



THE SIGNALMAN'S JOURNAL

Volume 93 • Number 2

2nd Quarter 2012



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Information on Page 12

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COVER: Sun Maid Junction off the main line in Fresno, CA. This Canteliever Signal is maintained by the BNSF. Photo submitted by D.T. Chaparro Local 161 member.





Respect for Workers

Ask any of your co-workers how they would like to be treated at work; most of them would likely have the desire to be treated with dignity and respect. You know when you have respect, and you know when you do not. But what is respect, really? And, how is respect demonstrated at work?

A **respectful** workplace is one where employees can feel reasonably safe and where they are treated fairly, creating the freedom to focus on getting work done. A “**respectful workplace**” is one in which diversity and tolerance for differences and acceptance of others is based on the concept of proper acceptance or courtesy. **Respect** also means showing consideration for others.

Many of our opinions, which drive the comments we may make to others or how we interact with others, come from a religious origin or beliefs instilled in us through our families. In the United States, we have been influenced by ancestors who came to America seeking the freedom to be themselves. Holidays are based on religious or ethnic beliefs (Christmas, Easter, St. Patrick’s Day, Halloween) or on celebrating our national pride (Martin Luther King Day, Presidents’ Day, Memorial Day, Independence Day, Labor Day, Veterans’ Day, Thanksgiving). Culturally imprinted beliefs and attitudes, religion and spiritual beliefs — whether actively practiced or not — are very strong influences in what we think, say, and do.

You can demonstrate **respect** with simple, yet powerful actions. Treat people with courtesy, politeness, and kindness. Treat people the same no matter their race, religion, gender, size, age, or nationality. Ralph Waldo Emerson stated, “Every human being, of whatever origin, of whatever station, deserves **respect**. We must each **respect** others even as we **respect** ourselves.” Treating people differently can lead to harassment and hostile work environments.

When people enjoy their work and receive **respect** from their managers and supervisors, productivity is high. When people are afraid, intimidated, or threatened, they spend their time and energy defending themselves. Unsafe and unhealthy environments have become gen-

erally known as hostile environments. This problem can be seen in the Railroad industry where too often we see employees being treated without dignity and **respect** by their immediate supervisors.

If a manager criticizes the work of employees using negative comments about everything they do, should he receive **respect** because he is the boss? If an employee accepts criticism, is the employee acknowledging that the boss is better than he is just because he is the boss? Everyone deserves to be treated with dignity and **respect** regardless of the type of work they do. If an employee’s work is good and is still being criticized, he is permitting himself to be demeaned unnecessarily. If his work is of lower quality than expected, this should indicate to the manager he may need help in learning how to do the job better. Regardless, the employee still deserves **respect**.

Respect between co-workers is just as important as receiving **respect** from our supervisors and managers. **Respect** from our supervisors and managers in the workplace goes a long way to make our attitudes positive and allow us to take pride in the work that we do. With increased pressures on the job, you and your co-workers experience more stress. Regardless of your situation and the level of stress in your workplace, there are things you can do to be a co-worker others will **respect**. Having positive work relationships with others can help to reduce the job-related stress for everyone involved, protecting you from being someone else’s target.

As members of one of the most **respected** Rail Labor Organizations, we must treat our own brothers and sisters with **respect**. If we live by this rule each day, we can be a shining example to Railroad Management and our sister labor organizations of what **respect** looks like.

When people enjoy their work and receive respect from their managers and supervisors, productivity is high.

Just as it is important to **respect** our co-workers, it is equally important to **respect** those people we come in contact with throughout our days who are attempting to make an honest living, support a family, and live a better life. Some examples of those we may encounter in the workforce might be a hotel clerk as we travel for work, or a server at a local restaurant, or maybe even a nurse at your doctor's office. All of these people are simply trying to make a living and enjoy life as you are, and they definitely deserve our **respect**.

Some of the people we may encounter as we go about our day may have been affected by the economy and are working in a job due to circumstances beyond their control because their previous employer may have laid them off, or even worse as we see in the Railroad environment far too often, they may have been terminated with no cause. They, more than ever, deserve to be treated with **respect**.

There is another obstacle that can affect the **respect** that workers deserve, and sometimes it can be a silent threat that strikes from nowhere without warning. That threat comes from the political leaders of this country.

Working people everywhere — no matter what nationality, ethnicity, or gender — must have equal rights and the opportunity to achieve a better life. These are the values that have carried our nation to prosperity. Today, we see a group of special interests — the 1% — who seek to divide and weaken the collective power of working people. They are trying to limit the freedom of working people to vote or to join together in a union at the workplace, or to live without fear of harassment or discrimination. This is a prime example of a lack of **respect** by those who run this country and the corpora-

tions we work hard for each and every day.

While many of our elected officials are asking federal employees and other middle-class workers to bear the burden of deficit reduction, they refuse to ask the wealthy to contribute a single penny and have even called for new tax cuts for millionaires and billionaires. These elected individual's priorities are crystal clear, and a top-notch workforce competitive with the private sector is not among them. How can our elected leaders show such a lack of **respect** for us and in turn expect us to vote for them, let alone **respect** them?

America's middle class and workers are under attack. Our failed and reckless economic policies, the Wall Street raid on Main Street, the coddling of millionaires and billionaires, and the gaming of a tax system that favors big corporations and offshore tax havens — taken together, all of these amount to an attempt to silence American workers and profit at their expense. Is this an example of how to **respect** workers?

It is not working. What started in Wisconsin with thousands of union members clad in red, battling to keep the rights they earned through their collective voice, has transformed into a national struggle. The stakes are high, and there is no place for bystanders.

Even if some do not believe, as I do, that organized labor is the surest path to a solid middle class and that collective bargaining creates the type of shared prosperity we need in this country, you must join the fight for fairness and **respect**. This is not about union or non-union. It is about **respect** for all American workers and the value of their labor.

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*See reverse for details

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Grand Executive Council Endorses Barack Obama for President

On April 5, 2012, the members of the BRS Grand Executive Council elected to unanimously endorse Barack Obama for President of the United States.

"As President of the BRS, it is my responsibility to monitor rail legislation and promote candidates whose values and voting record reflect the needs of Signalmen and working families. I understand that your vote is a personal choice, which is why I hope this endorsement will be useful when you go to the voting booths in November to cast your vote." — Dan Pickett.





In March, the AFL-CIO released a statement on their endorsement of Barack Obama, *"President Obama honors the values of hard work, of mutual respect, and of solving problems together — not every person for himself or herself. He believes that together we will get through the most challenging economic crisis in memory and restore opportunity for all. Each of the Republican presidential candidates, on the other hand, has pledged to uphold the special privileges of Wall Street and the 1% — privileges that have produced historic economic inequality and*

drowned out the voices of working people in America."

President Obama has worked hard to create good jobs. High-speed rail and the modernization and expansion of the nation's railroad infrastructure are integral to Obama's jobs agenda. He has moved aggressively to protect workers' rights, pay, and health and safety on the job; he has worked for a fair resolution of the housing crisis; and he put his confidence and administration unequivocally behind the workers and companies in the American auto industry — a move that saved hundreds of thousands of American jobs and is helping to revive the economy now and for the future.

"... We need a President that supports the rights of workers and who will support legislation and programs that provide jobs and improve safety for BRS members."

President Pickett added, *"The anti-labor forces that are present in Congress would like nothing better than for labor to stay away from the polls and sit out this election. However, in order to succeed as an Organization, it is critical to look out for the interests of BRS members and the working men and women of America. We need a President that supports the rights of workers and who will support legislation and programs that provide jobs and improve safety for BRS members."* ■



Two ways to start saving on AT&T calling and data plans:

- 1. Online**
Visit UnionPlus.org/ATT
- 2. Visit an AT&T store**
Take this coupon and a union ID to your local **AT&T store** and tell them you'd like your 15% Union Plus discount.

*Credit approval and new two-year service agreement required. Offer cannot be combined with any other discounts. The iPad, additional lines for family plans, unlimited plans and Unity Plans are not eligible. Data services: the Dataplan 200MB plan and data plans on secondary lines are not discounted. Other conditions and restrictions apply. Offer available to union members, retired union members, Union Plus credit cardholders, and Working America members only. For more information, visit UnionPlus.org/ATT. AT&T is a registered trademark of AT&T Intellectual property.

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House Republicans Take Aim at Railroad Retirement Benefits

In late March, House Republicans voted to reduce Railroad Retirement benefits.

In their Budget Report, the House of Representatives' Committee on the Budget, led by Committee Chairman Paul Ryan (WI-R), believes that cutting back on Railroad Retirement benefits would save taxpayers "\$2 billion over 10 years."

One of the measures in that report calls for aligning Railroad Retirement Tier I benefits with Social Security benefits. According to the report, *"Tier I benefits for railroad retirees are supposed to mimic Social Security benefits, but they are more generous than Social Security in many ways. This option would conform Tier I so that its benefits would equal those of Social Security, with an estimated savings to taxpayers of \$2 billion over 10 years."*

This statement is inaccurate and establishes a glaring misunderstanding regarding how our Railroad Retirement System functions. The rest of the House Republicans, as well as potential Republican Presidential Nominee Mitt Romney, have followed suit in supporting this misplaced attack on Rail Labor. *"The House budget and my own plan share the same path forward: pro-growth tax cuts, getting federal spending under control and strengthening entitlement programs for future generations,"* Romney said.

The proposed budget was passed by the House by a vote of 228–191. All 181 House Democrats stood in a firm, unanimous statement against this measure and were joined by ten Republicans who agreed that toeing the party line was not in our nation's best interests.

This measure, passed by the House, completely ignores the relationship between Railroad Retirement and Social Security. All Railroad Retirement benefits above Social Security benefit levels — whether Tier I benefits or Tier II benefits — are fully funded by railroad workers and their employers. None of these benefits are funded from the general treasury.

Railroad Retirement payroll taxes, like Railroad Retirement benefits, are calculated on a two-tier basis.

Railroad employees and employers pay Tier I taxes at the same rate as Social Security taxes. When railroad employees retire, the Tier I benefits replicate the benefits railroad workers would receive if they were covered by Social Security. Railroad employees and employers both pay an additional retirement tax, Tier II, which is used to finance Railroad Retirement benefit payments above those levels found in Social Security.

Register to vote now, and on Election Day, vote as if your retirement security depends on it. Because it does!

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Mitt Romney after embracing Paul Ryan's Budget...



Relco Ruling Upheld

A three-member panel formed by the National Labor Relations Board, affirmed the decision of Administrative Law Judge William L. Schmidt in the termination case of four Relco Locomotive, Inc. employees. The Board considered the judge's decision and the record in light of the exceptions and briefs and decided to affirm the judge's rulings, findings, and conclusions to adopt the recommended order as modified.

The initial ruling by Judge Schmidt stated that Relco Locomotives, Inc., did, in fact, violate the National Labor Relations Act when it terminated four workers who engaged in union organizing.

The judge stated that Relco Locomotives, Inc. shall cease terminating employees for engaging in activities on behalf of the Brotherhood of Railroad Signalmen or other protected organizations. Relco must also stop having employees sign nondisclosure agreements designed to keep employees from joining unions.

In 2009, a group of Relco employees interested in forming a union contacted a representative of the Brotherhood of Railroad Signalmen. Relco management learned of the union organizing campaign and responded by contesting the merits of unionization in a one-hour meeting with employees and also sent a letter to employees.

The judge concluded that Relco engaged in "certain unfair labor practices" when they terminated two employees in 2010 because Relco insisted "employees sign its overly broad nondisclosure agreement."

The BRS believes that the organizing campaign was unsuccessful at least partially because of Relco's unfair labor practices.

The judge also concluded that the termination of two other employees in 2009 violated fair labor practices, and that Relco must pay the employees all back wages and benefits.

In affirming the judge's findings that the company's discharge of two employees was unlawful, it was emphasized that the credited evidence established that Relco asserted reasons for both discharges — safety violations, absenteeism, and insubordination — were pretexts designed to mask Relco's true motivation, the employees' union activity. ■



The New Railroad Information Depot

ONE STOP FOR YOUR BENEFIT NEEDS

Wouldn't it be nice to know there is one place Railroad employees can go to find information about most of their benefit needs, regardless of which benefit administrator provides coverage? The newly redesigned Railroad Information Depot is available at www.rrinfo depot.com. Anyone already familiar with the existing Railroad Information Depot web site will find the new web site contains not only all the prior available information, but much, much more! The content has been upgraded and enhanced, and the look of the web site has undergone a dramatic makeover to provide Railroad employees with a one-stop information center that addresses many of your benefit needs, regardless of the company administering your benefits.

Here are some of the categories you will find at the new and improved Railroad Information Depot:

- Alerts and Important Dates highlighted, for example, the Annual Open Enrollment Period.
- Current Topics of Interest and News regarding specific health issues like Glaucoma or Congenital Heart Defects.
- On-line access to each of the Summary Plan Descriptions (i.e., Employee Plan booklets).



- Information regarding Medical Care, Mental Health & Substance Abuse, Disease Management, Wellness Programs, Pharmacy, Dental, Life, Vision, and Supplemental Sickness benefits, regardless of the benefit administrator.
- Links to find network providers, helpful tools and educational materials, contact information, and various forms you may need.
- Dedicated Retirement section that provides information and links to assist those transitioning into retirement.
- Railroad Enrollment Services information to help educate railroad employees regarding coverage under the Plan and the documentation that is required.

The newly designed website provides easier access to benefit information for all employees.

Along the journey of life, arrive wiser, arrive healthier, arrive happier!

