worker advocate groups, hailed its actions as a great benefit to the middle class.

In a statement explaining his decision, President Obama said that, “*the American people deserve to have qualified public servants fighting for them every day — whether it is to enforce new consumer protections or uphold the rights of working Americans. We can’t wait to act to strengthen the economy and restore security for our middle class and those trying to get in it.*”

...it is not necessarily time spent in Washington where this Congress is falling behind. It is how little it accomplishes when it is there; the legislative trickle has slowed to a drip.

While the President's latest move may seem unusually aggressive, it reflects a theme that may continue to surface in the months ahead of the 2012 election: the President leaning on his executive power — not relying on Congress — to try to boost the nation's economy.

President Obama has moved rapidly to make good on his commitment to provide governmental support for labor unions in an effort to reverse the decline in union membership and strength that has taken place over the last thirty years.

Fundamental legislative changes may include easing the burden of proof under various federal anti-discrimination statutes to increase employees' chances of prevailing, as well as a dramatic overhaul of the National Labor Relations Act that would eliminate the employer's right to insist upon a secret ballot election when unions present authorization cards seeking representation. This legislation may also guarantee employees a Collective Bargaining Agreement within a matter of months through arbitration of collective bargaining disputes.

As we make our way out of this deep recession, the most important thing that could be done for the middle class would be to strengthen the economy. There must also be a reverse in the decline middle-class families have seen, not just these past few years, but for over a decade — working harder for less; health care costs skyrocketing; home values plummeting; and retirement savings accounts dwindling and becoming less secure. There are immediate steps that can be taken to reduce the strain on family budgets by helping middle-class families manage their child and elder care responsibilities, save for retirement, and pay for college. A year ago, President Obama appointed a Task Force on the Middle Class, naming Vice President Joe Biden as its Chair. The hope is that through this administration we will begin to see changes that will benefit the middle-class citizens of this country

and enable labor unions to once again be a driving force in that effort.

I would like to close by touching on a few newly-enacted Executive Orders that will be a positive move within this administration in supporting both labor unions and the middle class.

Economy in Government Contracting/Prohibition against Federal Reimbursement of Activities Undertaken to Oppose Unionization — This Executive Order prohibits governmental reimbursement for contractor expenses designed to influence workers' decisions to form unions or engage in collective bargaining, such as expenses associated with preparing and distributing educational materials, paying employees who attend meetings held during working hours to explain why the employer opposes unionization, and paying counsel when faced with union organizing. This Order is not limited to conduct that violates the National Labor Relations Act; it includes lawful conduct that would appear to warrant First Amendment protection. The Order accepts costs incurred in maintaining positive relationships with the contractor's employees, including costs of labor-management committees and employee publications (other than those undertaken to persuade employees to exercise or not exercise the right to organize and bargain collectively).

continued on page 13



National Agreement Ratified

After more than two years of difficult negotiations and a Presidential Emergency Board, a Tentative Agreement was reached between the BRS and the National Carriers' Conference Committee (NCCC) on November 17, 2011. The BRS Negotiating Committee and the union's General Chairmen unanimously endorsed the tentatively approved National Agreement.



The new contract, which covers more than 7,800 BRS-represented Railroad Signalmen nationwide, resolves outstanding issues between the parties, including wages, and health and welfare benefits.

The ratification ballot was mailed to all voting members on January 3, 2012. On February 2, Brotherhood of Railroad Signalmen President, W. Dan Pickett, announced that the union's members had ratified the National Agreement, with more than one-half of eligible voters responding; the six-year wage deal was ratified by a margin of greater than 75%.

General Committee	General Chairman	Yes	No
Monon	John Baecher	X	
B&O (Chicago Terminal)	Jeff Beal	X	
Burlington Northern Santa Fe	Mike Dake	X	
Southeast	Gus Demott	X	
Union Pacific	Harry Doucet, Jr.	X	
Northeast	Bill Duncan	X	
Clinchfield	Tim Edwards	X	
Baltimore & Ohio	Mike Efav	X	
Southern Joint	Carlton Everett	X	
United	Eldon Luttrell	X	
RF&P	Walter Morehouse	X	
Norfolk Southern	Kurt Mullins	X	
Soo Line	Kim Poole	X	
Louisville & Nashville	Greg Vincent	X	

"This Agreement was reached after very difficult bargaining over many months, lengthy hearings leading to a report issued by Presidential Emergency Board 243, and additional negotiations with the Carriers following PEB 243's report. Although some healthcare costs have been shifted to the employees, there are no work rule changes and our healthcare plan is still one of the best, and most affordable, in the country. Overall I am pleased with this Agreement." stated President Pickett.

The BRS negotiated in this round of bargaining as a member of the Rail Labor Bargaining Coalition

(RLBC), which consists of operating, engineering, and shop-craft organizations. The RLBC represents six rail unions: the Brotherhood of Locomotive Engineers and Trainmen/IBT, the Brotherhood of Maintenance

of Way Employes/IBT, the International Brotherhood of Boilermakers, the National Conference of Firemen and Oilers/SEIU, the Sheet Metal Workers' International Association, and the BRS.

The Agreement resolves issues such as wages and health and welfare benefits.

While not calling the United Transportation Union (UTU) Agreement a pattern, PEB 243's recommendations were ultimately influenced by the break-

away settlement reached in June by the UTU, which represents 40,000 conductors, brakemen, yardmasters, and other crafts.

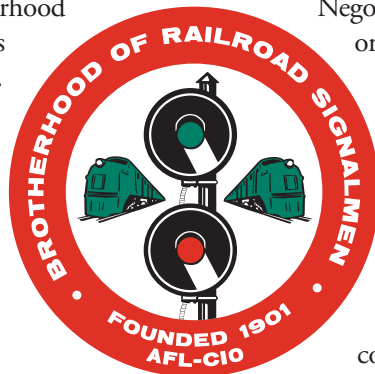
The Brotherhood of Maintenance of Way Employes reached a tentative agreement (see page 5) with the NCCC and, if ratified as expected, will settle the last outstanding contract in this round of bargaining. Members can find more information regarding the National Agreement on the BRS website at <http://www.brs.org>. ■

Balfour Beatty Agreement Ratified

Signalmen employed by Balfour Beatty Rail, Inc. (BBRI) ratified a new contract by an overwhelming majority on February 13, 2012. The new Agreement covers wages, work rules, health and welfare, and fringe benefits through December 31, 2014.

The new contract provided the Brotherhood of Railroad Signalmen (BRS) members with retroactive general wage increases. The first retroactive general wage increase is effective back to January 1, 2012, when the basic hourly rates of pay were increased by three percent. The second general wage increase will be effective January 1, 2013, when the basic hourly rates of pay are increased by three percent. The third general wage increase is effective January 1, 2014, when the basic hourly rates of pay are increased by three percent. Additionally, the Per Diem rates were increased five percent on January 1, 2012, and will be increased five percent on January 1, 2013, and five percent on January 1, 2014.

Balfour Beatty/United Signal General Committee Chairman Mike Baldwin, with assistance from BRS



President Dan Pickett and BRS Vice President — Commuter, Passenger, Transit/Political Director Dennis Boston forged the final terms of the new contract.

Health & Welfare benefits coupled with employee cost sharing demands were major concerns, which the Negotiating Committee had to hammer out in order to reach this Agreement. Employee cost sharing contributions for the three different health insurance plans (Platinum PPO, Gold PPO, and Blue Edge HSA) on this property, including dental and vision plans were increased to a fixed rate per month; per employee, depending on which plan was chosen and the number of dependents covered. All employee contributions will continue to be made on a pre-tax basis.

The final terms of the BRS — BBRI Agreement are for three years. However, either party may serve or progress a bargaining notice on November 1, 2014. The terms of the Agreement shall remain in full force and effect until December 31, 2014. In addition, both parties expressly agree that either party may terminate this Agreement upon 30 days' written notice. ■

BMWED and NCCC Reach National Freight Agreement

On February 2, 2012, the Brotherhood of Maintenance of Way Employes Division-IBT and the National Carriers' Conference Committee reached a tentative agreement settling all outstanding bargaining issues. The tentative agreement is subject to membership ratification.

The terms of the tentative National Agreement, save those Railroad-specific arrangements regarding allow-

ances for employees working away from home, are identical to the agreements reached by the other members of the Rail Labor Bargaining Coalition. Details of the agreement will be distributed to the BMWED membership in accordance their bylaws.

The Brotherhood of Maintenance of Way Employes Division belong to the Rail Division of the International Brotherhood of Teamsters. ■

Hazardous Materials Training



The Rail Workers Hazardous Materials Training Program will conduct the following Hazardous Materials Transportation/Chemical Emergency Response training programs on the George Meany Campus in Silver Spring, Maryland:

- March 20–24, 2012
- May 1–5, 2012
- May 8–12, 2012

The training, eligible for 3 academic credits from the National Labor College, provides OSHA and DOT required training in addition

to procedures and different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness, the incident command system, as well as components required to complete OSHA 10-Hour Outreach certification. Training includes advanced classroom instruction, small group activities, intensive hands-on drills, and a simulated hazmat response in full safety gear.

The Rail Workers Hazardous Materials Training Program is funded by a federal grant from the National Institute of Environmental Health Sciences (NIEHS). This funding provides transportation, lodging, and meals for training participants. In addition, participants who are unable to secure regular pay through the railroad to attend training are eligible for a stipend.

Completed registration forms should be faxed, mailed, or e-mailed to the Hazmat office as soon as possible. Check the Rail Workers website at <http://www.hazmatgmc.org> for schedule updates and to register online.

