



THE SIGNALMAN'S JOURNAL

Volume 93 • Number 3

3rd Quarter 2012



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COVER: Cantilever at 38th Avenue on the Tri-Rail Commuter Line, Fort Lauderdale, Florida. File photo previously published in the June 1996 *Signalman's Journal*.





Election — 2012 Focus on the Issues

What issues will you be focused on leading up to the elections this November?

Many people choose to vote for one candidate over another based on moral values, social issues, or whether or not you like a candidate or can relate to them on a personal level. Making an uninformed decision in the upcoming elections based only on these criteria could be a wasted vote, or even worse, cost you or your family a job.

As signalmen and members of a labor organization, your choices this November should be based on what those candidates can do to benefit such things as advances in the Railroad Industry, the labor movement, creating more jobs, improving the wages of the lower and middle class, and improving the economy, just to name a few.

When it comes to the choice between President Obama and former Governor Romney, we know where President Obama stands on these issues and what he believes needs to be done to make this a better country for those who work hard each day to make a decent living. The same cannot be said for Governor Romney and the Republican Party Platform, adopted at their convention on August 28, 2012. They have made it clear that their loyalties lie with big business and the wealthiest two percent of the country.

This Party has adopted a platform of no funding for Amtrak and High Speed Rail. They have also made it clear that unionized workers are paid too much and have too many benefits. How many of you feel that you are over-paid or have too many benefits?

When President Obama proposed the American Jobs Act, which would increase taxes on the wealthiest Americans by a very small percentage so that we could boost the economy, Republicans whined that raising taxes was class warfare and would be unjust to the rich. Romney and the Republican Party will preserve the interests of the wealthiest Americans over everyone else every time. It is clear that Republicans care more about the wealthiest Americans than they do about ensuring that all Americans have a fair

chance at the American dream.

The refusal of Republicans to pass President Obama's jobs proposals, which would have made great strides to improve the jobless rate, demands some explanation. Republicans seem to think keeping unemployment high will help defeat President Obama in the upcoming election. Early on in the President's term, many Republicans announced that they wanted the President to fail. Their obsession with inflicting political damage on the President has inflicted real damage to the middle class and the economy.

Many of the Republican candidates pretend that tax cuts for corporations and the wealthy are the answer to the economic crisis; however, the Bush years taught us that these tax cuts only made the problem worse. They starve the kind of public investment in education, infrastructure, and innovation that is imperative to long-term economic growth.

President Obama has shown that he understands the problem. He has said clearly that *"we are not going back to an economy that's all about outsourcing and bad debt and phony profits,"* we cannot return to a *"bubble and bust"* economy propped up by *"fleeting bubbles and rampant speculation,"* and we *"must make sure such a crisis never happens again."* The President has called for rebuilding an economy that is *"built to last"* through public investment in **infrastructure**, **education**, and **innovation**. He has called economic inequality the *"defining issue of our time"* and sounded the alarm at the decline of the American middle class over the past 30 years. He has opened a national conversation about encouraging businesses to bring jobs back to the U.S. instead of shipping jobs overseas. President Obama has also shown that he is aware of the failing healthcare system in this country by initiating the Affordable Care Act (ACA).

Although Republicans have attacked *"Obamacare"* relent-

lessly, there is overwhelming public support for the many ways in which the ACA improves our healthcare system. Seniors will save money on prescription drugs as the Part D donut hole is closed over the next eight years. Insurance companies will no longer be able to deny coverage because of pre-existing conditions or drop coverage for those who get sick. Young adults will continue being covered by their parents' healthcare plans until age 26. The ACA sets limits on the amount of money that insurers can spend on their own profits, salaries, and marketing, which has resulted in rebates of \$1.1 billion to businesses and families. In addition, the ACA guarantees no-cost preventive care, and 86 million people have already utilized this benefit.

The ACA is a historic achievement in which President Obama and Democrats in Congress can and should take enormous pride. Controlling the growth of healthcare costs must be a top priority. Unless healthcare costs are brought under control, they could bankrupt individuals, families, businesses, and state governments. The U.S. Supreme Court's decision upholding the constitutionality of the Affordable Care Act is only the beginning of the next phase of healthcare reform.

What should be crystal clear, however, is that we cannot afford to go backward, which is where Romney and the Republican leadership in Congress would take us. Their proposals would not expand coverage or control healthcare costs, but rather would shift costs to working families, retirees, and the states. America's union movement will continue to focus on this issue.

As you all know by now, Governor Romney chose Congressman Paul Ryan (R-WI), Chairman of the Budget Committee, as his running mate in the upcoming presidential election. I want to convey to you some informa-

tion pertaining to the budget proposal that Mr. Ryan attempted to get passed by Congress, which the House of Representatives approved on March 29, 2012, and was stopped when the Senate took it up for a vote on May 16, 2012.

The Ryan Budget demonstrated a fundamental misunderstanding of the relationship between Railroad Retirement and Social Security. The most devastating part of the Ryan Budget was the proposal in the accompanying Report to *"conform Tier 1 so that its benefits would equal those of Social Security, with an estimated savings to taxpayers of \$2 billion over 10 years."*

This budget proposal ignored the fact that all Railroad Retirement benefits above Social Security — whether Tier 1 benefits or Tier 2 benefits — are fully funded by railroad workers and their employers; none of these benefits are funded from the general treasury. Therefore, no actual taxpayer savings would result from enactment of this legislation, but the retirement security of railroad workers would be devastated. Below you will find some very interesting bullet points from the *"Ryan Budget:"*

- Eliminate the "60/30" provision which allows railroad employees to retire with full benefits at 60 years of age with 30 years of service;
- Eliminate the Railroad Retirement Occupational disability program for rail workers who can no longer perform their railroad duties due to disability;
- Increase the minimum retirement age for railroad employees to 62 years of age with a reduction in benefits;

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Canadian National/Wisconsin Central Members Ratify Second Contract

BRS-represented members employed by Canadian National/Wisconsin Central Railroad Incorporated (CN/WC) ratified their second contract.