(Note: Information on this site does not apply to AMTRAK employees.) ■

Each of the benefit administrators shown below have a homepage at the Railroad Information Depot, providing Railroad employees with a central point of access to all of them:

aetna

MetLife

vsp

HIGHMARK
Blue Cross Blue Shield
An Independent Licensee of the Blue Cross and Blue Shield Association

medco

UnitedHealthcare

No Call, No Text, No Update Behind the Wheel

NTSB CALLS FOR NATIONWIDE BAN ON PEDS WHILE DRIVING

The National Transportation Safety Board (NTSB) called for the first-ever nationwide ban on driver use of portable electronic devices (PEDs) while operating a motor vehicle.

The safety recommendation specifically calls for the 50 states and the District of Columbia to ban the nonemergency use of PEDs (other than those designed to support the driving task) for all drivers. The safety recommendation also urges use of the National Highway Traffic Safety Administration (NHTSA) model of high-visibility enforcement to support these bans and implementation of targeted communication campaigns to inform motorists of the new law and heightened enforcement.

"According to NHTSA, more than 3,000 people lost their lives last year in distraction-related accidents," said NTSB Chairman Deborah A.P. Hersman. "It is time for all of us to stand up for safety by turning off electronic devices when driving. No call, no text, no update, is worth a human life."

On August 5, 2010, on a section of Interstate 44 in Gray Summit, Missouri, a pickup truck ran into the back of a truck-tractor that had slowed due to an active construction zone. The pickup truck, in turn, was struck from behind by a school bus. That school bus was then hit by a second school bus that had been following. As a result, two people died and 38 others were injured.

The NTSB's investigation revealed that the pickup driver sent and received 11 text messages in the 11 minutes preceding the accident. The last text was received moments before the pickup struck the truck-tractor.

The Missouri accident is the most recent distraction accident the NTSB has investigated. However, the first investigation involving distraction from a wireless electronic device occurred in 2002, when a novice driver, distracted by a conversation on her cell phone, veered off the roadway in Largo, Maryland, crossed the median, flipped the car over, and killed five people.

Since then, the NTSB has seen the deadliness of distraction across all modes of transportation.

- In 2004, an experienced motorcoach driver, distracted on his hands-free cell phone, failed to move to the center lane and struck the underside of an arched stone bridge on the George Washington Parkway in Alexandria, Virginia. Eleven of the 27 high school students on board were injured.
- In the 2008 collision of a commuter train with a freight train in Chatsworth, California, the commuter train engineer, who had a history of using his cell phone for personal communications while on duty, ran a red signal while texting. That train collided head on with a freight train, killing 25 and injuring dozens.
- In 2009, two airline pilots were out of radio communication with air traffic control for more than an hour because they were distracted by their personal laptops. They overflew their destination by more than 100 miles, only realizing their error when a flight attendant inquired about preparing for arrival.
- In Philadelphia in 2010, a barge being towed by a tugboat ran over an amphibious "duck" boat in the Delaware River, killing two Hungarian tourists. The tugboat mate failed to maintain a proper lookout due to repeated use of a cell-phone and laptop computer.
- In 2010, near Munfordville, Kentucky, a truck-tractor in combination with a 53-foot-long trailer, left its lane, crossed the median, and collided with a 15-passenger van. The truck driver failed to maintain control of his vehicle because he was distracted by use of his cell-phone. The accident resulted in 11 fatalities.

"In the last decade, the NTSB has identified the use of a portable electronic device as a factor in the probable cause of eight accidents and incidents across all transportation modes. Forty-six people died and 181 were injured in these events," said NTSB Vice Chairman Hart. "In light of this

The National Highway Traffic Safety Administration (NHTSA) estimates that in the year 2009, nearly 5,500 people died and 450,000 people were injured in distraction-related accidents.

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 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 to the address below:

**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.

and the growing penetration of portable electronic devices in the United States, the NTSB is concerned and believes that now is the time to act to preserve safety for everyone on our roadways.” Globally, there are 5.3 billion mobile phone subscribers or 77 percent of the world population. In the United States, that percentage is even higher.

The NHTSA estimates that in the year 2009, nearly 5,500 people died and 450,000 people were injured in distraction-related accidents.

The findings from analysis of police-reported crashes indicate that 11 percent of crashes involve some form of distraction. The NHTSA’s “100-car study” found that 23 percent of recorded crashes can be attributed to driver distraction. Texting while driving is one distraction that has consistently been found to impair driving performance. A study of commercial driver distraction conducted by the Virginia Tech Transportation Institute (VTTI) found that drivers were 23 times more likely to experience a safety-critical event when they were involved in texting. In one simulator study, drivers engaged in text messaging had slower reaction times (35 percent slower) and poor lateral vehicle control. Another simulator study found that sending and receiving text messages led to poorer performance on safety-critical driving measures, including lateral position maintenance, detection of road signs, and time with eyes off the road. A fourth study reported that texting drivers in a simulator responded more slowly to the onset of brake lights and demonstrated forward and lateral control impairments. In addition, text-messaging drivers were involved in more simulated crashes. A Texas Transportation Institute study found that drivers responded more slowly when either reading or writing text messages. In addition to texting devices, the use of other forms of PEDs (such as music players and gaming units, cell phones, and computer tablets) has been found to result in visual, auditory, manual, and cognitive distractions — which have been shown to increase the likelihood of an accident. A VTTI study found that, among light vehicle drivers, the use of handheld wireless devices was the most common type of distraction and resulted in the most near crashes. A safety-critical event was 6.7 times more likely when a driver was reaching for or using an electronic device, such as a cell phone. A VTTI study of commercial drivers found that a safety-critical event was 163 times more likely if a driver was texting, e-mailing, or reaching, locating, and

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No Call, No Text, No Update Behind the Wheel

NTSB CALLS FOR NATIONWIDE BAN ON PEDS WHILE DRIVING

continued from page 9

operating PEDs.

Manufacturers of PEDs play a vital role in promoting the safe use of their products. Although a majority of people are aware of the risks associated with cell phones and driving, almost three-fourths of cell phone owners report using their phones while driving. It is possible that this disconnect may be due to a common driver misperception: that you are a safer driver than others and better able to safely multitask. It is also possible that drivers gravitate to PEDs in times of low driving workload — a temptation that could quickly increase the risk of experiencing a critical event. Some cellular providers have begun offering mobile phone applications that disable texting and block nonemergency calls when a vehicle is in motion; and third-party devices are currently available that allow motorists to voluntarily disable nonemergency calls on their cell phones while driving.

The NTSB maintains that for those devices designed for use while driving or that are frequently used while driving — such as cell phones and computer tablets — manufacturers and providers of these devices should be sensitive to the distractions that this equipment could cause and disable features that do not provide an emergency or driving-related benefit when the vehicle is in motion. The NTSB concluded that manufacturers and providers of PEDs known to be frequently used while driving should reduce the potential of these devices to distract drivers by developing features that discourage their use or that limit their non-driving or nonemergency-related functionality while a vehicle is in operation.

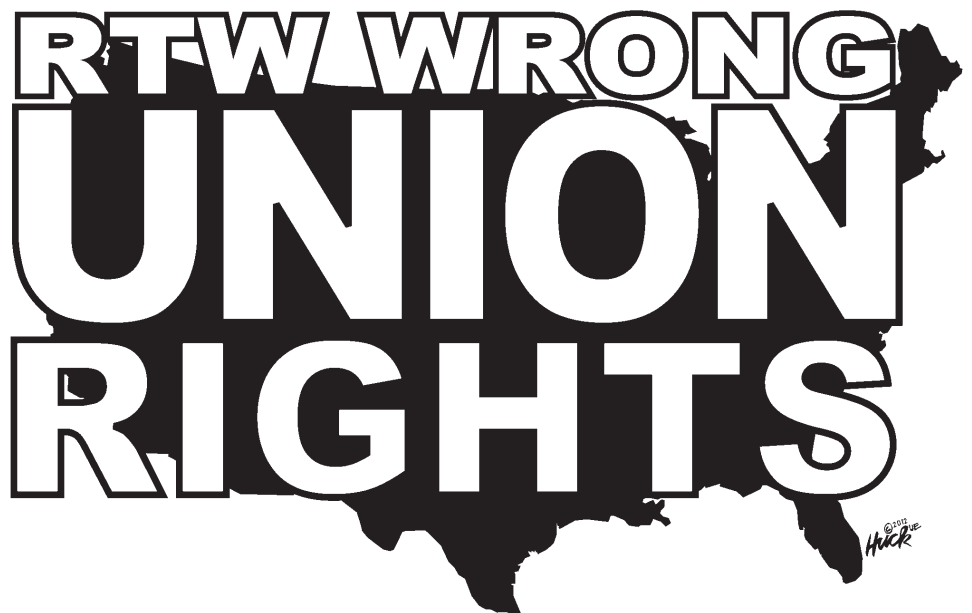
“Whether it’s hand-held or hands-free, touching the dashboard, or waving at a windshield, it can be distracting,” Hersman said. *“What is the price of our desire to be mobile and connected at the same time? Can any message, call or text be worth someone’s life?”* Hersman urged automakers to avoid using distracting technologies. *“Our recommendation is focused on portable devices,”* she said in an interview. But she added, *“We are continuing to look at in-vehicle technologies.”*

Both hand-held and hands-free calls increase the risk of a crash four times.

A total of 35 states — including Michigan — bar texting behind the wheel; nine states have barred hand-held calls. But no state has gone as far as the

NTSB wants in barring hands-free calls. Thirty states bar all cellphone use by young drivers. NTSB board member Robert Sumwalt called the issue of distracted driving *“an epidemic”* and pointed to a study that found both hand-held and hands-free calls increase the risk of a crash four times. *“There is no difference between hands-held and hands-free,”* said Sumwalt.

“The data is clear; the time to act is now. How many more lives will be lost before we, as a society, change our attitudes about the deadliness of distractions?” Hersman said. ■



Changes to PTC Regulations

Transportation Secretary Ray LaHood announced changes to regulations governing the installation of positive train control (PTC) equipment that will give railroads additional flexibility, save money, and maintain a high level of safety.

“Under President Obama’s leadership, the Department of Transportation is committed to ensuring the safety of our nation’s railroads while reducing regulatory barriers,” said U.S. Transportation Secretary Ray LaHood. *“These changes will provide significant regulatory relief, while ensuring that safety remains our highest priority.”*

PTC is a system of integrated technologies capable of preventing collisions, over-speed derailments, and unintended train movements.

Earlier this year, President Obama called for a government-wide review of regulations in order to identify those that needed to be changed or removed because they were unnecessary, out-of-date, excessively burdensome, or overly costly.

“As a result of this review, the revised regulations will provide greater flexibility to railroads and save hundreds of mil-

lions of dollars even as they improve rail safety,” said FRA Administrator Joseph C. Szabo. *“The steps we are taking will continue the momentum achieved in implementing PTC.”*

Under the revisions announced, railroads will no longer have to conduct risk analyses to obtain approval to not install PTC or take other costly risk mitigation measures on an estimated 10,000 miles of track that will not carry

passenger trains or poison inhalation hazard (PIH) commodities after December 2015. Railroads are expected to save approximately \$335 million over the first five years, and up to \$775 million over 20 years, by utilizing safety measures other than PTC, where appropriate.

The Rail Safety Improvement Act of 2008 (RSIA) mandates widespread installation of PTC systems by December 2015 on rail lines which carry at least five million gross tons of freight annually, on Class I railroads that ship PIH commodities, and on lines where intercity passenger rail and commuter service is regularly operated. ■

PTC is a system of integrated technologies capable of preventing collisions, over-speed derailments and unintended train movements.

Take the Buy Union Pledge

Stand up. Fight back. Tell the world you’ve had enough. Union families are telling merchants *“we want UNIONMADE products”* on store shelves and showrooms. Hundreds have already taken the Buy Union Pledge. Add your name to the list.

If you can’t find it union made, maybe you don’t need it.

Union workers are fighting this battle on two fronts — retail purchases and institutional buying. On the consumer front, our buying power (14 million union members and the families they support) are prepared to just say no

to inferior, non-union goods and services.

On the wholesale and institutional level — we’re getting together to send the message to school systems, charities, churches, political parties, municipalities, states, counties, and the federal government that when they make buying decisions, they need to give top priority to those suppliers who support good jobs, the kind that make for quality communities — union jobs.

Take the Buy Union Pledge. Go online to www.unionlabel.org and get with the program. ■

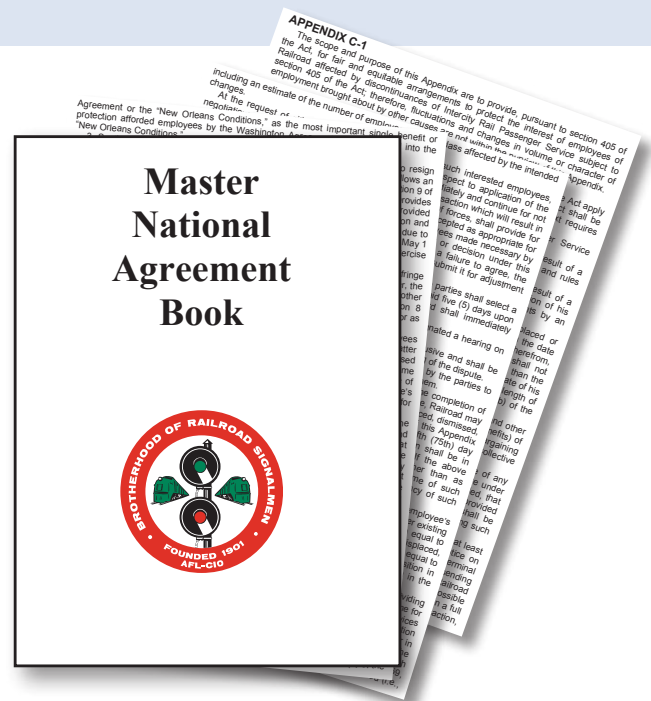
TAKE THE
Buy
UNION
PLEDGE

2012 National Agreement and Revision Packet Now Available

The 2012 National Agreement is now available for viewing and can be downloaded from the BRS website in the members-only area.