2012 Radiological Transportation Training

July 15–16, 2012

August 17–18, 2012

The U.S. Department of Energy (DOE) has shipped large amounts and a variety of radioactive material by rail for years. The number of rail shipments is expected to increase in coming years. With the increase in rail shipments comes the increased risk for rail incidents involving radioactive material.

The Rail Workers Hazmat Training Program was awarded funding to provide training to rail workers to increase their knowledge of the transportation of radioactive materials. To meet this training need, the Rail Program will conduct a total of three 16-hour DOE-sponsored Modular Emergency Response Radiological Transportation Training (MERRTT) courses. This federal grant from the National Institute of Environmental Health Sciences (NIEHS) provides transportation, lodging, and meals on the George Meany Campus of the National Labor College in Silver Spring, MD, for training participants of this two day train-the-trainer course.

Completed registration forms should be faxed, mailed, or e-mailed to the Hazmat office as soon as possible, or applicants may register online.

New Training Format Schedule: Tuesday 1:00 p.m.–Saturday 12:00 p.m.

The following programs will begin on Sunday morning at 8:00 a.m. and end at 3:00 p.m. on Monday. Funding for this course will cover travel costs, overnight room accommodations (Friday and Saturday), and three meals a day at NLC. Call Freddie Thomas at the Hazmat office (301-439-2440) for more information. ■

Railway Workers Hazardous Materials Training Program

10000 New Hampshire Avenue
Silver Spring, Maryland 20903
(301) 439-2440 • (301) 628-0165 fax
fthomas@nlc.edu

American Labor Badge

Boy Scout Issac Loveland recently contacted the Brotherhood of Railroad Signalmen requesting information to assist him in earning the “*American Labor*” Boy Scout merit badge. With only 28 more badges to earn, Isaac currently has earned 103 badges; the labor badge will be number 104.

Some of Isaac’s goals were to document issues and concerns Signalmen, and the labor movement in general are facing today, along with diagramming and explaining the structure of a labor union, from the local to the national level.

For a scout to earn the “*American Labor*” merit badge, he must fulfill multiple requirements. The scout must document at least eight examples of issues affecting and concerning the American worker. Some issues given as an example on the Boy Scout’s website are: working conditions, workplace safety, hours, wages, seniority, job security, equal opportunity employment and discrimination, guest workers, automation and technologies that replace workers, unemployment, layoffs, outsourcing, and employee benefits such as health care,



child care, profit sharing, and retirement benefits.

In the course of earning the “*American Labor*” merit badge, the scout learns what labor unions are, what they do, how they are structured, and what services they provide to

their members along with an understanding of the concepts of labor, management, collective bargaining, negotiation, union shops, open (nonunion) shops, grievance procedures, mediation, arbitration, work stoppages, strikes, and lockouts.

At the conclusion of the process, the Scout is prompted to learn about opportunities in the field of labor relations and instructed to choose one career in which he is interested. The Scout

then must discuss his career choice in detail with a Boy Scout counselor, including the major responsibilities, qualifications, education, and training such as position would require.

Fun Fact — Every president of the United States has supported the work of the Boy Scouts of America since its founding in 1910, and each served as honorary president of the BSA during his term in office. ■

Workers Memorial Day — April 28

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

April 28 was chosen because it is the anniversary of when the Occupational Safety and Health Act went into effect and the day of similar remembrance in Canada that began

in 1984. In Canada, the day is called the National Day of Mourning and was officially recognized by the government in 1991. Every year, people in hundreds of com-

GOOD JOBS. SAFE JOBS.

APRIL 28

OBSERVE WORKERS MEMORIAL DAY

NOW.

munities and at work sites recognize workers who have been killed or injured on the job. Trade unionists around the world now mark April 28 as an International Day of Mourning.

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

LETTER TO THE EDITOR

Dear Editor:

I would like to take this opportunity to commend you for your well-written, informative, and insightful union journal. I look forward to reading your journal that is faithfully given to me by my son-in-law who is, needless to say, a proud member of your union.

As a former (now disabled battling Parkinson's disease) OSHA inspector and union officer who represented employees of the U.S. Department of Labor, I could not agree more with the President's message given in your 4th quarter 2011 *Journal*. Except to reflect that it frightens me to say, and I hope I am wrong for the sake of this Country, that perhaps the concept of unionism may be something that has to be learned the hard way by hitting the proverbial "rock bottom." It has been said that by establishing labor laws to protect all workers, unions have become victims of their own success. What may not be realized is that those hard fought battles by unions, such as yours, to establish laws protecting worker safety and health, wages, pensions, etc. can just as easily be taken away by anti-union unscrupulous politicians with the stroke of a pen. Just as bad, and something I have witnessed firsthand, is that enforcement of these laws can be watered down to the point where violating these laws are of little or no consequence to companies who choose to ignore the regulations.

It goes without saying, that my family and I are extremely grateful for the hard work of the Brotherhood's Officers and their dedication to protecting the rights of their membership.

Never have your efforts and devotion to unionism been more critical.

In Solidarity,
David Berestecky — AFGC Local 644

Dear President Pickett,

Joe S. Malovich, retired member of Local 161, passed away January 4, 2012. Brother Malovich retired in 1989 after 37 years of service with the Atchison Topeka and Santa Fe Railroad. Known to his many railroaders as "Little Joe", he will be remembered for his good nature and winning smile. Brother Malovich was a Signal Maintainer at Raton, New Mexico, at the time of his retirement.

Fraternally,
Witt B. Harwell, Retired Member of Local 161 and former BRS Vice President

HELP WANTED

RAILROAD INSPECTOR I SIGNAL AND TRAIN CONTROL INSPECTOR

The State of Maryland, The Department of Labor, Licensing and Regulation (DLLR), Division of Labor and Industry is accepting applications from qualified candidates for the position of Railroad Inspector I — Signal and Train Control.

This is entry level of work in the enforcement and promotion of Federal and State railroad safety standards. This position performs regulatory inspections and monitors all railroad carriers operating within the State of Maryland to reduce railroad related accidents, injury, deaths, and property damage. Candidates must have one year of experience performing railroad safety or regulation compliance inspections related to signals, train control, and grade crossing systems.

RESPONSIBILITIES INCLUDE: Conducting scheduled and unscheduled inspections of interstate and intrastate railroad carriers, private industries, excursion railroads (i.e. Western Maryland Scenic Railroad, B&O Railroad Museum) and assists amusement ride inspectors on railroad related equipment (signal and train control). In addition to the health, retirement, and leave benefits, this position also has paid mileage and offers a flexible work schedule.

TO APPLY: All qualified applicants must submit a completed Maryland State application (MS -100) and a copy of their high school diploma/GED.

DLLR Office of Human Resources Recruitment & Examination Unit

1100 N Eutaw Street, Room 100
Baltimore, MD 21201

Attn: RRI-STC/PSC

RESUMES WILL NOT BE ACCEPTED FOR ANY PORTION OF THE APPLICATION. Writing, "See Resume" or "See Attached" is NOT acceptable. Incomplete applications will be disqualified.

Applications are available by visiting the Department of Labor, Licensing and Regulation Office of Human Resources or by calling (410) 230-6300 Monday-Friday during business hours or by visiting: <http://dbm.maryland.gov/jobseekers/Pages/StateApp.aspx>

The Department of Labor, Licensing and Regulation is an equal opportunity employer. It is the policy of DLLR that all persons have equal opportunity and access to employment opportunities, services, and facilities without regard to race, religion, color, sex, age, national origin or ancestry, marital status, parental status, sexual orientation, disability or veteran status.

Early Retirement Plan Increases Maximum

The lifetime maximum benefit for each individual covered under the Railroad Employees National Early Retirement Major Medical Benefit Plan (UnitedHealthcare's Policy GA-46000) is adjusted each year based on the medical cost component of the Consumer Price Index. As of January 1, 2012, this maximum will increase from \$126,200 to \$131,500. The

\$5,300 in additional benefits payable applies to expenses incurred on or after January 1, 2012.

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

Eligibility Rules

For Age Annuitants:

- You apply for a 60/30 annuity for which you are eligible:
- on or after the date you reach age 60, or
- anytime during the three months before your 60th birthday, provided you continue working into the month before the month in which you turn age 60.
- On the day before you apply for your annuity, you must be covered (other than under COBRA) under The Railroad Employees National Health and Welfare Plan.

For Disability Annuitants:

- You have a current connection with the railroad industry.
- You have applied for a disability annuity to which you are entitled.

You are covered under The Railroad Employees National Health and Welfare Plan (other than by COBRA) on the day before the latest of the following dates:

- the date you reach age 60
- the date you became disabled
- the date your railroad service equals 30 years.

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

Enrollment Is Necessary

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

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

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

Alcohol and Drug Testing

Minimum Random Testing Rates for 2012 Remain Unchanged

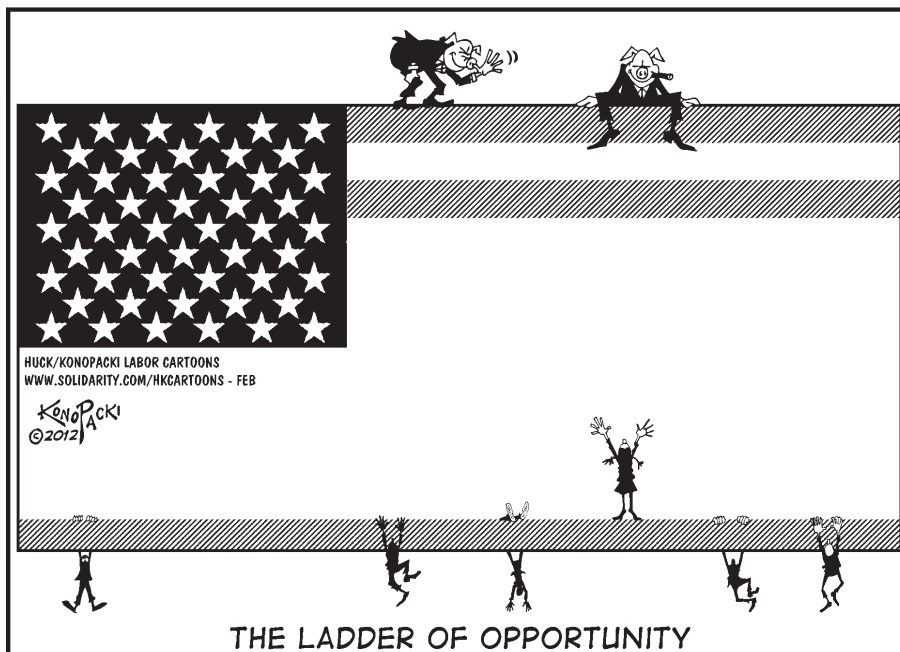
The Federal Railroad Administration (FRA) announced the minimum random testing rates for railroad workers in the year 2012.

Using data from Management Information System annual reports, the FRA has determined that because the industry random drug testing positive rate was below 1.0 percent for the last two years (.038 in 2010 and .037 in 2009), the Federal Railroad Administrator has determined that the minimum annual random drug testing rate for the period January 1, 2012, through December 31, 2012, will remain at 25 percent of covered railroad employees. In addition, because the industry-wide random alcohol testing violation rate has remained below 0.5 percent for the last two years (.021 in 2010 and .023 in 2009), the Administrator has determined that the minimum random alcohol testing rate will remain at 10 percent of covered railroad employees for the period January 1, 2012, through December 31, 2012.

BRS members need to be aware that this notice sets the minimum random testing rates, and the railroads remain free under their own policies to conduct random testing at higher rates. The BRS reminds its members that many railroads have a zero tolerance policy when it comes to

reporting to work under the influence of drugs or alcohol. In virtually all cases, a positive test results in being placed out of service. ■

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



NOTE: Employers (and C/TPAs) subject to more than one DOT Agency drug and alcohol testing rule may continue to combine covered employees into a single random selection pool. However, employers (and C/TPAs) doing so must test at or above the highest minimum annual random testing rates established by the DOT Agencies under whose jurisdiction they fall. For example, an employer having both FMCSA- and FRA-covered employees in one pool must test, as a minimum rate, 50% for drugs and 10% for alcohol. PHMSA and USCG regulated employees should not be placed in random alcohol testing pools. Contact the appropriate DOT Agency for additional clarification.

Please note that USCG covered employees may be combined with DOT covered employees in drug testing pools even though the USCG is part of the Department of Homeland Security.

UTU and SMWIA Now SMART

On November 30, 2011, the United Transportation Union (UTU) completed a long-proposed merger with the Sheet Metal Workers' International Association (SMWIA). The merged organizations became the Sheet Metal, Air, Rail and Transportation Workers (SMART).

While transitioning to the merged organization, implementation of the provisions of their merger agreement will take place. The unions also plan to preserve each other's best practices, and become more efficient and cost-effective in conducting union business as a merged organization.

"The UTU brings to SMART proven accomplishments before the National Mediation Board and in dealing with the Railway Labor Act, rail safety and state legislative issues. The SMWIA brings to SMART expert knowledge related to organizing, and extensive training resources and facilities nationwide," UTU International President Mike Futhey Jr. and SMWIA General President Joseph Nigro wrote in a joint letter to members dated December 9, 2011. *"Combined as SMART, we create a large and powerful voice within the AFL-CIO, and in advancing legislative objectives in Congress and state legislatures."*

The Sheet Metal Workers' International Association (SMWIA), a member of the AFL-CIO and the Canadian Labour Congress, is 150,000 members strong, with 2,027 working in the railroad industry.

SMWIA members also work in construction, manufacturing, service and shipyard industries, primarily in

HVAC systems, as well as architectural and specialized metal fabrication.

The SMWIA's earliest predecessor — the Tin, Sheet Iron and Cornice Workers' International Association — was formed in January 1888. In 1924, the SMWIA name was adopted. Railroad shop workers have always been an integral part of the union.

The UTU is a broad-based, transportation labor union representing about 125,000 active and retired railroad, bus and mass transit workers in the United States and Canada.

Membership is drawn primarily from the operating crafts in the railroad industry and includes conductors, brakemen, switchmen, ground service personnel, locomotive engineers, hostlers, and workers in associated crafts. More than 1,800 railroad yardmasters also are represented by the UTU. The UTU's 8,000 bus and transit members include drivers, mechanics and employees in related occupations. ■

2012 Mileage Rates

Effective January 1, 2012, the standard mileage rate set by the Internal Revenue Service will be 55.5 cents per mile. ■

TCU, Machinists Complete Union Merger

On January 1, 2012, the merger between the Transportation Communications Union (TCU) and International Association of Machinists & Aerospace Workers (IAMAW) was completed. The new merger will be known as the TCU/IAM.

This merger now creates a union with nearly one million active and retired Americans. The combined strength of the TCU/IAM makes them one of the largest rail unions in the United States. ■

DIABETES AWARENESS

Tips to Help Keep Your Health On Track!



What is Diabetes?

Diabetes is defined as a disease characterized by high blood glucose levels that result from the body's inability to produce and/or use insulin. Because the associated symptoms seem harmless, diabetes often goes undiagnosed and, therefore, untreated. The statistics of this disease are alarming; almost 26 million Americans have diabetes, another 79 million have pre-diabetes, and 7 million more are undiagnosed. It is estimated that by the year 2050, 1 in 3 American adults will have diabetes unless serious steps are taken to stop or prevent it.

What are the types of diabetes?

There are three types of diabetes:

- Type 1: Known as juvenile diabetes, it is usually diagnosed in young adults and children and accounts for about 5% of all diabetics. Insulin therapy is needed because the body does not produce insulin.
- Type 2: Known as adult onset diabetes, it is the most common form of the disease. More than 90% of all diabetics have Type 2. Type 2 diabetics can produce insulin but either the pancreas is not producing enough insulin or the body cannot use the insulin adequately.
- Gestational: This type of diabetes occurs in pregnant women who did not have diabetes prior to their pregnancy. It develops in women who experience high blood glucose levels later in their pregnancy.

What are the symptoms of diabetes?

Diabetes often goes undiagnosed because many of the symptoms seem harmless or go unnoticed. Learning the symptoms of diabetes is important as early detection can decrease the chance of developing more serious complications from this disease.

Type 1 Diabetes

- Frequent urination
- Unusual thirst
- Extreme hunger
- Unusual weight loss

- Extreme fatigue and irritability
- Recurring skin, gum, or bladder infections

Type 2 Diabetes

- Any of the Type 1 symptoms
- Frequent infections
- Blurred vision
- Cuts/bruises that are slow to heal
- Tingling/numbness in hands/feet

Who is at greatest risk for Type 2 diabetes?

Certain individuals are at a greater risk than others for developing Type 2 diabetes. Those individuals are:

- People who are overweight
- People over age 45
- People with a family history of diabetes
- People with impaired glucose tolerance
- People who do not exercise regularly
- People with a low HDL cholesterol level
- People with a high triglycerides level
- People with high blood pressure
- People of certain racial/ethnic groups
- Women who had gestational diabetes or had a baby weighing 9+ pounds at birth

What are the health risk factors for those with diabetes?

Unfortunately, diabetes increases your risk for other serious health issues. Diabetes is the leading cause of kidney failure and of new cases of blindness among adults. Even more alarming, two out of three people with diabetes will die from heart disease or stroke. The good news, however, is that many individuals with diabetes can prevent or delay the onset of the complications of this disease with proper treatment and recommended lifestyle changes. Some of the more serious health risks are:

- Eye issues like glaucoma and cataracts
- Foot problems like poor blood flow and numbness
- Skin complications like fungal infections or itching
- Heart related issues like heart disease and stroke
- High blood pressure which increases risk for

- heart attack, stroke, eye issues and kidney disease
- Mental health issues like anger/denial/depression
- Hearing loss

When to contact your doctor?

While diabetes is a common disease, it is important that families learn about the medical therapies and lifestyle

choices important in the treatment of this disease. If you have any symptoms of diabetes, contact your doctor immediately to ensure that you have no serious health problem.

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

To learn more, visit www.diabetes.org ■

FROM THE PRESIDENT Another “Do Nothing Congress”?

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Notification of Employee Rights under Federal Labor Laws —This Executive Order requires Federal Contractors to post notice of the rights workers have under the National Labor Relations Act to join unions and engage in collective bargaining. This Order specifically revokes an Executive Order signed by former President George W. Bush that required Federal Contractors to post workplace notices informing workers of their right not to join a union. Pursuant to the new Order, if an affected contractor or subcontractor fails to comply with the posting requirements, the federal contract may be terminated or suspended, and the contractor may be declared ineligible for further government contracts. If the Employee Free Choice Act is enacted to amend the National Labor Relations Act, this Executive Order will take on increased importance, since that proposed law would require recognition of unions based on the private and uncontested signing of authorization cards and this Executive Order implicitly encourages organizational activity.

Non-Displacement of Qualified Workers under Service Contracts —This Executive Order requires that a successor service contractor must offer jobs to qualified employees (other than managerial and supervisory employees) of the former contractor when it assumes the contract. If contractors violate this Order, they can be ordered to employ the affected individuals and pay them lost wages.