In addition to the complete Master National Agreement, you will find a revision packet that is available for download which only contains the revised pages that can be inserted into the current 8½"x11" copy of the National Agreement to make it current.

To access the National Agreement go to www.brs.org. The 2012 National Agreement and the Revision Packet are located in the Member Resources Menu. An online account is needed to sign into the members-only area. ■



Updated Locomotive Safety Standards

U.S. Transportation Secretary Ray LaHood announced a final locomotive safety rule that eliminates unnecessary regulatory burdens, facilitates the use of new technologies, and incorporates existing industry and engineering best practices.

The new rule is in keeping with President Obama's directive to agencies to reduce the burdens of regulatory red tape.

"Safety is our top priority," said Secretary LaHood. "This rule will help improve safety and working conditions while also providing significant regulatory relief to the railroad industry."

The final rule modernizes and streamlines the Federal Railroad Administration's (FRA) safety regulatory program for locomotives by consolidating existing regulations and addressing technological advancements. Some provisions of the existing rule had not been updated in the previous 30 years, while technology, industry standards, and best practices continued to

evolve. The rule addresses reliability and performance criteria for the design, operation, inspection, testing, maintenance, repair, and record-keeping for various mechanical and electronic components, as well as certain safety appliances and control systems.

Many of the requirements in the final rule are based on existing waivers that have been granted by the FRA's Safety Board to address railroad or geographic specific conditions, and the revised regulations provide efficiencies by doing away with the need to go through a waiver process.

"We greatly appreciate the efforts of the Railroad Safety Advisory Committee (RSAC) Locomotive Safety Standards Working Group for providing valuable input across the board and reaching consensus on several key issues," said Federal Railroad Administrator Joseph C. Szabo. "Ensuring that railroads operate and maintain locomotives safely is a cornerstone of federal rail safety oversight." ■

Healthcare — Mobile Phone Apps Available

If you are an employee covered under the Railroad Employees National Health and Welfare Plan or the National Railway Carriers and United Transportation Union Health and Welfare Plan (“*National Railroad Plans*”), your health information is always with you with mobile solutions.

Now, more than ever, the amount of information available is limited only by our ability to access it. For many people access to information has become as mobile as they are.

So much information right on your Smartphone device

Your health insurance providers have all recognized this new wave of information delivery and have created “on the go” tools to help you:

- Obtain your ID card information
 - Pull up your member number and other pertinent information, even print a temporary medical ID card
- Get cost and quality data for certain providers and services
 - Member transparency tools can help you make more informed choices
- Access claims information, popular tools and Explanations of Benefits
- Find providers in your area, call them and get directions right from your phone
- Check your benefits and coverage information
- Contact member services by phone or email

Apps are available for iPhone, Blackberry and Droid platforms

- **Aetna:** Aetna Mobile
- **Highmark BCBS:** Health @ Hand
- **United Healthcare:** DocGPS, Health4Me (currently for iPhone; Android by mid-April), The HealthCare Cost Estimator
- **Medco:** Medco Pharmacy mobile app

You can download them just like any other application for your device, and get started with your mobile experience!

No app? No problem!

Information and tools are also available on your secure internet sites, which can be accessed by any personal computer via a unique and secure user ID and password. These sites have been optimized for viewing on your smartphone’s mobile browser.

You can find the online tools on any internet browser by logging into or registering for access to your secure member sites.

- **Aetna:** www.aetna.com
 - Select Aetna Navigator Member Log In or, for new members, [Register](#)
 - Use the same process for computer or mobile device
- **Highmark Blue Cross Blue Shield:** www.highmarkbcbs.com
 - Visit the “Choose Providers” tab and download the application with a registration code you can obtain on the Highmark website
- **UnitedHealthcare:** www.myuhc.com
 - Visit myuhc.com on your mobile device and use your same username and password you already use to login to myuhc.com on your computer
- **Medco:** www.medco.com

New features, tools, and info are constantly being added!

Sign Up and Download Your App Today!



- **Amtrak on Pace to Set New Ridership Record**
- **House Passes 90-Day SAFETEA-LU Extension**
- **Senate Subcommittee Approves Transportation-HUD bill**

Amtrak on Pace to Set New Ridership Record

Amtrak is on pace to set another new annual ridership record as passenger counts across its national network for the first six months of fiscal year (FY) 2012 (October 2011–March 2012) are up 3.7 percent over the same period last year when the current record was established.

A closer look at the numbers shows all Amtrak business lines experienced growth in the first half of FY 2012 as compared to the same period the prior year, including the Northeast Corridor (NEC) (up 5.2 percent), long-distance trains (up 3.0 percent), and state-supported and other short-distance routes (up 2.7 percent). This ridership growth continues a long-term trend that has led to eight records in the last nine years, including 30.2 million passengers in FY 2011.

In an April 2012 News Release, Amtrak President and CEO Joseph Boardman stated, *“Amtrak achieving ridership records is important, but it is more critical that the right infrastructure be in place to continue this trend in the years to come and to provide safe, efficient and reliable rail transportation for all current and future passengers. To do this in the Northeast, we must advance our proposed Gateway Program, as it is essential for the future growth and economic development of the entire region.”*

Boardman explained the NEC, in particular, has seen strong ridership growth in recent years and demand for passenger rail service on this line is expected to significantly increase as population grows, highway and airport congestion worsen, and gas prices rise throughout the region. He added that Amtrak is preparing to meet these challenges by beginning work on a comprehensive, long-term plan to improve the NEC and expand high-speed rail service, including through its Gateway Program to build increased tunnel, track and station capacity into the heart of New York City for intercity and commuter trains.

SAFETEA-LU Extension Passed

The House of Representatives passed a bill (H.R.4348) authorizing another 90-day extension of transit and high-

way law (SAFETEA-LU) through September 30, 2012. At the time of the vote, House Republican Leadership explained that the 90-day extension was not intended to result in another short-term extension of existing law, but rather as a vehicle to get to a conference committee with the Senate. The Moving Ahead for Progress in the 21st Century (MAP-21) bill was passed by the Senate on March 14, 2012, and authorizes funding levels for two years at current rates while consolidating programs and eliminating earmarks. The two chambers of Congress must still negotiate a final multi-year surface transportation bill in committee.

H.R.4348, brought to the House floor April 18, 2012, includes:

- provisions approving the permit of the Keystone XL pipeline;
- a modified version of the RESTORE Act. The RESTORE Act, among other things, establishes the Gulf Coast Restoration Trust Fund. The legislation credits to the Trust Fund amounts equal to 80 percent of all administrative, civil, and criminal penalties paid by BP or any other responsible party in connection with the Deepwater Horizon oil spill, together with any additional appropriations provided by law;
- and three amendments made by the House Rules Committee: one to incorporate the project and environmental streamlining provisions originally included in H.R.7 — the bill the Transportation and Infrastructure (T&I) Committee reported out back in February. Amendments to guarantee spending of Harbor Maintenance Trust Fund receipts, as well as legislation shifting enforcement responsibilities for Federal coal ash rules to the states. All three amendments considered were approved by the House and included in the final bill.

The amendment adding H.R.7’s streamlining project provisions was made after some Republicans expressed concern that House conferees would be left in a weak negotiating position if they went to a conference committee with “shell” legislation that lacked any of the substantive policy

provisions included in the House committee-passed bill.

The White House issued a Statement of Administration Policy on the bill, threatening a veto over the bill's approval of the Keystone XL pipeline:

"Further, the Administration is strongly opposed to this bill because it seeks to circumvent a longstanding and proven process for determining whether cross-border pipelines are in the national interest and for assessing the environmental impacts by mandating the permitting of the Keystone XL pipeline project, despite the fact that the pipeline route has yet to be identified and there is no complete assessment of its potential impacts, including impacts on health and safety, the economy, foreign policy, energy security, and the environment."

The Senate named 14 Senators to the conference committee. Barbara Boxer (D-CA) will chair the committee, and will be joined by fellow Democrats Max Baucus (MT), Jay Rockefeller (WV), Dick Durbin (IL), Tim Johnson (SD), Chuck Schumer (NY), Bill Nelson (FL), and Robert Menendez (NJ). The six Republican Senators named to the committee include: James Inhofe (OK), David Vitter (LA), Orrin Hatch (UT), Richard Shelby (AL), Kay Bailey Hutchison (TX), and John Hoeven (ND).

House Conferees were appointed to negotiate on provisions of the legislation specific to the committees on which they serve. On Wednesday, April 25, 2012, the Speaker named 33 Representatives to the conference committee. The 13 Democrats are: Nick Rahall (WV), Peter DeFazio (OR), Jerry Costello (IL), Jerrold Nadler (NY), Corrine Brown (FL), Elijah Cummings (MD), Leonard Boswell (IA), Tim Bishop (NY), Henry Waxman (CA), Ed Markey (MA), Eddie Bernice Johnson (TX), Earl Blumenauer (OR), and Eleanor Holmes Norton (DC). The 20 Republican Members include: John Mica (FL), Don Young (AK), John Duncan (TN), Bill Shuster (PA), Shelley Moore Capito (WV), Rick Crawford (AR), Jaime Herrera Beutler (WA), Larry Buschon (IN),

Richard Hanna (NY), Steve Southerland (FL), James Lankford (OK), Reid Ribble (WI), Fred Upton (MI), Ed Whitfield (KY), Doc Hastings (WA), Rob Bishop (UT), Ralph Hall (TX), Chip Cravaack (MN), Dave Camp (MI), and Patrick Tiberi (OH).

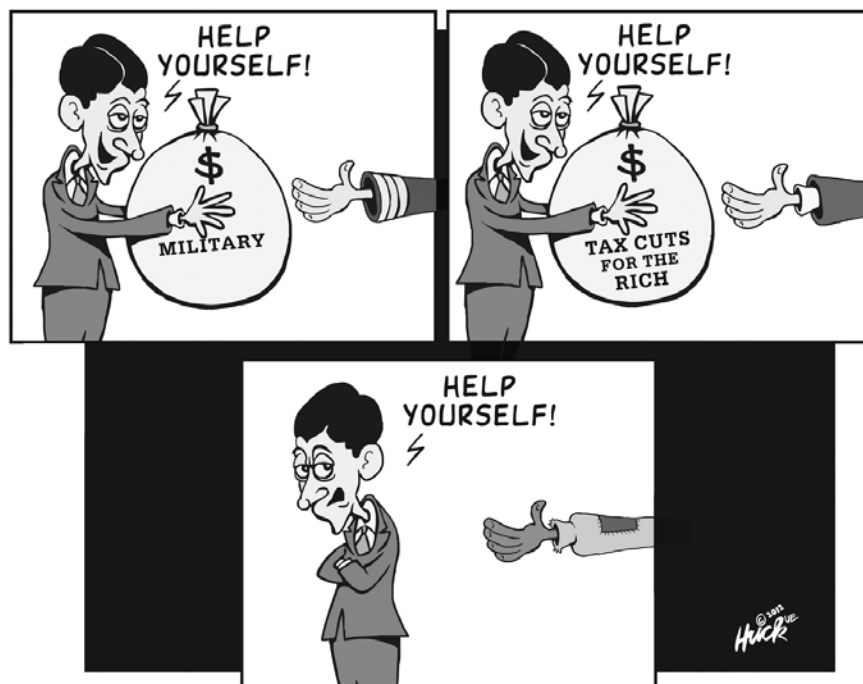
HUD Appropriations Bill Approved

Progress on the FY 2013 Appropriations process began in the Senate as appropriators marked up the FY 2013 Transportation, Housing and Urban Development and Related Agencies (THUD) appropriations bill in subcommittee on April 17. In the absence of authorization legislation for FY 2013, the \$53.4 billion spending bill sets funding for highway and transit programs at current levels. It appropriates \$10.6 billion for transit programs, including \$2.044 billion for New Starts. In addition, the subcommittee approved bill provides:

- \$500 million (equal to the FY 2012 funding level) for Significant Transportation Projects (the "TIGER" program) to support projects in a wide variety of modes, including highways and bridges, public transportation, passenger and freight railroads, and port infrastructure;
- \$39.1 billion (equal to the FY 2012 funding level) for the annual Federal-aid Highway program to

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The Ryan Budget



Implementation of Adjacent Track Protection Final Rule Postponed by FRA

RAILROADS FILE PETITIONS FOR RECONSIDERATION OF THE FINAL RULE

In November 2011, the FRA published its Final Rule on adjacent track protection. The rule was to go into effect on May 1, 2012. However, in January 2012, the Association of American Railroads (AAR), the American Short Line and Regional Railroad Association (ASLRRA), and the American Public Transit Association (APTA) filed Petitions for Reconsideration of the Final Rule. Based upon these petitions, the FRA has delayed implementation of the Final Rule until July 1, 2013.