In the case of willful violations, they may be barred from contracting with the Federal Government for up to three years. By creating a right of first refusal for qualified employees at the job site, this Order eliminates the right of contractors to select their own initial workforce, and deprives the government (and taxpayers) of any savings a new contractor can bring based on a new workforce complement. The manifest purpose of this Order, although unstated, is to impose a financial disincentive when a new contractor displaces union workers with non-union workers. The new Executive Orders direct the Federal Government to promulgate regulations that will further detail the Orders’ terms. I encourage you to be active in the political process in this country — the power one voice has to stand up and make changes is one reason I am proud to be an American.

In Solidarity,

W. Dan Pickett
BRS President



- **The Fight for Amtrak Continues**
- **Senate Continues Work on Transportation Funding Issue**
- **Congress Passes FAA Reauthorization bill**

The Fight for Amtrak Continues

Congressional leaders John Mica (R-FL), Bill Shuster (R-PA), and House Appropriations Committee Chairman Hal Rogers (R-KY) continue to attack Amtrak and its employees. In spite of Amtrak's continued success, these leaders declare war on the middle class and its ability to eke out a living. Thanks to Amtrak's dedicated employees, the company continues to show success in spite of the legislative attacks by GOP leaders.

Amtrak announced last year that it carried 30 million passengers in the 2011 fiscal year (FY), which ended on September 30th. The number is a new record for the company and represents a 44% increase since 2000. More than 7 million of those passengers travelled on Amtrak's Northeast Corridor, which runs between Boston and Washington, with stops in New York and Philadelphia along the way. Ticket sales increased 5% over FY 2010 and ticket revenues were up 8%. Acela trains carried more than 3.2 million passengers and earned more than \$440 million last fiscal year. On weekdays, Amtrak has seen an average of 80% of seats sold on the busiest segments with trains regularly selling out during peak hours. Acela, in combination with conventional rail service, has helped Amtrak achieve a 69% air-rail market share on the Washington-New York route and a 53% air-rail market share on the New York-Boston route. Thus, Amtrak carries more passengers than all the airlines that serve these key routes.

The federal government has invested a total of \$36 billion in Amtrak in the forty years that it has served as the nation's intercity passenger rail provider. Between 1971 and 2008, by contrast, the federal government has invested more than \$421 billion in aviation and at least a trillion dollars in the nation's highways.

The House and Senate agreed to a compromise, federal Appropriations Bill HR2112, that continues funding for Amtrak near current rail levels and allows for the continued operation of state supported regional trains. Signed by the President November 18, 2011, the agreement requires

Amtrak to adopt overtime limits. Chairman of the House Appropriations Committee

Amtrak East General Chairman, Dave Ingersoll, and Dennis Boston, Vice President — Commuter, Passenger, Transit/Political Director are currently working with Amtrak to ensure that the BRS Agreement is not abrogated by this legislation.

Another House GOP proposal taking a shot at the nation's passenger rail service would force Amtrak to privatize operation of its cafe cars — but the federal government would still be required to pick up part of the tab for the private provider's hot dog and Heineken offerings.

The measure introduced by Representative Jean Schmidt (R-OH) is part of the much larger and controversial surface transportation bill HR7: American Energy and Infrastructure Jobs Act of 2012, sponsored by Congressman Mica (R-FL), introduced in January, and now under debate. It is a five-year, \$260 billion transportation and infrastructure funding overhaul; it takes aim at Amtrak's onboard food and beverage service, among other things, which loses nearly \$60 million a year, according to the Congresswoman Schmidt.

The measure's language, however, outlines the limits of what even its proponents think privatization can accomplish. The proposed legislation states the federal government would pay out *"any portion of appropriations for Amtrak necessary to cover a net loss"* from the food and beverage service. So even if the private providers save Amtrak some money, the federal government would still be required to cover any losses from the private businesses' operations. Amtrak has argued that food and beverage services are in place as an amenity to encourage passengers to purchase train tickets, not as a money-making enterprise.

Ed Wytkind, President of the Transportation Trades Department at the AFL-CIO, argued the *"net loss"* subsidy is a symbol of Republican hypocrisy. Nearly 1,900 unionized members provide onboard food services on Amtrak. *"You can't make this stuff up,"* Wytkind said, *"It is the best deal you could possibly write for some food service company."*

Conservatives have said private companies would operate more efficiently. But, Wytkind asked, "If they're so confident about it, why do they have to hold them harmless?"

Here are the facts on how damaging HR7 could be if passed into law:

- It would facilitate privatization of public transit system by directing more federal funds to systems that contract out at least 20% of the jobs.
- It denies transit systems the flexibility to use federal funds to maintain service and retain workers during times of economic crisis, as we now are enduring.
- It eliminates federal minimum wage and overtime requirements for van drivers that transport rail crews between terminals, meaning these already low-paid and fatigued drivers would become more of a safety hazard when transporting crews.
- It delays mandatory implementation of positive train control on passenger rail lines from late 2015 to late 2020.
- It allows freight railroads to implement alternatives to installing of positive train control, which would provide crews and the public far less protection.
- It eliminates grants for hazmat train-the-trainer program, which would dramatically reduce or end training programs at the National Labor College.
- It eliminates capital grants for states seeking to expand and improve Amtrak service.
- It reduces long-term capital funding for Amtrak, limiting Amtrak's ability to upgrade tracks and bridges on the Northeast Corridor.
- It prohibits Amtrak from using specialized outside counsel to recover from those at fault in Amtrak collisions, likely causing Amtrak to bear full responsibility for deaths and injuries cause by a non-Amtrak entity – even where it is clear the other operator was solely responsible for the entire accident.
- It requires Amtrak to contract-out its food and beverage service to the lowest bidder, threatening 2,000 Amtrak jobs and contributions to Railroad Retirement by shifting those jobs to non-union low-wage, low-benefits operators.
- It makes permanent a pilot program that allows any passenger rail provider to bid for any of Amtrak's routes.

- It prohibits California from using any highway, transit, or passenger rail funds for development of high-speed rail.

Rail labor is currently lobbying the Senate to save Amtrak funding from an adversarial Congress.

Senate Continues Work on Transportation Funding Issue

On Thursday, February 9, 2012, in an 85-11 decision, the Senate voted to begin debating legislation to replace SAFETEA-LU, which expires at the end of March. Moving Ahead for Progress in the 21st Century (MAP-21) is a two-year bill funded at \$109 billion. MAP-21 vows to reauthorize U.S. transportation programs and reform these programs to make them more efficient, according to Environment and Public Works committee members that signed off on the bill. They added that this bill is a *"bipartisan effort that holds spending at current levels plus inflation, greatly increases leveraging of federal dollars, and modernizes and reforms the nation's transportation systems to help create jobs and build the foundation for long-term prosperity."* That vote to proceed could be problematic for some Republican Senators because it funds transportation programs *"at levels in excess of revenues expected from the federal gas tax."* There will be a number of amendments whose fate will determine how many Senators ultimately will support the final bill.

Congress Passes FAA Reauthorization Bill

The bill passed the Senate 75-20 on Monday, February 6, 2012, despite labor opposition to a deal cut between the Democratic-controlled Senate and the Republican-controlled House on rules governing union organizing elections for airlines and railroads. The bill was signed by President Obama on February 14, 2012. Republican House leaders and Democrat Senate leaders passed drastic changes to the labor law by requiring the support of at least 50% of an employee group before a union representation election could be held, where currently there is no statutory requirement, Congress is trying to undermine a worker's choice to have union representation. 20 Unions remained strongly committed to passage of a clean FAA Reauthorization bill. We could not support inclusion of the recently proposed changes to the Railway Labor

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Health Discount Programs

BE HEALTHY. SAVE MONEY



The Railroad Employees National Health and Welfare Plan and the National Railway Carriers and United Transportation Union Health and Welfare Plan (“National Railroad Plans”)

Look better, feel better and save money

When you enroll in your health plan, you have benefits for certain services for medical, dental, and vision coverage. However, as an enrolled health plan member, the National Railroad Plans also provide a health discount program⁽¹⁾ for certain health care services over and above what your health plan covers. The health discount programs may help you and your families save 5 to 50 percent on many health and wellness expenses like:

- **Dental care** — General dental care, gum treatment, orthodontics, oral surgery, cosmetic services, and other dental specialties
- **Vision care** — Pay less for an annual eye exam, and save on glasses, contacts, and LASIK surgery
- **Alternative care** — Acupuncture, chiropractic care, massage therapy, and natural medicine
- **Hearing** — Hearing aids from name-brand manufacturers

Save by utilizing the wellness resources available to you

Why pay full price for your out-of-pocket wellness needs? Use the following health discount programs and save while also helping you live a healthier lifestyle:

- Weight management programs like Jenny Craig® and Nutrisystem®
- Nutrition counseling
- Fitness programs
- Fitness equipment and footwear
- Stress reduction and relaxation resources
- Smoking cessation programs

How to get your discounts and start saving today

No referrals are required, no claim forms to submit, and no limits on how much you can save. To locate partici-

pating health care professionals, programs, and online retailers:

- Register/create an account — First-time users will need to register or create an account in order to properly log in to the web site as a member.
- Once you are registered as a member — You may access your medical plan’s health discount program’s web site:

Aetna — www.aetna.com; click on box titled “*Aetna Navigator Member Log-in*”; select “*Health Programs*” and go to box titled “*Save with Discount Programs*” and click on “*See the Savings*” and follow the steps or call 1-800-842-4044.

Highmark Blue Cross Blue Shield (Blue365) — www.highmarkbcbs.com; select “*Your Coverage*” tab and then “*Member Discounts*” or call 1-866-267-3320.

UnitedHealthcare (UnitedHealth Allies) — www.unitedhealthallies.com; select a category and specialty; then click “*Select this Provider*” for confirmation, or call 1-800-860-8773.