The Final Rule would amend existing regulations to require mandatory protection of adjacent controlled tracks to protect workers from the movement of trains or other on-track equipment. The postponed rule defines adjacent controlled track as *"a controlled track whose track center is spaced 19 feet or less from the track center of the occupied track."*

The AAR and ASLRRA filed a joint petition for reconsideration of the Final Rule based on the following arguments:

- The costs outweighs the benefits;
- The effective date does not accommodate railroad training schedules;
- The exception for high-rail vehicles is too narrow;
- The exceptions should be extended to rail-bound visual inspection vehicles;
- The exception where equipment provides a barrier is too narrow;
- FRA should not require additional protection for work between a controlled track and a non-controlled track;
- FRA should permit work to resume when the head-end of train passes on an adjacent track;

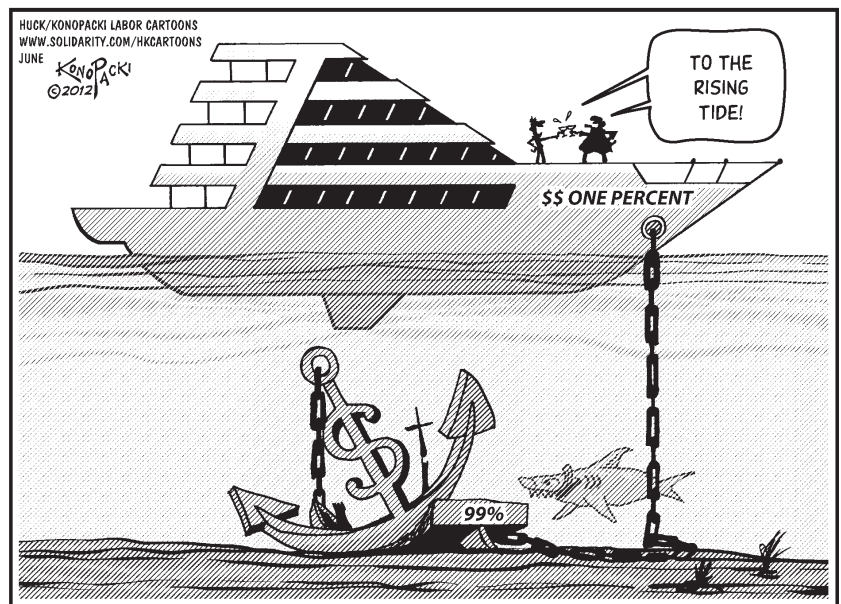
- FRA should clarify that work limits can be released when work group is in the clear;
- FRA should exclude mechanics performing maintenance and repair of Roadway Maintenance Machines from mandatory adjacent track protection.

The petition for reconsideration filed by APTA is based upon the following arguments:

- APTA fully supports the joint petition filed by AAR/ASLRRA;
- The final rule substantially increases cost to commuter RR operations;
- FRA should raise the speed threshold for ceasing work from 25 MPH to 40 MPH;
- FRA cost analysis does not address the impact of the rule on scheduled passenger trains.

After nearly six years of delay in publishing a final rule on adjacent track protection, the BRS and the BMWED are disappointed that the rule has been

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Signalmen's Political League

Participation in the political process is at the forefront of everyone's mind these days, and continues to be a fundamental tradition of the Brotherhood of Railroad Signalmen. Throughout our 111-year history, Signalmen have recognized the great importance of supporting political candidates for public office. The BRS, now more than ever, understands the importance of continued support by the candidates of working men and women, both at home and in the workplace.

In 1972, the Brotherhood of Railroad Signalmen established a political action committee called the Signalmen's Political League (SPL) in an effort to coordinate and expand the participation of individual members in political activities.

Awards Program

The BRS SPL awards program currently has four levels of contribution. Also, the quality and style of SPL gifts has been updated.

President's Club — This is the highest level of the Signalmen's Political League program for members con-

tributing \$51 or more per month. This entitles the member to an SPL Watch, SPL Jacket, SPL Shirt, SPL Hat, and/or SPL Gold Pin with stone.

Vice President's Club — This level of the Signalmen's Political League program is for members contributing in the range of \$20 to \$50 per month. This contribution entitles the member to an SPL Jacket, SPL Hat, and/or SPL Gold Pin.

Senator's Club — Members who contribute between \$10 to \$19 per month are entitled to an SPL Shirt, SPL Hat, and/or SPL Silver Pin.

Representative's Club — This is the lowest level of contribution to the Signalmen's Political League that ranges between \$5 to \$9 per month. Members who contribute are entitled to an SPL Hat and/or SPL Silver Pin.

To sign-up for the Signalmen's Political League go to www.brs.org. The SPL sign-up form is located in the Member Resources Menu. An online account is needed to sign in to this members-only area. ■



FROM THE PRESIDENT

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The few at the top are grabbing all the gains for themselves, leaving nothing for the workers whose increased productivity has resulted in record company profits. CEO pay jumped 27 percent in 2010, while the pay of workers in the private sector grew a little over two percent. This fundamental unfairness and lack of **respect** must come to an end. This battle will be fought at the worksite and at every polling place in America.

I ask that you join me in **respecting** all workers, whether they are your managers, your co-workers, or people you come in contact with as you go about your day. **Respect** can go a long way in making the places

we work, shop, and eat places that everyone can enjoy as they try and make a living and a better life for themselves. And who knows, maybe the **respect** you show towards others will be returned to you two-fold.

In Solidarity,

W. Dan Pickett
BRS President

GLAUCOMA AWARENESS

Tips to Help Keep Your Health On Track!



Glaucoma is the second leading cause of blindness in the U.S. and the third leading cause worldwide. It affects more than 3 million people in the U.S. alone. Glaucoma is called “*the sneak thief of sight*” because usually no symptoms are apparent and once the vision is gone, the loss is permanent. A person with undiagnosed glaucoma can lose up to 40% of their vision without even realizing it.

What is glaucoma?

Glaucoma is categorized as an eye disease that gradually takes an individual's eye sight without warning. While it can affect people of any age, the most common form of glaucoma mainly affects middle-aged and elderly people. For most glaucoma patients, damage to the optic nerve is what causes the loss of vision. The optic nerve acts similar to an electric cable, containing over a million wires, and is responsible for transporting images from the eye to the brain. Unfortunately, there is currently no cure for glaucoma but medication and/or surgery can slow down or prevent further loss of vision.

What are the types of glaucoma?

There are two main types of glaucoma:

- **Primary Open-Angle Glaucoma (POAG)** — This is the most common form of glaucoma and is the result of optic nerve damage which progresses over time. A loss of optic nerve fibers is typical and, generally, there is no pain associated with the increase in eye pressure. The loss in vision usually begins with peripheral or side vision; without being aware, an individual starts turning their head to the side to compensate.
- **Angle-Closure Glaucoma** — Less than 10% of the glaucoma cases in the U.S. are due to this type which is caused by a sudden increase in pressure inside the eye and the results are very serious. Immediate treatment is necessary to prevent optic nerve damage or vision loss.

What are the symptoms of glaucoma?

Most individuals with glaucoma have no symptoms and it is only discovered once a significant amount of vision loss has occurred. There are, however, a few things we

should all pay close attention to and have checked out by an eye physician should any of these occur:

- Any loss of vision
- Unexplained eye pain
- Unusual or unexpected eye redness
- Haloes
- Blurred vision

What are the risk factors associated with glaucoma?

Glaucoma can affect anyone; however, certain individuals are at a greater risk than others for developing it.

- People with a family history of glaucoma
- People with uncontrolled high-blood pressure
- People middle-aged and the elderly
- People who are severely nearsighted or farsighted
- People with diabetes
- People with high-blood pressure
- People of certain ethnic groups

What can I expect if I am tested for glaucoma?

During an eye examination to rule-out glaucoma, the following is what you can usually expect your eye physician to perform:

- Your central vision will be checked using an eye chart.
- The front of your eyes will be checked using a special microscope called a slit lamp.
- The pressure inside the eyes is checked with an instrument called a tonometer.
- The optic nerves are examined for any damage.
- Your pupils may be dilated to ensure that the optic nerves have been thoroughly examined.
- Your peripheral vision may be checked using an automated visual field machine.

When to contact your doctor?

Due to the lack of symptoms associated with glaucoma, regular annual eye examinations are extremely important. However, if you suspect you may have glaucoma or you are at high risk, contact your eye physician immediately. It is important to understand that if you already have one eye with glaucoma, the other eye is at an increased risk of future damage. ■

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

In Memoriam

John Truett Bass • 1922–2011



The Brotherhood of Railroad Signalmen mourns the death of former BRS Vice President John Truett Bass. Brother Bass passed away December 1, 2011.

In 1941, Brother Bass began his signaling career as a Signal Helper for the Louisville & Nashville Railroad. Brother Bass then joined the U.S. Army, serving in the European Theatre for four years during WWII. Brother Bass then returned to the railroad and eventually was elected as General Chairman of the L&N General Committee in 1960. He served the BRS in this capacity for seven years.

On October 16, 1967, Brother Bass was appointed Grand Lodge Representative. He served as a Representative until he was appointed Vice President,

filling the unexpired term of former Vice President R. T. Bates, on July 1, 1970. Brother Bass served as Vice President of the West until his retirement in April of 1984.

In announcing his retirement, Brother Bass wrote a letter to the General Chairmen under his jurisdiction, in it he said:

"I have served the Brotherhood for 31 years as Local Chairman, General Chairman, Grand Lodge Representative and Vice President, and have enjoyed it all, especially since July, 1970, when I began working as Vice President of the Western Region... Thank you for the support and respect you have shown me throughout the years. I have the same personal and professional respect for you. We wish each of you the very best in life and in your work."

In addition to his interests in the labor movement, Brother Bass was also a Master Mason and devoted member of the First Baptist Church in Falmouth, Nebraska.

We thank Brother Bass for his many years of service to our organization and his community. ■

Implementation of Adjacent Track Protection Final Rule Postponed by FRA

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delayed for at least another year due to these petitions filed by the carriers. Rick Inclima, BMWED Director of Safety said, *"The safety of BMWED members is paramount, and this delay in implementation of the Final Rule does nothing to reduce the risk of serious injury or death to roadway workers performing work in close proximity to live adjacent tracks. We will not rest until our members have the protections they and their families deserve."* BMWED President Freddie Simpson said, *"These petitions are largely frivolous and the attempt by the carriers to water down the protections in the Final Rule is unconscionable. BMWED will work tirelessly to defend this rule and secure the life-saving provisions of mandatory adjacent track protection for our members."*

The FRA published the AAR/ASLRRA and APTA petitions in the March 8, 2012, Federal Register and also announced the delay in implementation of the rule until July 1, 2013. The BMWED will submit comments to the docket in response to the Petitions for Reconsideration and work to convince the FRA to preserve the life-saving provisions we have worked so hard to achieve in the Final Rule. The BMWED's efforts will focus on maintaining the integrity of the rule, clarify confusing elements of the rule, and limit the expansion of additional exceptions from the rule. Members can access the docket and review the Final Rule, the Petitions for Reconsideration, and comments filed by visiting the docket management system at www.regulations.gov, under docket number "FRA-2008-0059". ■

National Labor College to Sell Campus

The National Labor College (NLC) Board of Trustees authorized the college to sell the entire property in Silver Spring, Maryland, including all land, buildings, and the Kirkland Conference Center and residence halls. The decision to sell the campus was not made lightly. Because the campus is located in such an expensive metropolitan area, operations and maintenance costs have made it financially impossible to sustain the status quo. Also, students have increasingly expressed a preference for online courses since they do not incur travel costs or require time off from work.

Once the property is sold, the NLC staff and faculty will move to another location in the greater Washington, DC, area, but this process may take months or even years.

Although the campus in Silver Spring is being sold, the NLC is not closing. The NLC does not need to remain physically located on the current campus to offer high quality programs. In fact, for several years the NLC has been offering online college degree programs. NLC President Paula E. Peinovich, Ph.D. stated, that the

"National Labor College (NLC) is open for business. The College's educational programs are continuing without interruption. Students' online courses, support services, and registration processes are continuing. The College is working hard to continue its core mission of educating union workers and their families, now and in the future."

The NLC will still be fully accredited and will maintain the gold standard of accreditation and students will still be able to get degrees from the NLC. Since the NLC is regionally accredited, all students who start a program of study at the NLC will be able to earn a degree from the NLC. Registration for Summer 2012 is available through Self-Service. Registration for Fall 2012 is currently open.

The NLC will stop operating the Kirkland Conference Center and the George Meany Memorial Archives and Library by August 31, 2012. The George Meany Memorial Archives and Library belong to the AFL-CIO and they are considering many options to preserve these important records and collections. The National Workers Memorial located on the NLC campus will be relocated to an appropriate location. ■

American Income Life, National Income Life and the BRS

American Income Life (AIL) takes pride in helping working families, and one of our strongest ways of doing so is through AIL's no-cost benefits.

The Accidental Death and Dismemberment (AD&D) benefit continues to be a vital component of AIL's no-cost benefits package. Under the plan, each BRS member in good standing with their union is provided with no-cost AD&D coverage.

There were over 9,848 BRS members are covered under AIL's no-cost AD&D policies in 2011.

Since 1990, over \$235,100 in life, health, and no-cost AD&D benefits have been paid by AIL and National Income Life Insurance Company (NILICO) to BRS

members and their families.

AIL also offers a no-cost Child Safe Kit® that allows parents to collect vital information about each of their children; this information can assist authorities in the event a child goes missing. ■

AIL is a 100 percent union company which operates with an ongoing commitment to integrity, superior capitalization, and the highest levels of service throughout the marketplace. Our commitment to supporting the labor movement and the interests of working families has been recognized by more than 20,000 union locals with over two million policy holders with whom we are privileged to work. AIL, and its New York subsidiary NILICO, have 9.2 million union members covered with our insurance products. AIL hold \$17 billion dollars of coverage on union members under its no-cost benefits and over \$35.2 billion dollars of life insurance in force.

In Memoriam



Richard C. "Dick" Howard 1916–2012

Richard C. Howard passed away on February 5, 2012. Brother Howard began his railroad career as a Maintainer

on the Pittsburgh division of the Pennsylvania Railroad and member of Local 62 in September of 1941. In January of 1947, Brother Howard came to Grand Lodge headquarters to work as the Office Manager. He became the editor and manager of *The Signalman's Journal* in October of 1948. Brother Howard served the BRS in this capacity for ten years.