- **Confirmation** — The confirmation is your rate guarantee for the selected health care provider. Be sure to print the discount confirmation and take it with you to your appointment. You are under no obligation to keep your visit with the selected provider should you change your mind once you have your confirmation.
- **Make an appointment** — Be sure to identify yourself as a discount program member when making your appointment and pay the discounted rate at the time of service. ■

⁽¹⁾The health discount programs offered under the National Railroad Plans are not insurance. Members are obligated to pay for all services they receive from the health care professionals and facilities affiliated with the health discount programs. All of the health care professionals and facilities that are part of the health discount programs have agreed to provide their services at a discount. If you are ever unsure if a service you are seeking under the health discount program may be covered under your medical, dental or vision plan, contact the number on the back of your medical card for assistance.

FRA Proposes Rule Establishing Training Standards

Department of Transportation Secretary Ray LaHood announced a proposal to require railroads to train and qualify employees in safety-related positions on federal railroad safety laws, regulations, and orders.

“Safety is our highest priority and we will continue to work to create a safer operating environment for employees, passengers and communities,” said Secretary LaHood. *“We have made dramatic progress in improving safety, but there is always more we can do to reduce incidents.”*

The proposed rule would require each railroad or contractor with safety-related railroad employees to develop a training program designating the qualifications of each employee and then submit that program for Federal Railroad Administration (FRA) approval. Employers would conduct periodic oversight of their own employees to determine compliance and conduct

annual written reviews of their training programs to close performance gaps. The proposed rule is a requirement of the Rail Safety Improvement Act of 2008.

“Well-designed training programs have the potential to further reduce risk in the railroad environment,” said FRA Administrator Joseph C. Szabo. *“We believe that better training can reduce the number of accidents, particularly those caused by human factors, which account for the vast majority of reportable accidents each year.”*

Under the FRA Notice of Proposed Rulemaking (NPRM), training would apply to relevant railroad rules and procedures used to implement those federal railroad safety laws.

The NRPM was developed with the input from officials in numerous federal and state government agencies, industry, and labor. The NPRM is available at www.fra.dot.gov/rcc/pages/ffp_321.shtml. ■

BROTHER HARVEY A. NASH CENTENARIAN

Happy Birthday

Harvey A. Nash, retired member of Local 141, celebrated his 100th birthday on December 9, 2011.

The Railroad Retirement Board (RRB) sent a congratulatory letter to Mr. Nash recognizing this occasion stating, *“To attain such a landmark age is a most notable achievement and greatly deserves recognition.”*

Brother Nash started his railroad career as a Signal Assistant on the Texas & Pacific Railway Company and retired as a Signal Maintainer in July 1976.

The BRS and the RRB send Brother Nash our congratulations and warmest wishes on this monumental achievement. ■

WASHINGTON REPORT

- **The Fight for Amtrak Continues**
- **Transportation Funding Issue**
- **Congress Passes FAA Reauthorization bill**

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Act in the FAA Reauthorization. The changes will dramatically rewrite statute that has stood for over 75 years resulting in serious ramifications. Workers will suffer significant losses as contracts are jettisoned, collective bargaining is cut, and legal shenanigans stand in the way of gaining a voice at work. A rewrite of long-standing labor law deserves proper and due consideration through the normal deliberative process. Rewarding the House Republican Leadership's desire to rewrite decades of long-standing labor law in this legislation sets a dangerous precedent. An unrelated and controversial labor provision should not be included in a much-needed aviation safety and security bill. ■



RRB Customer Service Plan Update

The following questions and answers provide information about the RRB's performance in the key areas of retirement applications, survivor applications, disability applications and payments, and railroad unemployment and sickness benefit applications, and claims during fiscal year 2011 (October 1, 2010 - September 30, 2011). Included are the customer service performance goals the RRB set for fiscal year 2011 in its Annual Performance Plan. These goals are revised annually based on such factors as projected workloads and available resources. Also included is information on the RRB's overall performance, as measured by the timeliness index developed by the agency.

1 How does the RRB measure overall timeliness for customer service?

The RRB developed an index to measure the overall timeliness of its customer service in four benefit areas: retirement applications; survivor applications; disability applications and payments; and railroad unemployment and sickness benefit applications and claims. This composite indicator, based on a weighted average, allows for a more concise and meaningful presentation of its customer service efforts in these benefit areas.

2 How timely, overall, was the customer service provided by the RRB in fiscal year 2011, as measured by this timeliness index?

During fiscal year 2011, the overall benefit timeliness index stood at 99.2 percent. This means that the RRB provided benefit services within the time frames promised in the Customer Service Plan 99.2 percent of the time. More detailed performance information for specific benefit areas is presented in the questions and answers that follow.

3 What standards were used by the RRB in fiscal year 2011 for processing applications for railroad retirement employee or spouse annuities and how well did it meet those standards?

Under the RRB's standards, if you filed an application for a railroad retirement employee or spouse annuity in advance, the RRB will make a decision to pay or deny the application within 35 days of the beginning date of

your annuity. If you have not filed in advance, the RRB will make a decision within 60 days of the date you filed your application.

Of the cases processed during fiscal year 2011, the RRB made a decision within 35 days of their annuity beginning date on 96.20 percent of employee and 95.83 percent of spouse applicants who filed in advance. Taking these employee and spouse cases together, 96.02 percent of this group met the agency's standard for fiscal year 2011. Average processing times for employee and spouse applications were 15.7 and 11.3 days, respectively; the combined average processing time for these cases was 13.6 days.

Also, of the cases processed, the RRB made a decision within 60 days of their filing dates on 98.8 percent of employee and 97.4 percent of spouse applicants who had not filed in advance. Taken together, 97.9 percent of these cases met the agency's standard. In these cases, the average processing times for employee and spouse applications were 21.5 and 19.2 days, respectively; the combined average processing time was 20.1 days.

The RRB's goals in fiscal year 2011 were 92.75 and 96.80 percent timeliness, respectively, for those filing in advance and those not filing in advance.

4 What standards were used in the area of survivor benefits in fiscal year 2011?

Under the standards, if you filed for a railroad retirement survivor annuity and you were not already receiving benefits as a spouse, the RRB will make a decision to pay, deny, or transfer your application to the Social Security Administration within 60 days of the beginning date of your annuity or the date the application is filed

(whichever is later). If you are already receiving a spouse annuity, the RRB will make a decision to pay, deny, or transfer your application for a survivor annuity to the Social Security Administration within 30 days of the first notice of the employee's death. If you filed for a lump-sum death benefit, the RRB will make a decision to pay or deny your application within 60 days of the date the application is filed.

Of the cases considered during fiscal year 2011, the RRB made a decision within 60 days of the later of the annuity beginning date or the date the application was filed in 96.3 percent of the applications for an initial survivor annuity. In cases where the survivor was already receiving a spouse annuity, a decision was made within 30 days of the first notice of the employee's death in 95.8 percent of the cases. In addition, a decision was made within 60 days of the date the application was filed in 98.35 percent of the applications for a lump-sum death benefit. The combined average processing time for all initial survivor applications and spouse to survivor conversions was 18.6 days. The average processing time for lump-sum death benefit applications was 11 days.

The goals for fiscal year 2011 were 93.5 and 95.2 percent timeliness, respectively, for processing initial survivor applications and spouse to survivor conversions. For processing applications for lump-sum death benefits, the goal was 97.1 percent.

5 What standards were used by the RRB in fiscal year 2011 for processing applications for disability annuities under the Railroad Retirement Act?

Under the Customer Service Plan, if you filed for a disability annuity, the RRB will make a decision to pay or deny a benefit within 100 days of the date you filed your application. If it is determined that you are entitled to disability benefits, you will receive your first payment within 25 days of the date of the RRB's decision, or the earliest payment date, whichever is later.

Of the cases processed during fiscal year 2011, the RRB made a decision within 100 days of the date an application was filed on 67.5 percent of those filing for a disability annuity. The average processing time was 92.3 days. Of those entitled to disability benefits, 96 percent received their first payment within the Customer Service

Plan's time frame. The average processing time was 9 days.

The agency's goals were 70 percent and 94.5 percent timeliness, respectively, for disability decisions and disability payments.

6 What were the standards for the handling of applications and claims for railroad unemployment and sickness benefits and how well did the RRB meet these standards?

Under the standards, if you filed an application for unemployment or sickness benefits, the RRB will release a claim form or a denial letter within 10 days of receiving your application. If you filed a claim for subsequent biweekly unemployment or sickness benefits, the RRB will certify a payment or release a denial letter within 10 days of the date the RRB receives your claim form.

During fiscal year 2011, 99.75 percent of unemployment benefit applications sampled for timeliness and 99.66 percent of sickness benefit applications processed met the RRB's standard. Average processing times for unemployment and sickness benefit applications were 0.5 and 2.2 days, respectively.

In addition, 99.9 percent of subsequent claims processed for unemployment and sickness benefits met the RRB's standard for fiscal year 2011. The average processing time for claims was 3.9 days.

The agency's goals for processing unemployment and sickness applications in fiscal year 2011 were 99.5 percent timely for unemployment applications and 99.2 percent timely for sickness applications. The payment or decision goal for subsequent claims was 99.8 percent timeliness.

7 Can beneficiaries provide feedback to the RRB about the service they receive?

A Customer Assessment Survey form allowing beneficiaries to evaluate the service they received and suggest how the agency can improve its service is available in every field office. Persons not satisfied with the service they received may also contact the manager of the office with which they have been dealing. ■

BRS DESIGNATED COUNSEL



When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. Dan Pickett, President, Brotherhood of Railroad Signalmen, 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

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These vehicles are made in the United States or Canada by members of the UAW and Canadian Auto Workers (CAW). Because of the integration of United States and Canadian vehicle production, all the vehicles listed that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk () are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (**) are manufactured only in Mexico; other models are made in the United States.*

When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

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

SC Wilezol 102
GL Potter 111

40 YEARS OF SERVICE

SW Slupianek 8
LW Welch 8
FD Fullard 16
RF Gibbs Jr 16
DB Grice 16
DR Wallace 16
BD Woolard 16
TJ Kenyon 19
J Koran Jr 19
BE Clanin 20
KL Seely 24
JG Williamson 24
TK Jameson 39
DE Gretkowski 60
LD Popp 72
L Parker Jr 77
GW Sheally Jr 77
JM Eruhov 84
GA Thomas 99
GA Souther 107
TL Taylor 111
DL Deer 136
KR Roche 143
JD Robles 156
RS Stanley 174
ML Cathcart 183
DD Roberts 183
DB Garner 188
DL Kemp 206
DL Smith 206
WC Goff 213

35 YEARS OF SERVICE

GL Eisner Jr 1
A Harris 5
LG Kydd 5
WJ Lee 5
RJ Walsh 5
AE Childers 8
LL Kelsey 8
MJ Lenihan 8
TA Perry 10
WD Davis 16
TE Ogden Jr 16
TW Thrasher 16
RG Demott 16
TP Hudson 16
QL Lewis 16
B McWhite 16
PS Moore 16
JW Newbery 16
CB Terry 16
RT Warmack 16
R Brown 18
RR Stafford Jr 18
FI Wynne 18
RM Shanfelder 26
GR Ziegler 26
PJ Gray 35
MR Davis 35
SJ Mahuta 39
DW Fitt 41
SL Ellis 42
DN Angle 43

35 YEARS OF SERVICE

MS Hudson 43
DJ Rhoten 43
WL Riffin 48
M Bradley 48
KJ Creeden 48
SM Rutkowski 48
RT Griffiths 53
JJ Rettig 55
JE Fleming Jr 57
P Bertoncini 62
FJ Szymanski 62
GC Brophy 65
EA Sroka Jr 65
JC Fournet 72
RP Birdsall 75
PO Smith 77
EP Sawey 84
GR Davis 93
DR Hockenberry Jr 93
KA Rowley 93
BA Stonerock 94
DW Beason 99
JR LeBlanc 99
TW Mitchell 99
KR Gronert 102
R Maltby 102
RD Stewart 102
NB Thomas 102
PJ Whalen 102
JP Aurelio 102
S Chapin 102
GM Sheaffer 106
AC Thompson 107
RD Taylor 111
AL Blevins 114

35 YEARS OF SERVICE

DM Denaro 114
FJ Dorcey 119
RD Kendall 119
RE Trout Jr 119
DL Kehm 119
RL Schneider 121
TP Brady 123
EB Rankin 129
LR Copeland 129
BK Wilson 129
H Merkin 130
MC Baidy 132
RK Cooper 132
PE Phelps 133
CR Taylor 133
LH Scott 141
VJ Coker 154
ML Castellaw 155
RL Henderson 155
TW Christopherson 155
DW Shade 155
JR Lennon 158
EL Walton 161
ME Denham 161
JP Warner 176
JW Durham 176
CL Rose 185
RA Martinez 206
DL Pitts 208
AM Slade 213
TE Alexander 228
TL Davis 228
JC Norton 228
JA Bare 238
DD Warfield 238

**30 YEARS
OF SERVICE**

RD Cook	1
DR Fouse Jr	1
RJ Butterfield	5
CN O'Keefe	5
WT Hunt	8
MJ Gogol	10
JA Lackey Jr	16
DE Paul	16
JF Williams	16
M Kiraly	19
JG Lokken	20
TR Pedigo	20
SL Smith	24
RL Catron	33
AG Craft	33
JN Derenak Jr	40
EM Musthaler	40
KC Hutman	48
HD Hamby	49
MD Marshall	49
FE Young	49
DC Picou	51
CL Beebe	55
JC Sinclair	55
LB Smith	55
ME Taylor	55
CW Easterling Jr	60
SP McMahan	62
JC Digiacomio	65
JW Hopson Jr	72
CA Riddle	72
JD Shaw	72
DR Vaughn	72

**30 YEARS
OF SERVICE**

MJ Donovan	77
SE Goad	77
WA Leighton Jr	77
JK Mitchell	77
RK Young	77
WJ Showalter	77
GJ Fritel	87
SD Rookstool	89
JF Near	93
TB Able	94
DW Fullenkamp	94
DL McClure	94
DE Wiedman Jr	102
KD Tenney	109
SE Clark	110
CH Martin	110
KJ Sherwood	111
CW Smith	121
JR Hester	121
MD Jeffrey	121
CS Boheen	130
OR Osborne	136
KV Barnes	141
TE Lunde	141
NJ Scarsone	141
RD Tant Jr	141
KD Dawson	154
FL Ratcliff	157
JL Barkemeyer Jr	172
TA Fullgraf	183
B Fletcher	185

**30 YEARS
OF SERVICE**

WM Jackson Jr	206
CB Riddle	206
JR Campbell Jr	228
RD Edmundson	228
TL Kidd	228
RE Thomas	228
DS Hio	229
JR Prevette	229
PC Childers	232
RT Kepfer	238

**25 YEARS
OF SERVICE**

MS Dunn	2
RE Jobman	8
SA Arend	10
DL Kaylor	10
TS Hugo	16
WJ McCall	16
TC Wilson	16
ME Bowles	18
DL Ehler	19
DG Henry	26
DS Anania	31
ML Phares	33
EC Hiekkanen	39
RB McIntyre	49
DJ Bandish	53
MJ Downing	53
JW Loney	53
JA Pekala	53
KA Brown	55
JT Hazlet	55
PJ Vesper	55

**25 YEARS
OF SERVICE**

JL Fuoco	56
RC Keller	56
R Wong	56
DJ Gibbs	58
A Wagner	62
J Congdon	75
WJ O'Connell	80
E Arocho	84
GA Cone Jr	84
S Glabicki	84
MA Grauer	84
A Hernandez	84
JJ Janelli	84
E Karpinski	84
Q Robinson Jr	84
AT Stewart Jr	84
MH Dawson	97
KL Fowler	110
TL Roland	119
JR White	126
BG Horn	129
RE Gillen	130
IL Alston	141
JD Johnson	141
JA Gratzek	154
RR Cordova	156
GD Frisbie	157
CW Hardy	157
CT Dortch	162
WM Ryan	176
HG Altstatt Jr	185
DD Adams	208
RC Rose	213
HF Eberhardt	230

5 Tips from the IRS for Avoiding Cyber Scams

Every year, the Internal Revenue Service receives thousands of reports from taxpayers about suspicious emails, phone calls, faxes, and notices claiming to be from the IRS.

Often these communications use the IRS name or logo to make them appear authentic. The goal is to trick you into revealing personal and financial information. Do not fall prey to these phishing scams that collect information like your Social Security number, bank account, or credit card numbers to commit identity theft or steal your money.



Here are 5 important tips from the IRS for avoiding cyber scams.



The IRS never asks for detailed personal and financial information like PIN numbers, passwords, or similar secret access information for credit card, bank, or other financial accounts.



The IRS never initiates contact with taxpayers by email to request personal or financial information. If you receive an e-mail from someone claiming to be the IRS or directing you to an IRS site:

- Do not reply to the message.
- Do not open any attachments. Attachments may contain malicious code that will infect your computer.
- Do not click on any links. If you clicked on links in a suspicious e-mail or phishing website and entered confidential information, visit the IRS website and enter the search term 'identity theft' for more information and resources to help.



The address of the official IRS website is www.irs.gov. Do not be confused or misled by sites claiming to be the IRS ending in .com, .net, .org or other designations instead of .gov. If you discover a website that claims to be the IRS but you suspect it is bogus, do not provide any personal information on the suspicious site and report it to the IRS.



If you receive a phone call, fax, or letter in the mail from an individual claiming to be from the IRS but you suspect they are not an IRS employee, call the IRS at 1-800-829-1040 to determine if the IRS has a legitimate need to contact you. Report any bogus correspondence. You can forward a suspicious email to phishing@irs.gov.



Help shut down these schemes and prevent others from being victimized. Details on how to report specific types of scams and what to do if you've been victimized are available at www.irs.gov. ■

BENEFITS DIRECTORY



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1-800-842-5252

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

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UnitedHealthcare

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Highmark Blue Cross Blue Shield

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OBITUARIES

VERN R. ABBOTT—retired member of **LOCAL 109**. Brother Abbott retired in 1994 after 43 years of service with Conrail. Brother Abbott was a Construction & Signal Inspector at Wayne Center, Ohio, at the time of his retirement. Brother Abbott also served as Recording-Financial Secretary and Local Chairman.

JAMES M. "JUMBO" ANDERSON—retired member of **LOCAL 183**. Brother Anderson retired in 2009 after 36 years of service with the Rock Island Railroad and Metra. Brother Anderson was a Signal Shop Foreman at Blue Island, Illinois, at the time of his retirement. Brother Anderson also served as Local Trustee and Local President and was a winner of Local 183's Horseshoe Tournament.

MAURICE L. BARRY—retired member of **LOCAL 183**. Brother Barry retired in 1982 after 36 years of service with the Rock Island Railroad. Brother Barry was a Joliet Union Depot Signal Maintainer at Joliet, Illinois, at the time of his retirement. Brother Barry is also a U.S. Coast Guard Veteran and was a member of the New Lenox VFW.