On September 1, 1958, Brother Howard became Secretary-Treasurer of LABOR newspaper. LABOR was a national, non-profit newspaper owned by unions with membership in railroads, airlines, and related transport fields; it printed for 70 years, from 1919-1989. Historian Erik Olssen wrote, "*the newspaper was a tool for raising rail*

labor political consciousness and the most essential source of energy for their [political] machine." Brother Howard retired in 1984 after 26 years with LABOR newspaper.

Brother Howard served as Chairman of the Association of Railway Labor Editors. He also served as Vice President and President of the International Labor Press Association (now the International Labor Communications Association). Brother Howard was also very active in his community, belonging to the Lamb of God Lutheran Church, the Moose Lodge, the Masonic Lodge, and the American Legion.

The BRS is immensely grateful to Brother Howard for his many contributions to our Organization and the Rail Labor Movement. ■

Washington Report

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support essential investments in roads and bridges in every state across the country.

- \$1.75 billion for rail infrastructure, including \$100 million for the High Performance Intercity Passenger Rail grant program to assist states with the improvement of existing intercity services, congestion mitigation, and multi-state planning initiatives and \$1.45 billion for Amtrak;
- \$150 million is provided for grants to the Washington Metropolitan Area Transit Authority for capital investments, with the highest priority on projects that will improve the safety of the transit system;
- \$50 million within HUD's Community

Development Fund for the Sustainable Communities Initiative to promote integrated housing and transportation planning.

The subcommittee approved the bill by a vote of 15–1.

The Senate Appropriations Committee quickly followed the April 17, 2012, subcommittee mark-up of the THUD bill with a full-committee mark-up on April 19, 2012. The full-committee made appropriations based on SAFETEA-LU levels in the current extension and on the assumption that current funding levels would continue to be authorized through Fiscal Year 2013. As the new authorization law is just now entering conference committee, it is unclear how the final appropriations bill for the year will be affected. ■





Benefits Under Railroad Retirement and Social Security

Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act, so that railroad retirement benefits remain higher than social security benefits, especially for career employees.

The following questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 2011. They also show the differences in age requirements and payroll taxes under the two systems.

1 How do the average monthly railroad retirement and social security benefits paid to retired employees and spouses compare?

The average age annuity being paid by the Railroad Retirement Board (RRB) at the end of fiscal year 2011 to career rail employees was \$2,835 a month, and for all retired rail employees the average was \$2,245. The average age retirement benefit being paid under social security was almost \$1,185 a month. Spouse benefits averaged \$840 a month under railroad retirement compared to \$565 under social security.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between \$23 and \$43 a month, which are payable to employees who retire directly from the rail industry with 25 or more years of service.

2 Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes, because recent awards are based on higher average earnings. Age annuities awarded to career railroad employees retiring at the end of fiscal year 2011 averaged nearly \$3,405 a month while monthly benefits awarded to workers retiring at full retirement age under social security averaged some \$1,640. If spouse benefits are added, the combined benefits for the employee and spouse would total \$4,805 under railroad retirement coverage, compared to \$2,465 under social security. Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to over \$4,835 a month.

3 How much are the disability benefits currently awarded?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2011 were awarded more than \$2,840 a month on the average while awards for disabled workers under social security averaged about \$1,150.

While both the Railroad Retirement and Social Security Acts provide benefits to workers who are totally disabled for any regular work, the Railroad Retirement Act also provides disability benefits specifically for career employees who are disabled for work in their regular railroad occupation. Career employees may be eligible for such an occupational disability annuity at age 60 with 10 years of service, or at any age with 20 years of service.

4 Can railroaders receive benefits at earlier ages than workers under social security?

Railroad employees with 30 or more years of creditable service are eligible for regular annuities based on age and service the first full month they are age 60, and rail employees with less than 30 years of creditable service are eligible for regular annuities based on age and service the first full month they are age 62.

No early retirement reduction applies if a rail employee retires at age 60 or older with 30 years of service and his or her retirement is after 2001, or if the employee retired before 2002 at age 62 or older with 30 years of service.

Early retirement reductions are otherwise applied to annuities awarded before full retirement age, the age at which an employee can receive full benefits with no

reduction for early retirement. This ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as under social security.

Under social security, a worker cannot begin receiving retirement benefits based on age until age 62, regardless of how long he or she worked, and social security retirement benefits are reduced for retirement prior to full retirement age regardless of years of coverage.

5 Does social security offer any benefits that are not available under railroad retirement?

Social security does pay certain types of benefits that are not available under railroad retirement. For example, social security provides children's benefits when an employee is disabled, retired or deceased. Under current law, the Railroad Retirement Act only provides children's benefits if the employee is deceased.

However, the Railroad Retirement Act includes a special minimum guaranty provision which ensures that railroad families will not receive less in monthly benefits than they would have if railroad earnings were covered by social security rather than railroad retirement laws. This guaranty is intended to cover situations in which one or more members of a family would otherwise be eligible for a type of social security benefit that is not provided under the Railroad Retirement Act. Therefore, if a retired rail employee has children who would otherwise be eligible for a benefit under social security, the employee's annuity can be increased to reflect what social security would pay the family.

6 How much are monthly benefits for survivors under railroad retirement and social security?

Survivor benefits are generally higher if payable by the RRB rather than social security. At the end of fiscal year 2011, the average annuity being paid to all aged and disabled widow(er)s averaged \$1,360 a month, compared to \$1,115 under social security.

Benefits awarded by the RRB at the end of fiscal year 2011 to aged and disabled widow(er)s of railroaders averaged nearly \$1,785 a month, compared to almost \$895 under social security.

The annuities being paid at the end of fiscal year 2011 to widowed mothers/fathers averaged \$1,665 a month and children's annuities averaged \$940, compared to \$855 and \$755 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded at the end of fiscal year 2011 averaged \$1,450 a month for widowed mothers/fathers and \$1,230 a month for children under railroad retirement, compared to \$820 and \$750 for widowed mothers/fathers and children, respectively, under social security.

7 How do railroad retirement and social security lump-sum death benefit provisions differ?

Both the railroad retirement and social security systems provide a lump-sum death benefit. The railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death. The social security lump-sum benefit may be payable regardless of whether monthly benefits are also due. Both railroad retirement and social security provide a lump-sum benefit of \$255. However, if a railroad employee completed 10 years of creditable railroad service before 1975, the average railroad retirement lump-sum benefit payable is \$1,000. Also, if an employee had less than 10 years of service, but had at least 5 years of such service after 1995, he or she would have to have had an insured status under social security law (counting both railroad retirement and social security credits) in order for the \$255 lump-sum benefit to be payable.

The social security lump sum is generally only payable to the widow(er) living with the employee at the time of death. Under railroad retirement, if the employee had 10 years of service before 1975, and was not survived by a living-with widow(er), the lump sum may be paid to the funeral home or the payer of the funeral expenses. ■

AFL-CIO Statement on Citizens United

Two years ago, the Supreme Court seriously undermined our democracy when, continuing a trend of deregulatory campaign finance decisions, it ruled to allow unlimited independent campaign spending by business corporations and other groups.

The Citizens United ruling further tilted the playing field in favor of the 1% and against the 99%, whose voices are being drowned out by excessive spending and influence by corporations and the wealthy.

Since the Citizens United ruling came down, and particularly since the rise of the Occupy Wall Street movement, there has been growing momentum in support of public policy solutions aimed at curbing excessive corporate influence and restoring greater balance in our political process. From federal and state initiatives to bring about greater transparency and disclosure of spending by corporate interests and wealthy donors, to proposals for a constitutional amendment restoring Congress' ability to regulate campaign spending, to calls for abolishing corporate "personhood," people from coast to coast have sounded the alarm about the need for reforms to rein in excessive corporate influence in our democracy.

The AFL-CIO supports the overturning of the Citizens United decision and calls for immediate action to end the dominance of our political system by corporations and the 1%. The AFL-CIO has long advocated for measures to bring about greater fairness, openness, and participation in elections — reforms that enfranchise voters and ensure that wealth does not wield disproportionate influence. We support public financing of campaigns, limitations on individual contributions to candidates and parties, and public disclosure of political expenditures. We also support measures to enable citizens to vote more easily, and we oppose voter identification and similar measures that

are aimed at seizing partisan advantage through disenfranchisement. And, we oppose misleadingly labeled "paycheck protection" measures that would exacerbate inequality by hampering union political activity while leaving corporate and rich individuals' political spending unimpeded.

The Citizens United ruling has opened the floodgates to massive spending by corporations and even more so by wealthy donors. They are pouring money into our electoral system and threaten to drown out the voices of hard-working Americans. Common-sense restrictions on their spending are needed, along with robust disclosure of their contributions and expenditures — including their contributions to organizations engaged in electoral activity.

The AFL-CIO also supports reforms aimed at restoring business corporations to their proper role as commercial institutions and limiting their influence in the political sphere. Business corporations are not people — they are manmade creatures of law that exist to generate economic activity and create jobs and income in communities. The notion that they should enjoy the same rights and protections as natural persons is absurd and it is destructive to our democracy. At the same time, for more than a century, corporations have enjoyed certain constitutional protections, such as due process protections against unreasonable searches and seizures, which are consistent with basic American values. We support reforms, including changes to our tax laws and corporate laws, that address corporate dominance of our political system and that restore corporations to their proper role in our democracy.

Congress should pass and the Supreme Court should uphold the necessary reforms to protect our democracy from the power of money. As long as Citizens United remains the law of the land, constitutional change may be the only option. Amending the U.S.

Unions are transparent organizations — all of our spending, including our political spending, is disclosed in great detail to the general public and union members, as required by statute since 1959

Constitution should be a rare act, done with the greatest of care. To earn our support, any such amendment must be carefully and narrowly crafted to protect our democracy from the economic power of the 1%, while at the same time protecting the public's right to organize politically through democratic organizations and movements.

Working people have a long and proud history of participating in our nation's public life through our unions. Unions are, by tradition and law, democratic organizations, run on the basis of one member, one vote. In a union, dollars do not vote — people do.

Our unions bring us together in our union halls, our workplaces, and our homes to discuss the issues facing our nation and to come together to make our voices heard in the political process. Unions are transparent organizations — all of our spending, including our political spending, is disclosed in great detail to the general public and union members, as required by statute since 1959. Any campaign finance reform needs to recognize the fundamental distinction between the democratically governed communications among working people through unions and the unaccountable spending by corporations and the rich. ■

AFL-CIO Executive Council Statement Opposing Cynical “JOBS Act”

America needs jobs. Yet Congress cannot enact such basic legislation as the reauthorization of the Surface Transportation bill that would create hundreds of thousands of jobs. Instead, Congress once again is looking to deregulate Wall Street — this time in the form of the cynically named JOBS Act, which would weaken the ability of the Securities and Exchange Commission to regulate our capital markets and allow companies to sell stock to the public without providing three years of audited financial statements, without having adequate internal controls, and without complying with key corporate governance reforms in the recently passed Dodd-Frank Act.

We still have millions of unemployed workers as a direct result of decades of financial deregulation. Workers' pension funds have yet to recover from the effects of the last time we created a bubble in IPOs during the late 1990s. And yet members of both parties in Congress seem bent on repeating these experiences, even as congressional Republicans block any initiative that might really create jobs and set our economy toward the path of long-term prosperity.

In case our own ugly history with stock bubbles and financial fraud is not enough, Congress should heed the warnings from other developed countries

that recently have experimented with deregulated securities markets. In the 1990s, Canadian regulators condemned the “*continuing occurrence of shams, swindles and market manipulations*” on the Vancouver Stock Exchange of loosely regulated small company stocks. More recently, the London Stock Exchange's

Alternative Investment Market has been described as a “*casino*” for its highly speculative small company stock listings.

Workers' retirement savings will be at greater risk of fraud and speculation if securities market deregulation once again is railroaded through Congress. Once again our economy will be at risk from the folly of policymakers promoting financial bubbles and ignoring the needs of the real economy. The AFL-CIO calls on Congress to set aside the politics of the 1%, the old game of special favors for Wall Street, and turn to the business of real job creation. The labor movement strongly opposes the JOBS Act and any other effort to weaken the Dodd-Frank Act.

We support the efforts of Senate Democrats such as Jack Reed, Carl Levin, and Mary Landrieu to amend the “JOBS Act” to lessen the harm it does to investors, pension funds, and the U.S. economy.

We want jobs, not cynical Wall Street scams. ■

***We want jobs, not cynical
Wall Street scams.***

RETAIL CLINIC vs. URGENT CARE CENTER

Convenient Care Clinic — A convenient, comparable option to Office Visits

- Small retail-based clinic that provides basic and preventive health care services seven days a week, including evenings and weekends. Retail Clinics are generally located in drug stores and staffed by Certified Registered Nurse Practitioners (CRNPs) that diagnose and treat common health problems, such as colds, the flu, or poison ivy.

— **Examples:** Minute Clinic, Take Care Clinic, LGH Wellcare Express

Urgent Care Center — A convenient, lower cost option to ER Visits

- Freestanding, full-service, walk-in health care clinic that is accessible 12 hours a day, Monday through Friday and eight hours each on Saturday and Sunday with no appointment required. Urgent Care Centers generally provide the same services as a family or primary medical care physician, such as treatment of minor illnesses, sprains and other injuries, physicals and immunizations, as well as some testing services, like x-rays and blood tests.

— **Examples:** MedExpress, Urgent Care Center, Patient First

COMPARING CONVENIENCE AND COST

Family Physician or PCP

- Appointment required
- Knows your history, conditions, etc.