O. L. BOYD—retired member of **LOCAL 46**. Brother Boyd retired in 1984 after 39 years of service with the Illinois Central Gulf Railroad. Brother Boyd was a Signal Maintainer at Princeton, Kentucky, at the time of his retirement.

W. FRANCIS CHEATUM—retired member of **LOCAL 81**. Brother Cheatum retired in 1984 after 42 years of service with the Illinois Central Gulf Railroad. Brother Cheatum was a Signal Maintainer at Edgewood, Illinois, at the time of his retirement.

JAMES R. CONTI—retired member of **LOCAL 1**. Brother Conti retired in 1990 after 41 years of service with the Pennsylvania and Penn Central Railroads, and Conrail. Brother Conti was a Maintainer Test at Williamsport, Pennsylvania, at the time of his retirement.

DOYLEE L. COONER—retired member of **LOCAL 141**. Brother Cooner retired in 1990 after 40 years of service with the Texas & Pacific, Missouri Pacific, and Union Pacific Railroads. Brother Cooner was a Lead Signalman at Marshall, Texas, at the time of his retirement.

JAMES E. CORKWELL—retired member of **LOCAL 228**. Brother Corkwell retired in 1995 after 40 years of service with the Nickel Plate, Norfolk & Western, and Norfolk & Southern Railroads. Brother Corkwell was a Signal Testman at Fort Wayne, Indiana, at the time of his retirement.

JAMES J. CRAWFORD—retired member of **LOCAL 120**. Brother Crawford retired in 1985 after 35 years of service with the Boston & Maine Railroad. Brother Crawford was a Signal Maintainer at Wilmington, Massachusetts, at the time of his retirement.

JOHN F. DAMRON—retired member of **LOCAL 67**. Brother Damron retired in 1977 after 28 years of service with the Louisville & Nashville Railroad. Brother Damron was a Signal Maintainer at Nashville, Tennessee, at the time of his retirement.

BILLY W. DENTON—retired member of **LOCAL 51**. Brother Denton retired in 1985 after 44 years of service with the Illinois Central Railroad. Brother Denton was in the Signal Department at New Orleans, Louisiana, at the time of his retirement. Brother Denton also served as Local Chairman, and is a U.S. Navy veteran who served in WWII.

RICHARD C. DILLOW—retired member of **LOCAL 163**. Brother Dillow retired in 1980 after 40 years of service with Peoria & Pekin Union Railway. Brother Dillow was a Signal Maintainer at Peoria, Illinois, at the time of his retirement. Brother Dillow also served as General Chairman, Local Chairman, Recording-Financial Secretary, and Local President.

JAMES G. DOUGHERTY—retired member of **LOCAL 13**. Brother Dougherty retired in 1989 after 45 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Dougherty was a Signal Foreman at Louisville, Kentucky, at the time of his retirement.

LARRY E. DUDLEY—retired member of **LOCAL 16**. Brother Dudley retired in 1989 after 15 years of service with CSX Transportation. Brother Dudley was a Signal Maintainer at Pembroke, North Carolina, at the time of his retirement. Brother Dudley is also a U.S. Navy Veteran.

JULIAN B. DUMAS—retired member of **LOCAL 11**. Brother Dumas retired in 1987 after 43 years of service with the Central of Georgia Railroad. Brother Dumas was a Signal Foreman at Atlanta, Georgia, at the time of his retirement. Brother Dumas also served as Local Chairman and Vice General Chairman.

TONY W. EAVES—retired member of **LOCAL 92**. Brother Eaves retired in 1991 after 40 years of service with the Southern Pacific Railroad. Brother Eaves was a Signalman at Stockton, California, at the time of his retirement.

ANDREW A. EICKBUSH—retired member of **LOCAL 8**. Brother Eickbush retired in 2011 after 35 years of service with the Union Pacific Railroad. Brother Eickbush was a Signalman at Cheyenne, Wyoming, at the time of his retirement.

RODGER D. ELROD—retired member of **LOCAL 141**. Brother Elrod retired in 2004 after 39 years of service with the Texas & Pacific, Missouri Pacific, and Union Pacific Railroads. Brother Elrod was a Signal Maintainer at Abilene, Texas, at the time of his retirement.

STANLEY C. ENSMINGER—retired member of **LOCAL 105**. Brother Ensminger retired in 1986 after 41 years of service with Conrail. Brother Ensminger was a Maintainer Test Construction & Signal at Columbia, Pennsylvania, at the time of his retirement.

ROBERT A. FAHNESTOCK, JR.—retired member of **LOCAL 31**. Brother Fahnestock retired in 1988 after 41 years of service with CSX Transportation. Brother Fahnestock was a Signal Maintainer at Highfield, Maryland, at the time of his retirement.

D. L. FAUGHT—retired member of **LOCAL 157**. Brother Faught retired in 1987 after 34 years of service with the St. Louis Southwestern (Cotton Belt) Railway. Brother Faught was a Signal Maintainer at Plano, Texas, at the time of his retirement.

JOHN W. FRY—retired member of **LOCAL 28**. Brother Fry retired in 2002 after 25 years of service with Conrail and the Norfolk Southern Railroad. Brother Fry was a Signal Maintainer at Monroe, Michigan, at the time of his retirement. Brother Fry also served as Local First Vice President.

JACK L. HALE—retired member of **LOCAL 72**. Brother Hale retired in 1992 after 27 years of service with the Union Pacific Railroad. Brother Hale was a Signal Maintainer at Piedmont, Missouri, at the time of his retirement.

JAMES HARRELSON, JR.—retired member of **LOCAL 16**. Brother Harrelson retired in 1989 after 36 years of service with CSX Transportation. Brother Harrelson was a Signal Maintainer at Sumter, South Carolina, at the time of his retirement. Brother Harrelson is also a Korean War Veteran.

KENNETH J. HEBURN, JR.—retired member of **LOCAL 86**. Brother Heburn retired in 2000 after 40 years of service with the New York Central and Penn Central Railroads, Conrail, and CSX Transportation. Brother Heburn was an Electronic Technician at Utica, New York, at the time of his retirement. Brother Heburn also served as Local Chairman, was a volunteer firefighter for 54 years, and is a U.S. Air Force Veteran.

WILLIAM E. HENRIOTT—retired member of **LOCAL 16**. Brother Henriott retired in 1986 after 33 years of service with CSX Transportation. Brother Henriott was a Signal Maintainer at Vidalia, Georgia, at the time of his retirement.

JON M. HICKS—retired member of **LOCAL 194**. Brother Hicks retired in 2002 after 26 years of service with Conrail, Amtrak, and the Belt Railway Company of Chicago. Brother Hicks was a Signalman at Chicago, Illinois, at the time of his retirement. Brother Hicks also served as Local President, and is a U.S. Army Veteran who served in Vietnam.

J. H. JOHNSON—retired member of **LOCAL 107**. Brother Johnson retired in 1980 after 28 years of service with the Illinois Central Gulf Railroad. Brother Johnson was a Signal Maintainer at Crystal Springs, Mississippi, at the time of his retirement. Brother Johnson also served as Recording-Financial Secretary.

MARVIN JOHNSON—retired member of **LOCAL 52**. Brother Johnson retired in 1989 after 35 years of service with the Pennsylvania, and New York Central Railroads, and Conrail. Brother Johnson was a Signal Maintainer at Cincinnati, Ohio, at the time of his retirement.

JOSEPH KIRA—retired member of **LOCAL 42**. Brother Kira retired in 1987 after 34 years of service with New York Central Railroad and Conrail. Brother Kira was a Construction & Signal Maintainer at Indianapolis, Indiana, at the time of his retirement.

TIMOTHY W. KNOX, SR.—retired member of **LOCAL 238**. Brother Knox retired in 2006 after 31 years of service with the Norfolk Southern Railroad and Conrail. Brother Knox was a Signal Maintainer at Harrington, Delaware, at the time of his retirement. Brother Knox also served as Local President and Local Chairman. Brother Knox is also a U.S. Army Veteran who served in Vietnam.

GEORGE D. LEAFY—retired member of **LOCAL 72**. Brother Leafy retired in 2001 after 34 years of service with the Union Pacific Railroad. Brother Leafy was a Relay Repairman at Sedalia, Missouri, at the time of his retirement. Brother Leafy was also a Shop Steward at the Pocattello Signal Shop.

ROBERT R. LEWIS—retired member of **LOCAL 33**. Brother Lewis retired in 1985 after 42 years of service with the Santa Fe Railroad. Brother Lewis was a Signal Maintainer at Wichita, Kansas, at the time of his retirement.

VINCENT E. LOFFIO—retired member of **LOCAL 84**. Brother Loffio retired in 2006 after 37 years of service with New Jersey Transit. Brother Loffio was a Signal Foreman at Orange, New Jersey, at the time of his retirement.

MAURICE W. MACDOUGAL—retired member of **LOCAL 147**. Brother MacDougal retired in 1996 after 42 years of service with the Delaware & Hudson Railroad. Brother MacDougal was a Signal Inspector at Willsboro, New York, at the time of his retirement. Brother MacDougal also served as Local Chairman.

G.A. MALAZICH—retired member of **LOCAL 40**. Brother Malazich retired in 2001 after 39 years of service with the Pennsylvania, Penn Central, and Norfolk Southern Railroads, and Conrail. Brother Malazich was a Signal Maintainer at Pittsburgh, Pennsylvania, at the time of his retirement.

JOE S. “LITTLE JOE” MALOVICH—retired member of **LOCAL 161**. Brother Malovich retired in 1989 after 37 years of service with Atchison Topeka & Santa Fe Railroad. Brother Malovich was a Signal Maintainer at Raton, New Mexico, at the time of his retirement.