\$20 Copayment

Convenient Care Clinic

- No appointment required, available on weekends
- Less wait than ER
- Staffed by Certified Registered Nurse Practitioner
- Treat common health problems like colds, ear infections, flu, poison ivy, pink eye, etc.

\$10 Copayment

Urgent Care Center

- No appointment required, available on weekends
- Less wait than ER
- Staffed by Physician
- Able to treat asthma, broken bones, stitches
- Also treat common health problems like colds, ear infections, flu, poison ivy, pink eye

\$20 Copayment

Emergency Room

- No appointment required, available on weekends
- Patients can experience long wait, especially for non-life threatening problems
- Staffed by Physicians
- Treat life-threatening problems, broken bones that require surgery

\$75 Copayment

The above copays go into effect July 1, 2012.

A Helping Hand — The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

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

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

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

the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

The monthly allowance made under the grant may cover the period from infancy to high school graduation, and in some circumstances to age 24, to assist the grantees that are pursuing a higher education. The Foundation also offers special healthcare benefits.

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

Further information and applications may be obtained by writing to:

Sheila Cohen, Director
The John Edgar Thomson Foundation
201 S. Eighteenth Street, Suite 318
Philadelphia, PA 19103
Telephone: (215) 545-6083
Fax: (215) 545-5102
Toll free: (800) 888-1278
Email: sjethomson@aol.com

Union Plus Credit Card

Capital One has purchased the HSBC credit card programs in North America, including the Union Plus Credit Card program. The purchase has now been approved by all government regulatory bodies.

The change to Capital One will be seamless for Union Plus cardholders, with little change to the program's operations; servicing and processing centers will remain the same. The only difference BRS members will see is that "*Capital One*" will replace "HSBC" on documents



such as card solicitations, billing statements, and other cardholder communications. There are no additional changes (such as new credit card plastic) anticipated for several months. ■

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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See Colorado



Hazardous Materials Training

The Rail Workers Hazardous Materials Training Program is building a nationwide pool of peer instructors to deliver hazmat training. This DOT-funded train-the-trainer course provides regional peer

trainers with the skills and knowledge necessary to deliver this awareness level hazmat training at their job-sites, union meetings, and in their communities. Two courses will be offered this summer on the National Labor College (NLC) campus in Silver Spring, MD. We realize many of the members wanting to attend this training have not been able to afford the additional time away from work, home, and family. To accommodate the needs of these workers the July 22–27, 2012, course offering will include an eight hour awareness course on the first scheduled meeting date. For the July 16–21, 2012, the completion of an eight hour Hazardous Materials awareness course, hazmat awareness online, or the Chemical Emergency Response in the four or five day format offered by this program, will be a prerequisite to attend.

If you want to educate and protect yourself and your co-workers, sign up for the DOT HMIT

train the trainer course and BECOME A REGIONAL PEER TRAINER.

Visit our website at: <http://www.hazmatgmc.org> and sign up today to become a part of this exciting program. Contact hjajuga@nlc.edu for questions regarding prerequisites.

Training Dates:

July 16–21, 2012 (five day Hazmat Course or Online Course completion required)

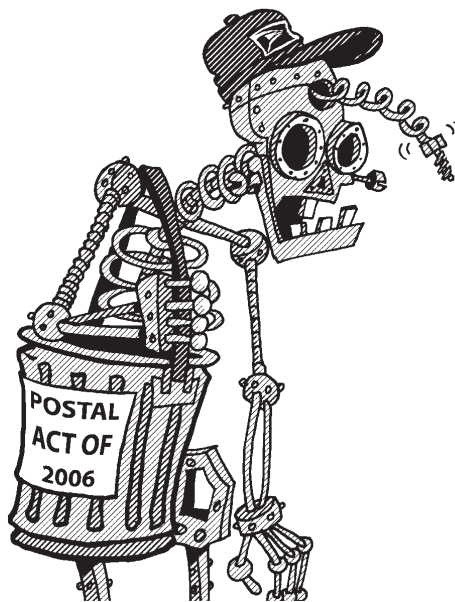
July 22–27, 2012 (No prerequisite required)

The grant provides transportation, lodging, meals and a stipend of \$175 per day of training to offset lost wages.

Railway Workers Hazardous Materials Training Program

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

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CONTINUOUS MEMBERSHIP



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

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

40 YEARS OF SERVICE

PM Maranzano	14
MH Adams	16
TN Benton	16
DJ Lackey	16
JA Yancey, Jr.	16
LA Cassity	20
JE Carlyle	55
JH Driggs	77
TB Rollison	89
RK McFarland	111
WM Endecott	129
WD Dowdell	154
MW Durham	157
RL Fergusson	157
DR Haderly	226
MA Bollinger	228

35 YEARS OF SERVICE

MS McDaniel	2
TA Mickey	2
ME Brunton	8
BC Fritz	8
JP Higgins, II	8
CV Robbins	8
KG Mattingly	13
WT Sorg	13
P Munoz, Jr.	19
PJ Reichelt	20
SV Rowe	24
ME Breeden	33
BD Ryba	40

35 YEARS OF SERVICE

MJ Durand	48
DJ Whitesell	58
G Hopf	60
RJ Seifert	68
JW Martz	72
LB Roberts	72
GL Spencer	77
CG Heaps, Jr.	87
RJ Earnhart	94
ME Eckstein	94
JA Miles	99
JM Weaver	108
SM Foreman	114
DA Cantone	120
DW Hague	121
H Nunez	121
DM Karp	123
JH Zimbelman	126
JA Robinson	157
RW Malden	161
KM Riley	161
W Dunsworth	183
RL Smith	183
GD Nightingale	188
WR Murphy	194
EH Reeves	208
RA Grim	216
RR Davis	228
RR Brown	229
JJ Westbrook	230
RL Ewing	234

30 YEARS OF SERVICE

JB Clouse	1
WF Ammerer	5
WA Armstrong	5
ST Giblin	5
JP Huxley	5
RL Jakobsohn	5
RA Webb	8
SR Godfrey	9
VE Krassow	10
BJ Stimson	14
RA Hogan	16
JL Irons	16
WL Jeffords, Jr.	16
JN Maness	16
GL West	16
HC Steele, Jr.	19
SE Tvedt	19
LA Aylsworth	24
TL Fletcher	24
RC Roller	24
MR Day	35
MN Pearce	35
A Gardner	49
GS Kearney	56
CJ Kicas	56
JT Palminteri	56
MC Quinn	56
RA Greiner	58
HT Cooke	72
PW Rice	77
CJ Weston	80

30 YEARS OF SERVICE

PT Chiaramonte	84
J Pruett	84
SL Young	87
DG Brown	94
DM Monroe	110
TS Omaye	130
DL Ward	136
CB Davis	161
GR Ott	168
NK Mount	174
RL Padberg	174
JE Pruitt	179
GF Daniels	183
B Fletcher	185
DL Thomas	228
ML Hoagland	229
DE Cooke	237

25 YEARS OF SERVICE

DB Hickok	29
RJ Dexter	33
CA Webb	49
AL MacDonald	56
BH McHerrin	56
GP Olsen	56
CJ Smith	56
R Parkhurst	58
HD Hamblin	77
EV Sottile	120
AE Laird	129
PK Stutz	185

HOW TO BUY Union Made Tires

The U.S. Department of Transportation requires that all tires sold in the United States carry a code which shows, among other things, the company and plant that made the tire. The code would look like this: DOT BE XX XXX XXX The two symbols (either two letters or a letter and a number) that follow "DOT" indicate the company and the plant where a tire was manufactured. For example, the above code indicates a tire made by B. F. Goodrich in Tuscaloosa, AL. The following is a listing of all U.S. and Canadian unionized tire plants and their DOT codes. By comparing this list to the code on the tire you are buying, you can be certain you are getting a USW-made tire.

CODE	COMPANY, CITY
BE	B.F. Goodrich — Tuscaloosa, AL
BF	B.F. Goodrich — Woodburn, IN
VE	Bridgestone/Firestone — De Moines, IA
YE	
YU	
8B	Bridgestone/Firestone Lavergne, TN
D2	
E3	
W1	
Y7	Bridgestone/Firestone Morrison, TN
2C	
4D	
5D	Cooper — Findlay, OH
UP	
UT	
JU	
PC	Goodyear — Medicine Hat, Alberta
UK	
DY	Denman Tire — Warren, Ohio
JJ	Goodyear — Gadsden, AL
MD	Dunlop — Buffalo, NY
PU	
DA	
JN	Goodyear — Topeka, KN
MJ	Goodyear — Danville, VA
PY	
JE	
MC	Goodyear — Union City, TN
PT	
JT	
MK	Kelly-Springfield — Fayetteville, NC
TA	
JF	
MM	Yokohama Tire — Salem, VA
PJ	
CC	Yokohama Tire — Salem, VA

In addition to company brands, these codes will also appear on "Associate Brand" and "Private Brand" tires manufactured at the above plants. The key, then, to being sure of getting a USW-made tire is the DOT code. Be sure and check it with this listing.

Voters Rights

Dear President Pickett:

You don't have to be told that union membership in the United States has plummeted over the past 60 years, nor are you unaware that big business is using its death grip on the government to kill off the labor movement, but you may not have heard about the cure.

Support for a Voters' Rights Amendment (USVRA) to the Constitution is growing rapidly and you, your leadership team, and your members have to get in front of it. It's good for labor, it's good for your members, and it's good for the country.

The Supreme Court's decision in Citizens United is a powerful motivator, and the bipartisan outrage it has caused has led to a number of proposals to reverse it through a constitutional amendment. The best known of these is the one by Move to Amend, which restricts constitutional rights to natural persons only and which disallows the equation of money and free speech.

The Move to Amend proposal is a good start; however, it does not go far enough. In fact, after a long and difficult amendment process, we will be back where we were the day before the decision, which wasn't such a great place to be.

The USVRA includes the Move to Amend proposal, but goes further to clearly establish that the right to cast an effective vote is an inherent right under the Constitution, and in addition, it provides for a national paid voting holiday, a national hand-countable paper ballot, and a process for the people to have a more direct role in the formulation of public policy. Finally, it mandates voter registration and prohibits voter suppression.

Sincerely,
William John Cox

For more information go to: <http://www.usvra.us>

[William John Cox is an American public interest lawyer, retired prosecutor, author, and political activist.]

House Republicans Take Aim at Railroad Retirement Benefits

continued from page 5

The Social Security Administration (SSA) reimburses the Railroad Retirement Trust Fund for all benefits paid that are identical to Social Security benefits and nothing more. The SSA does NOT reimburse the Railroad Retirement Trust Fund for benefits that are unavailable under the Social Security Act. All annuity payments which are above those provided by the Social Security Act are funded by Tier II taxes. There are no public funds or general tax revenues used to pay these annuities; therefore, there are no taxpayer savings observed by the House Budget plan. The assertion that reducing Railroad Retirement benefits would somehow save tax dollars is simply untrue.

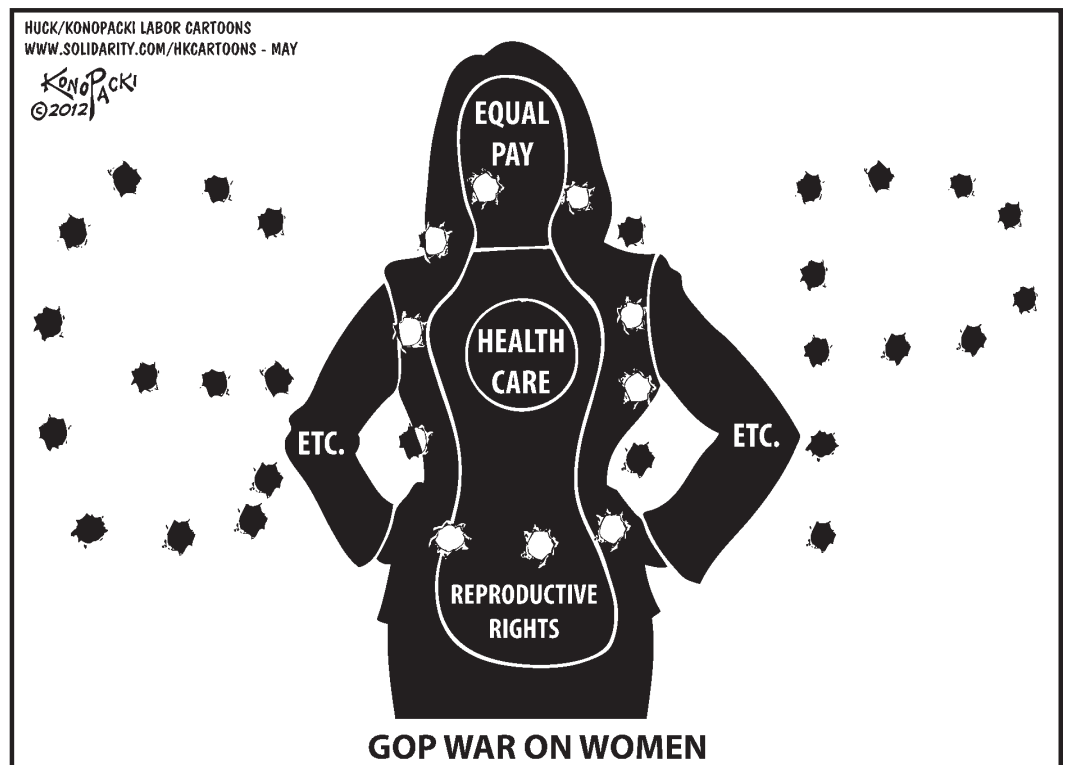
"The Republicans' so-called 'Path to Prosperity' budget leads me to wonder, 'prosperity for who?' These proposals target the retirement plan funded by hardworking railroad employees and their employers — employees that are the bread and butter of America's thriving transportation industry," said BRS President Dan Pickett. *"Railroad employees receive more in retirement benefits*

because they, and their employers, invest more into their retirement system than those who pay into Social Security. These politicians are pretending that these drastic measures will significantly save taxpayers, yet are unwilling to recognize that the Railroad Retirement System is not taxpayer funded. This harmful legislation, if adopted, would have a devastating impact on the lives of thousands

of railroad employees and their families."

The BRS worked closely with various Senators and their staff to make certain that the offending language was not passed during this session and is not progressed in any subsequent session. In a vote on Wednesday, May 16, 2012, the Senate rejected the budget proposal 58–41. Five Republicans joined them. Senator Patty Murray (D-WA) said, *"We will not allow the debt and deficit to be reduced on the backs of the middle class and most vulnerable Americans without calling on the wealthiest to contribute. That is not fair, it's not what the American people want, and it's simply not going to happen."*

If you are a railroad worker or retiree and care about your retirement security, the election will be the most important ever. Register to vote now, and on Election Day, vote as if your retirement security depends on it. Because it does! ■



BENEFITS DIRECTORY



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

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

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

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

UnitedHealthcare

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

Aetna Managed Care

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

Highmark Blue Cross Blue Shield

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

Life Insurance Claim

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

Vision Service Plan

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

Mental Health and Substance Abuse Benefits

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

Supplemental Sickness Benefits Under Group Policy No. R-5000

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

Dental Benefits under Group Policy No. GP-12000

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

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

Railroad Retirement Board

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

OBITUARIES

CHARLES W. ADAMO—retired member of **LOCAL 56**. Brother Adamo retired in 1996 after 29 years of service with the Long Island Rail Road. Brother Adamo was a Signal Inspector at Jamaica, New York, at the time of his retirement.

RUSSELL W. ANNEAR—retired member of **LOCAL 43**. Brother Annear retired in 1993 after 39 years of service with the Chicago & Northwestern Railroad. Brother Annear was a Gang Signalman at Sioux City, Iowa, at the time of his retirement.

LARRY D. ASHER—retired member of **LOCAL 92**. Brother Asher retired in 1996 after 35 years of service with the Southern Pacific, and Union Pacific Railroads. Brother Asher was a Signal Maintainer at Merced, California, at the time of his retirement.

ROBERT I. BARBER—retired member of **LOCAL 19**. Brother Barber retired in 1981 after 42 years of service with the Union Pacific Railroad. Brother Barber was a CTC Signal Maintainer at Delta, Utah, at the time of his retirement.

RALPH H. BARNARD—retired member of **LOCAL 145**. Brother Barnard retired in 1975 after 26 years of service with the Erie Lackawanna Railroad. Brother Barnard was a Lead Signalman at Whitney Point, New York, at the time of his retirement.

CLIFTON E. BARTH—retired member of **LOCAL 93**. Brother Barth retired in 1984 after 32 years of service with Conrail. Brother Barth was a Signal Maintainer at East Syracuse, New York, at the time of his retirement.

DALE A. BEATTY—retired member of **LOCAL 40**. Brother Beatty retired in 1983 after 38 years of service with Conrail. Brother Beatty was a C&S Maintainer at Latrobe, Pennsylvania, at the time of his retirement. Brother Beatty also served as Local Recording-Financial Secretary.

L. C. BLAIR—retired member of **LOCAL 85**. Brother Blair retired in 1987 after 44 years of service with the Illinois Central Gulf Railroad. Brother Blair was a Signal Maintainer at Higginsville, Missouri, at the time of his retirement.

GARY C. BROPHY—active member of **LOCAL 65**. Brother Brophy had 35 years of service with Amtrak. Brother Brophy was an Electronic Technician at Washington, D.C., at the time of his passing. Brother Brophy also served as Local Recording-Financial Secretary and Second Vice President. Brother Brophy is a veteran of the U.S. Air Force.

GEORGE L. BURCH—retired member of **LOCAL 52**. Brother Burch retired in 1993 after 40 years of service with the Pennsylvania Railroad and Conrail. Brother Burch was a Signalman at Richmond, Indiana, at the time of his retirement.

DONALD N. BUSH—retired member of **LOCAL 75**. Brother Bush retired in 1984 after 38 years of service with the Delaware & Hudson Railroad. Brother Bush was a Signal Inspector at Afton, New York, at the time of his retirement.

ALBERT G. CINNA—retired member of **LOCAL 193**. Brother Cinna retired in 1984 after 30 years of service with the Union Railroad. Brother Cinna was a Signal Helper at Duquesne, Pennsylvania, at the time of his retirement.

KEVIN R. CLEM—active member of **LOCAL 119**. Brother Clem had 32 years of service with the BNSF Railway Company. Brother Clem was a Signal Foreman at Havelock, Nebraska, at the time of his passing.

ARCHI F. CONSLA—retired member of **LOCAL 109**. Brother Consla retired in 1977 after 30 years of service with Conrail. Brother Consla was a C&S Maintainer at Wheatland, Pennsylvania, at the time of his retirement.

RON L. COUCH—retired member of **LOCAL 229**. Brother Couch retired in 2001 after 31 years of service with the Western Pacific and Union Pacific Railroads. Brother Couch was a Signal Inspector at Keddie, California, at the time of his retirement.

VERN R. CRAWFORD—retired member of **LOCAL 152**. Brother Crawford retired in 1993 after 40 years of service with the Southern Pacific Railroad. Brother Crawford was a Signal Maintainer at Oakridge, Oregon, at the time of his retirement.

ROBERT DAU—retired member of **LOCAL 154**. Brother Dau retired in 1985 after 41 years of service with the Burlington Northern Railroad. Brother Dau was a CTC Signal Maintainer at Casselton, North Dakota, at the time of his retirement.

JOSEPH B. DISMUKE—retired member of **LOCAL 16**. Brother Dismuke retired in 1986 after 22 years of service with CSX Transportation. Brother Dismuke was a Signal Foreman at the time of his retirement.

DELBERT L. FINCH—retired member of **LOCAL 111**. Brother Finch retired in 1991 after 41 years of service with the Union Pacific Railroad. Brother Finch was a CTC Signal Maintainer at Caldwell, Idaho, at the time of his retirement. Brother Finch also served as Local President.

JOSE M. GALEGO—retired member of **LOCAL 57**. Brother Galego retired in 2000 after 25 years of service with Conrail. Brother Galego was an Assistant Foreman at Newark, New Jersey, at the time of his retirement.

ROBERT W. GODEK—retired member of **LOCAL 56**. Brother Godek retired in 1977 after 33 years of service with the Long Island Rail Road. Brother Godek was a Signal Maintainer at Jamaica, New York, at the time of his retirement.

CARL L. GREEN—retired member of **LOCAL 87**. Brother Green retired in 1991 after 23 years of service with the Burlington Northern Railroad. Brother Green was a CTC Signal Maintainer at Chester, Montana, at the time of his retirement.

RALPH E. HALL—retired member of **LOCAL 21**. Brother Hall retired in 1989 after 45 years of service with the Kansas City Terminal Railroad. Brother Hall was a Signal Foreman at Kansas City, Missouri, at the time of his retirement.

ELMON B. HARRIS—retired member of **LOCAL 208**. Brother Harris retired in 1983 after 42 years of service with the Seaboard System Railroad. Brother Harris was a Lead Signalman at Atlanta, Georgia, at the time of his retirement.

EMORY S. HARTLEY—retired member of **LOCAL 16**. Brother Hartley retired in 1993 after 42 years of service with the Seaboard System Railroad and CSX Transportation. Brother Hartley was a Signal Maintainer at Columbia, South Carolina, at the time of his retirement.

VERNON F. HARTSOCK—retired member of **LOCAL 31**. Brother Hartsock retired in 1984 after 34 years of service with the Baltimore & Ohio and Chessie System Railroads. Brother Hartsock was a Signal Maintainer at Baltimore, Maryland, at the time of his retirement.

HOBART D. HOLT—retired member of **LOCAL 46**. Brother Holt retired in 1981 after 37 years of service with the Illinois Central Railroad. Brother Holt was a Signal Maintainer at Princeton, Kentucky, at the time of his retirement. Brother Holt also served as Local President.

ELMER HOWARD—retired member of **LOCAL 166**. Brother Howard retired in 1981 after 39 years of service with the Norfolk & Western Railroad. Brother Howard was a Maintainer Helper at Claypool, Indiana, at the time of his retirement.

GAYLORD E. HUNT—retired member of **LOCAL 213**. Brother Hunt retired in 1992 after 43 years of service with the New York Central and Penn Central Railroads, and Conrail. Brother Hunt was a Maintainer Test at West Springfield, Massachusetts, at the time of his retirement.

STEVE A. JONES—retired member of **LOCAL 77**. Brother Jones retired in 2006 after 32 years of service with the Norfolk & Western Railroad. Brother Jones was a Signalman at Roanoke, Virginia, at the time of his retirement.

ALFRED T. KONGSHAUG—retired member of **LOCAL 168**. Brother Kongshaug retired in 1992 after 39 years of service with the Chicago & Northwestern Railroad. Brother Kongshaug was a Signal Maintainer at Hudson, Wisconsin, at the time of his retirement. Brother Kongshaug is a U.S. Air Force veteran who served as an aircraft mechanic.

LOREN P. KRINGLE—retired member of **LOCAL 130**. Brother Kringle retired in 2008 after 35 years of service with the Milwaukee, Chicago & Northwestern, and Union Pacific Railroads. Brother Kringle was a Signal Maintainer at Northlake, Illinois, at the time of his retirement.

JOSEPH E. LARBIG—retired member of **LOCAL 42**. Brother Larbig retired in 2009 after 30 years of service with Conrail and CSX Transportation. Brother Larbig was an Electronic Specialist at Indianapolis, Indiana, at the time of his retirement. Brother Larbig also served as Local Trustee.

JERDON H. LESTER—retired member of **LOCAL 16**. Brother Lester retired in 2010 after 30 years of service with CSX Transportation. Brother Lester was a Signalman at Marion, Ohio, at the time of his retirement.

HAROLD D. MAJORS—retired member of **LOCAL 31**. Brother Majors retired in 1995 after 44 years of service with the Baltimore & Ohio and Chessie System Railroads, and CSX Transportation. Brother Majors was a Signal Inspector at Zelienople, Pennsylvania, at the time of his retirement.

DEVIN W. MATHISON—retired member of **LOCAL 154**. Brother Mathison retired in 2006 after 32 years of service with the BSNF Railway Company. Brother Mathison was a Signal Maintainer at Fridley, Minnesota, at the time of his retirement.

DONALD P. MCGUIRK—retired member of **LOCAL 134**. Brother McGuirk retired in 1988 after 39 years of service with Conrail. Brother McGuirk was a Signal Maintainer at Oil City, Pennsylvania, at the time of his retirement. Brother McGuirk also served as Local President.

RICKY C. MEADOR—active member of **LOCAL 13**. Brother Meador had 36 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Meador was a Lead Signal Maintainer headquartered at Osbourne Yard in Louisville, Kentucky, at the time of his passing. Brother Meador also served as Local Trustee.

L. A. MEEKS—retired member of **LOCAL 110**. Brother Meeks retired in 1988 after 44 years of service with the Southern Railroad. Brother Meeks was a Signal Maintainer at Toccoa, Georgia, at the time of his retirement. Brother Meeks also served as Local Recording-Financial Secretary.

WILLIAM C. MEEKS—retired member of **LOCAL 110**. Brother Meeks retired in 1984 after 42 years of service with the Southern Railroad. Brother Meeks was a Signal Maintainer at Cornelia, Georgia, at the time of his retirement. Brother Meeks also served as Local Chairman.

AUGUST OLDHAM—retired member of **LOCAL 13**. Brother Oldham retired in 1988 after 43 years of service with the Louisville & Nashville and Seaboard System Railroad, and CSX Transportation. Brother Oldham was a Signal Maintainer at Louisville, Kentucky, at the time of his retirement. Brother Oldham also served as Local Recording-Financial Secretary.

O. J. REACH—retired member of **LOCAL 49**. Brother Reach retired in 1985 after 33 years of service with the Southern Railroad. Brother Reach was a Signal Maintainer at Pell City, Alabama, at the time of his retirement.

THOMAS P. RICHARDSON—retired member of **LOCAL 3**. Brother Richardson retired in 1970 after 20 years of service with the Southern Railroad. Brother Richardson was a Signalman at Chattanooga, Tennessee, at the time of his retirement.

J. H. ROLLINS—retired member of **LOCAL 92**. Brother Rollins retired in 2000 after 42 years of service with the Southern Pacific, and Union Pacific Railroads. Brother Rollins was a Signal Technician at Oakland, California, at the time of his retirement.

ROBERT C. SHAW—active member of **LOCAL 94**. Brother Shaw had 30 years of service with the Baltimore & Ohio Railroad, and CSX Transportation. Brother Shaw was a Signal Technician at Queensgate in Cincinnati, Ohio, at the time of his passing. Brother Shaw also served as General Committee Trustee.

WAYNE L. SIMONSON—retired member of **LOCAL 154**. Brother Simonson retired in 1998 after 42 years of service with the Burlington Northern Santa Fe Railroad. Brother Simonson was a CTC Signal Maintainer at Karlsruhe, North Dakota, at the time of his retirement.

MELVIN L. SLOCUM—retired member of **LOCAL 52**. Brother Slocum retired in 1981 after 33 years of service with the Pennsylvania and Penn Central Railroads, and Conrail. Brother Slocum was an Electronic Specialist at Columbus, Ohio, at the time of his retirement.