CHRISTOPHER S. MELCHIOR—retired member of **LOCAL 153**. Brother Melchior retired in 2011 after 16 years of service with Amtrak. Brother Melchior was a Signal Maintainer at San Francisco, California, at the time of his retirement. Brother Melchior is also a U.S. Navy Veteran.

GARRY L. OLDEN—retired member of **LOCAL 81**. Brother Olden retired in 2002 after 41 years of service with the Illinois Central Railroad. Brother Olden was a Signal Inspector at Mount Pulaski, Illinois, at the time of his retirement. Brother Olden also served as Local Recording-Financial Secretary.

DAVID D. PATTON—retired member of **LOCAL 141**. Brother Patton retired in 2005 after 30 years of service with the Missouri, Kansas & Texas, and Union Pacific Railroads. Brother Patton was a Signal Maintainer at Denison, Texas, at the time of his retirement.

HERBERT J. PEARSON—retired member of **LOCAL 10**. Brother Pearson retired in 1983 after 34 years of service with the Erie Lackawanna Railroad and Conrail. Brother Pearson was a Signalman at Warsaw, Indiana, at the time of his retirement. Brother Pearson also served as Local President, Local Chairman, and Vice General Chairman.

RUSSELL R. POLAND—retired member of **LOCAL 57**. Brother Poland retired in 1998 after 29 years of service with the Central of New Jersey Railroad and Conrail. Brother Poland was a Signalman at Newark, New Jersey, at the time of his retirement.

LARRY G. POLLARD—retired member of **LOCAL 85**. Brother Pollard retired in 1998 after 41 years of service with the Gulf Mobile & Ohio; Illinois Central Gulf; Chicago, Missouri & Western; Gateway Western; and Kansas City Southern Railroads. Brother Pollard was a Traveling Signal Maintainer at Mexico, Missouri, at the time of his retirement.

JOHN E. RICHARDS—retired member of **LOCAL 198**. Brother Richards retired in 1986 after 31 years of service with the Seaboard System Railroad. Brother Richards was a SC&E Man at Erwin, Tennessee, at the time of his retirement.

CHARLES E. “CHUCK” RIGEL—retired member of **LOCAL 179**. Brother Rigel retired in 2002 after 44 years of service with the Southern Pacific and Union Pacific Railroads. Brother Rigel was a Signal Maintainer at Wells, Nevada, at the time of his retirement. Brother Rigel also served as a Trustee.

HENRY J. RONCZKOWSKI—retired member of **LOCAL 194**. Brother Ronczkowski retired in 1986 after 40 years of service with the Belt Railway Company of Chicago. Brother Ronczkowski was a Signal Maintainer at Bedford Park, Illinois, at the time of his retirement. Brother Ronczkowski also served as Local President and General Chairman. Brother Ronczkowski is a U.S. Army Veteran who served in WWII.

HENRY F. SKIRVIN—retired member of **LOCAL 49**. Brother Skirvin retired in 1991 after 40 years of service with the Southern Railway and the Norfolk Southern Railroad. Brother Skirvin was a Signal Maintainer at Williamstown, Kentucky, at the time of his retirement.

VIRGIL THORPE—retired member of **LOCAL 215**. Brother Thorpe retired in 1983 after 25 years of service with the Louisville & Nashville Railroad. Brother Thorpe was a Signalman at Ravenna, Kentucky, at the time of his retirement.

BERNARD J. TURCHIN—retired member of **LOCAL 154**. Brother Turchin retired in 2001 after 27 years of service with the Burlington Northern Santa Fe Railroad. Brother Turchin was a Signal Maintainer at Steele, North Dakota, at the time of his retirement. Brother Turchin is also a U.S. Navy Veteran.

JOSEPH E. WALCH, II—retired member of **LOCAL 84**. Brother Walch retired in 1997 after 46 years of service with New Jersey Transit. Brother Walch was a Signalman at Long Branch, New Jersey, at the time of his retirement. Brother Walch is also a U.S. Coast Guard Veteran.

JOHN W. WESTBY—retired member of **LOCAL 200**. Brother Westby retired in 1980 after 36 years of service with the Duluth, Winnipeg & Pacific Railroad. Brother Westby was a Signal Maintainer at Virginia, Minnesota, at the time of his retirement.

RICHARD L. “DICK” WIGEN—retired member of **LOCAL 188**. Brother Wigen retired in 2006 after 40 years of service with the Burlington Northern Santa Fe Railroad. Brother Wigen was a CTC Maintainer at Lind, Washington, at the time of his retirement. Brother Wigen is also a U.S. Navy Veteran.

HOWARD WISEMORE—retired member of **LOCAL 188**. Brother Wisemore retired in 1994 after 30 years of service with the Great Northern and Burlington Northern Railroads. Brother Wisemore was a Signal Foreman at Wenatchee, Washington, at the time of his retirement.

MERL E. WORKMAN—active member of **LOCAL 77**. Brother Workman had 21 years of service with the Norfolk Southern Railroad. Brother Workman was a Signal Maintainer at Nolan, West Virginia, at the time of his death.

WALTER C. WRIGHT, JR.—retired member of **LOCAL 92**. Brother Wright retired in 1978 after 41 years of service with the Southern Pacific Railroad. Brother Wright was a Signal Maintainer at Suisun, California, at the time of his retirement.

THOMAS E. “TUCKER” YOUNG—active member of **LOCAL 5**. Brother Young had 35 years of service with Amtrak. Brother Young was a Signalman at Providence, Rhode Island, at the time of his death.

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



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TRAINING PHOTOS



Recording-Financial Secretary Training Front Royal, VA



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- ARLINGTON, VA**, Hilton, Crystal City; Sheraton Crystal City
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- 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**, Arden West, Hilton Sacramento, Hyatt Regency Sacramento
- SAN DIEGO**, Westin Emerald Plaza

- SAN FRANCISCO**, Hyatt Regency Embarcadero; Hyatt, Fisherman's Wharf; Hyatt, Grand Stockton; Le Meridien
- SANTA CLARA**, Hyatt Regency, Santa Clara
- WASHINGTON, D.C.**, Westin City Center

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- WAIKIKI, HAWAII**, Pacific Beach Hotel, Management: HTH

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SIGNALMAN'S STORE



SPALDING TOP FLITE XL® GOLF BALLS with the BRS logo. \$7 for a box of 3 or \$25 per dozen.

LAPSEL 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 three diameter sizes. 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 and 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.

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SWEATSHIRT is made of 80% cotton and 20% polyester. Features hood, full zip front, elastic wrist and waistbands. Embroidered two-tone blue BRS emblem. Available in blue only.

MEN'S CLASSIC OXFORD DRESS LONG SLEEVE — 60% Cotton/40% polyester oxford with wrinkle-resistant finish, seven-button top set placket, button-down collar, matte pearl buttons, left chest patch pocket, shaped shirt tail hem, easy care machine wash and dry. Embroidered two-tone BRS emblem. Available in blue and white.

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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 (3 inch)		.45				
Coffee Mug		8.00				
Set of 4 Coffee Mugs		30.00				
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Wrist Watch		110.00				
Mantle/Desk Clock		129.00				
8-Pocket Tool Pouch		49.00				
BRS Mouse Pad		3.00				
GOLF CAPS						
Pink		15.00				
Black w/colorlight on brim		17.00				
Black w/BRS lettering on brim		13.00				
White		10.00				
Black		10.00				
Blue		10.00				
Gray		10.00				
T-SHIRTS						
	S	M	L XL 2X 3X			
Black						12.00
Gray						12.00
Signal Graphic						12.00
SWEATSHIRTS						
	S	M	L XL 2X 3X			
Blue						35.00
GOLF SHIRTS						
	S	M	L XL 2X 3X			
Blue (Logo on sleeve)						35.00
Blue (Logo on front)						35.00
Beige (Logo on sleeve)						35.00
Beige (Logo on front)						35.00
White						35.00
Wind Shirt						32.00
JACKETS						
	S	M	L XL 2X 3X			
Blue						60.00
COATS						
	S	M	L XL 2X 3X 4X			
Black Wool & Leather						165.00
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Blue Oxford



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

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White Golf Shirt



Sweatshirt



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

Large Selection



Golf caps have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.



Tool Pouch

Golf Caps



Mantle Clock



Flag



Pocket Watch



Wrist Watch



BRS Afghan

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Local 161
Amarillo, TX



Local 172
Winchester, KY



TRAINING PHOTOS



Recording-Financial Secretary Training Front Royal, VA



MEETING PHOTOS



Local 72
Little Rock, AR



TRAINING PHOTOS



Local Chairmen's Training Front Royal, VA



MEETING PHOTOS



General Chairmen's Meeting Dawson, PA



PHOTO CONTEST

WINNERS FOR 1ST QUARTER 2012



After a Dyna-mark cable locator failed to locate a switch cable at a derailment site, CSX Maintainer Jim Murphy resorted to the old school “witching” method. At first, those at the site were not impressed, but their opinion quickly changed when Maintainer Murphy successfully located the underground cable.

Photo submitted by Local 42 member and Signal Maintainer J.W. Murphy.



Signalman Dustin Salyers of Local 110, Gang 690, working on the upgrade project of the 400.5 Firestone Signal at Gastonia, North Carolina.

Photo submitted by Lead Signalman and Local 110 member L.D. Hardin, Jr.



Signal Maintainers — M.E. Mato, P.C. Cruz-Morales, K.D. Brister, and F. Hernandez assisting Signal gang R.M. Monty, S.W. Seneise and Assistant Signalman F.J. Ochoa installing Northwest Bridge Signal east of B-17 interlocking on the Metra/Milwaukee West Line. All pictured are members of Local 183.

Photo submitted by Local 183 member F. Hernandez.

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