LEO SMITH, JR.—retired member of **LOCAL 228**. Brother Smith retired in 1995 after 44 years of service with the Wabash and Norfolk Southern Railroads. Brother Smith was a Signal Maintainer at Bloomington, Illinois, at the time of his retirement.

GEORGE L. SPRINGER—retired member of **LOCAL 206**. Brother Springer retired in 1987 after 39 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Springer was a Signalman at San Antonio, Texas, at the time of his retirement.

JOHN F. URBAN—retired member of **LOCAL 59**. Brother Urban retired in 1984 after 38 years of service with the Reading Railroad and Conrail. Brother Urban was a Signal Maintainer at Lehigh, Pennsylvania, at the time of his retirement. Brother Urban also served on the Local Grievance Committee.

DENNIS J. VALLEY—retired member of **LOCAL 43**. Brother Valley retired in 1994 after 16 years of service with the Chicago & Northwestern Railroad. Brother Valley was a Signalman at Jefferson, Iowa, at the time of his retirement.

GRANT N. VINCENT—retired member of **LOCAL 28**. Brother Vincent retired in 1993 after 31 years of service with Conrail. Brother Vincent was an Assistant Inspector at Dearborn, Michigan, at the time of his retirement.

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



DON'T LOOK for this Bug...



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We are proud "Union Workers." We earn and spend Union Wages and promote all Union made products. When making a purchase, we look for the Union Label, as well as American made products. Every job counts. Without the benefit of Unions this purchase might not have been possible. Unions set the standard for fair wages and benefits. Many other Union members are customers, too. If we are doing okay, you are doing okay. Think about it. Encourage everyone to Buy Union and Buy American-made products!



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Wherever you go for a summer vacation, your family is likely to enjoy the services of union members — getting you to your destination safely, on time and comfortably; preparing and delivering food, keeping you safe and entertaining you. Check out the Union Plus website (www.unionplus.org). Its travel and entertainment section offers exclusive discounts for union members.

When you take in a live performance, a concert or show, a major sporting event, stay in a comfortable hotel or take a meal in a classy restaurant... more than likely, union members will be part of the experience.

Did you know that the most successful U.S. theme parks are staffed by thousands of union members?

Disney's two major parks: Orlando and Anaheim employ some 36,000 union members from 18 different unions — including musicians, actors, stage hands, hotel and restaurant personnel from UNITE HERE, Teamsters and many more. Likewise, Sea World—which recently began a major expansion to double its size — employs thousands of union members who interact with the public as well as others responsible for the care and feeding of the park's featured marine animals.

AFSCME represents thousands of municipal workers at city and state parks and zoos. U.S.

Interior Department workers who staff federal parks and monuments are also union-represented — by NFFE, an affiliate of the IAM. AFGE represents many employees who build exhibits, conduct research and maintain the world renowned Smithsonian Institute Museum in Washington, D.C.

Thousands of employees working in Major League baseball stadiums are represented by several unions — including AFSCME, UNITE HERE and the Service Employees. The Actors' Equity Association recently concluded a master agreement covering cast members working in smaller theme parks.

If you're planning a family vacation, check the Union Label website (www.unionlabel.org) for hotels, airlines, rail service and highway transportation available in the region you'll be visiting. Most major U.S. airlines (with the exception of Jet Blue and Delta) are union front to back. Continental has union pilots, but other elements of the line are non-union. Amtrak passenger service is all union. Greyhound buses are operated and maintained by members of the Amalgamated Transit Union (ATU) which also represents the operators, drivers and support workers for the Metro (Washington) transit system.

SIGNALMAN'S STORE



SPALDING TOP FLITE XL® GOLF BALLS with the BRS logo. \$7.50 for a box of 3 or \$26.25 per dozen.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

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

DECALS have the BRS searchlight logo and are available in 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.

SIGNAL GRAPHIC T-SHIRTS are made of quality 100% cotton.

GOLF SHIRTS made of a cotton/polyester blend; each has the BRS logo embroidered in red and green on either the shirt front or left sleeve. The white golf shirt has embroidered one-color BRS emblem on front.

CANVAS COAT made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in black or brown.

WOOL/LEATHER BRS JACKETS have a heavyweight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

WINDSHIRT made of a medium-weight polyester/cotton blend material, elastic wrist and waistbands. Embroidered two-tone blue BRS emblem. Available in blue only.

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

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

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



ORDER FORM

ITEM	QUANTITY						PRICE	TOTAL	
Lapel Pin/Tie Tack							4.75		
BRS Afghan							32.00		
BRS Flag (3' x 5')							103.00		
BRS Flag (2'x3')							39.00		
Golf Balls (3)							7.50		
Golf Balls (12)							26.25		
Reflective Decals (2 inch)							.35		
Non-Reflective Decals (4 inch)							.45		
Inside Window Decals (3 inch)							.50		
Coffee Mug							8.50		
Set of 4 Coffee Mugs							31.50		
Pocket Watch							94.50		
Wrist Watch							115.50		
Mantle/Desk Clock							132.00		
8-Pocket Tool Pouch							52.00		
BRS Mouse Pad							3.25		
GOLF CAPS									
Pink							16.00		
Black w/colorlight on brim							18.00		
Black w/BRS lettering on brim							14.00		
White							11.00		
Black							11.00		
Blue							11.00		
Gray							11.00		
T-SHIRTS			S	M	L	XL	2X	3X	
Signal Graphic									13.00
SWEATSHIRTS			S	M	L	XL	2X	3X	
Blue									37.00
GOLF SHIRTS			S	M	L	XL	2X	3X	
Blue (Logo on sleeve)									37.00
Blue (Logo on front)									37.00
Beige (Logo on sleeve)									37.00
Beige (Logo on front)									37.00
White									37.00
Wind Shirt									34.00
JACKETS			S	M	L	XL	2X	3X	
Blue									63.00
COATS			S	M	L	XL	2X	3X	4X
Black Wool & Leather									175.00
Black Canvas									69.00
Brown Canvas									69.00
OXFORD SHIRTS			S	M	L	XL	2X	3X	
Blue Oxford									37.00
White Oxford									37.00
Available sizes in un-shaded boxes only									
*Available while supplies last.									
									TOTAL

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____ STATE _____ ZIP _____

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Signal Graphic T-Shirt



Windshirt



Brown Canvas Coat



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Blue Jacket



Black Canvas Coat



Also available in White

Blue Oxford



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



White Golf Shirt



Sweatshirt



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

Railroad Committee Collaborates to Prevent Roadway Worker Impact Fatalities

The Presidents of the Brotherhood of Railroad Signalmen (BRS), W. Dan Pickett, and the Brotherhood of Maintenance of Way Employees Division - IBT (BMWED), Freddie Simpson, jointly commended the work of the Fatality Analysis of Maintenance-of-way Employees and Signalmen (FAMES) Committee and called for the rail industry to take the necessary steps to eliminate impact fatalities and injuries to railroad roadway workers.

The FAMES Committee is a voluntary, consensus-based work group focused on identifying risks, trends, and factors impacting roadway worker safety. The Committee is represented by 23 individuals from labor, management, and the Federal Railroad Administration. The FAMES Committee issued their first report, Fatal Accidents Involving Roadway Workers-In-Charge and Lone Workers, June 1, 2012, which analyzes the higher than expected number of fatal accidents where the roadway worker responsible for the on-track safety, of themselves or the work crew, was the employee who was fatally injured when struck by a train or on-track equipment.

"Our goal must always be ZERO fatalities," BRS President W. Dan Pickett stated. *"The recommendations from the FAMES Committee, if embraced by workers and management, will save lives."*

"We have to find ways to increase on-track safety protection beyond the regulations," said BMWED President Freddie N. Simpson. *"Tragedy can strike any time workers are out on the tracks. I urge every member to take the FAMES analysis and recommendations to heart, and to go above and beyond the regulatory requirements to assure that every mem-*



ber goes home safe each night. When it comes to roadway worker safety, we truly must be our Brother's keepers."

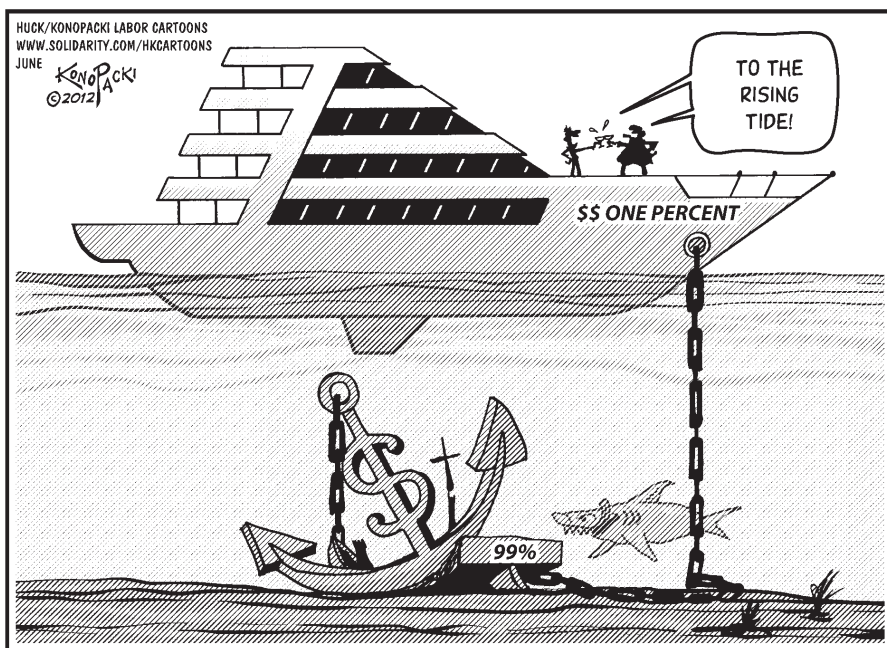
The FAMES Committee will periodically issue findings and recommendations based upon its review of available safety data.

So far, the FAMES Committee has investigated 39 fatal-impact accidents, which occurred between

January 1997 and the end of 2011, involving 41 roadway workers when they or their equipment was struck by a train or other on-track equipment.

The Fatal Accidents Involving Roadway Workers-In-Charge and Lone Workers report, and the Introduction to the FAMES Committee report can be downloaded from either the BRS website, www.brs.org, or the BMWED website, www.bmwe.org. ■

"Our goal must always be ZERO fatalities,"
— W. DAN PICKETT



MEMBER PHOTOS

2012 Air Force Graduation — Jared Barkemeyer



Jared Barkemeyer, son of BRS Local 172 Local Chairman Jake Barkemeyer, graduated with honors during the 2012 Air Force Graduation ceremony. Jared, shown at left with his mother, Debbie, and father, Jake. Graduated as an Air Force cadet Squad Leader. President Barack Obama was a speaker at the 2012 Graduation ceremony and is shown at right congratulating Jared during the ceremony.

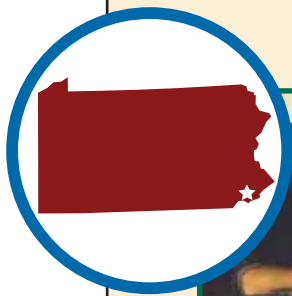
Napiorski Retirement and Local 60 Meeting



On March 24, 2012, during a Local 60 meeting, BRS President Dan Pickett and Vice President Dennis Boston presented, retired BRS member, Bob Napiorski with an engraved plaque and mantle clock in appreciation of his 41 years of service to the Brotherhood.

Members of Local 60 pictured on the left.

MEETING PHOTOS



Local 18 — Philadelphia, PA



Local 71 — Quarterly Meeting

BACK ROW LEFT TO RIGHT:

Donnie Clary,
Steve Higgins,
Randy Shocklee,
Jim Steinfeld,
Chad Whitsell,
and Brian
Watson.

FRONT ROW, LEFT TO RIGHT:

Bob Klauss,
Bill Cundiff, BJ
Siebe, Randy
Boren, and Tracy
Brasher.



MEETING PHOTOS



Local 1 Harrisburg, PA



During a meeting held on January 14, 2012, former Local 1 President Ron Myers, presented the Local's original seal to BRS Midwest Vice President Joe Mattingly. The seal is currently displayed at BRS Headquarters in Front Royal, Virginia.



LOCAL 1 HISTORY — H.G. Detwiler, leader of the Altoona pioneers, has been called the Father of the Brotherhood of Railroad Signalmen because of his work in preparing the first charter, Constitution and Ritual. Brother Detwiler also prepared the original seal, shown in the photo above, and created the original charter of "Mountain City Lodge No. 1."



PHOTO CONTEST

WINNERS FOR 2ND QUARTER 2012



*Signalman Troy Spence of Local 136, is shown working on a new cantilever for the Allegany Subdivision on CSXT Chesapeake and Ohio.
Photo submitted by Local 136 member Cindy Hawkins.*

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[illegible]

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Beach; Hyatt Regency Long B

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PHOTO CONTEST

WINNERS FOR 2ND QUARTER 2012



Assistant Signalman Jason Leuenberger of Local 226 adjusting a GRS switch machine on the Soo Line Railroad, Canadian Pacific Rail. Brother Leuenberger is training under the watchful eye of Signal Maintainer Jim Kresh, as he applies the techniques recently taught in signal school to everyday situations on the rail.

Photo submitted by Local 226 member Jim Kresh.



Signalman Jason Shelton of Local 136, installing a signal cantilever on the Chesapeake and Ohio East Region Construction Division, in Logan, West Virginia. Photo submitted by Local 216 member Patrick Teleford.

SUBMIT YOUR PHOTOS

signalman@brs.org

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