After more than two years of contract negotiations, which included mediation by the National Mediation Board, the Wisconsin Central General Committee's Negotiating Committee finally forged its second Collective Bargaining Agreement. The Agreement was reached on Thursday, April 19, 2012, in Homewood, Illinois. Following the ratification process, the Agreement was signed on June 29.

The Agreement is still considered highly innovative in nature by both parties. It is based on mutual trust and was reached in a spirit of goodwill, cooperation, and respect between the Canadian National Railway Company and its Wisconsin Central Division Communications and Signal Department employees





represented by the Brotherhood of Railroad Signalmen (BRS).

The BRS members subject to this Agreement will continue to perform service under the former Wisconsin Central Ltd. rules, practices, policies, and instructions. Both parties committed to continued cooperation essential to maintaining a safe, efficient, and scheduled railroad operation.

The other terms of the Agreement closely follow the wage and fringe benefit pattern set by the BRS's National

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Agreement with the National Carriers' Conference Committee. That Agreement was based on the recommendations made by Presidential Emergency Board No. 243.

Some highlights of the Agreement include:

• **General Wages Increases of:**

- 2% January 1, 2010.
- 2.5% January 1, 2011.
- 4.3% January 1, 2012.
- 3% January 1, 2013.
- 3.8% January 1, 2014.
- 3% January 1, 2015.
- 1% Lump Sum Payment based on straight time earnings for the twelve-month period November 1, 2010 through October 31, 2011.
- Fixed \$200 per month cost sharing for National Health & Welfare Plans with some deductibles and max out of pocket rates. This will go to \$230 per month on January 1, 2016, and will stay fixed until the next contract.
- Per Diem Allowance (Crew's).
- Motel paid (Crew's).
- Tech A positions must reside within 30 miles of territory not headquarters.
- Tech A's responding to trouble calls on Sundays will be paid a one-time payment of four (4) hours at premium rate.

The contract runs through January 1, 2015.

However, either party may serve new contract notices after November 1, 2014. BRS Local 239 members negotiate under the terms of the Railway Labor Act. Therefore, the terms of the Agreement will remain in effect until and unless changed under the provisions of the Act.

BRS Wisconsin Central General Chairman Butch Hillila, Jr. along with BRS Local Lodge 239 Local Chairmen Pat Carrier, Willie Cannon, Andy Monnot, and Former Wisconsin Central General

Chairman Nate Bolton helped pound out the final terms of the contract. They were assisted during negotiations by BRS President W. Dan Pickett and Midwest Vice President Joe Mattingly.

When asked about the negotiations, BRS Vice President J. L. Mattingly stated, *"Negotiating the second contract was just as hard as the first. The initial contract needed some work rule clarification. Those clarification issues had to be addressed in this second round of bargaining. The Agreement covers members comprised from both the Communication and Signal Departments. Their proven track record of dedication, cooperation and high skill sets were the three keys to maintaining this type of innovative agreement. With the members backing, the Negotiating Committee hung tough,"* said Mattingly. *"While no agreement is perfect, the Bargaining Committee was able to further clarify a contract that attempts to meets both parties' needs while performing services for a scheduled railroad operation."*

BRS Wisconsin Central General Chairman Butch Hillila, Jr. stated: *"This is our second Collective Bargaining Agreement with the Canadian National/ Wisconsin Central. It was a real challenge for every member of Local 239. We could not have reached the agreement without the full support of the Communication and Signal Department employees working on the Wisconsin Central Division. I can assure everyone that this agreement was every bit as hard to hammer out as the initial agreement."*

Mattingly added, *"This contract remains unique to the BRS. Both sides worked to strike a balance between our members' quality of life issues and the railroad scheduled service goals. In the end, mutual trust, cooperation, goodwill and respect remain the four cornerstones of our agreement."*

As many will recall, it was back on October 9, 2001 when the Canadian National completed its acquisition of Wisconsin Central Transportation Corporation and began a phased integration of the companies' operations. The Wisconsin Central then became known as the Canadian National's

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PTC and the Goodwell, Oklahoma, Train Collision

On a beautiful Sunday morning on June 24, 2012, in Goodwell, Oklahoma, two Union Pacific trains, one eastbound and one westbound, collided head on with each other instead of harmlessly passing as they should have. Preliminary reports indicated that one of the trains was supposed to pull into a siding and let the other train pass. A witness to the accident who was driving a truck on an adjacent highway reported that neither train blew their horn and that the eastbound train was traveling at 65 mph or more at the time of the collision.

The collision and ensuing fireball was felt by the witness some 50 yards away through the rolled up window of his truck. He stated, *“a blast of hot air came through the side glass, and it put a burn on you like you step out of an air-conditioned bar into 110 degrees, through the glass.”* The diesel-fueled explosion appeared to weld the locomotives together and three Union Pacific employees were killed as a result.

Further preliminary reports indicated no problems with the signal system, track conditions, or the trains’ braking systems prior to the collision.

The burning question many have now is what caused this terrible tragedy? Many people will speculate that the trains’ crews were sleeping or on cell phones, that the signal system or some other vital system had failed, or even that one or more of the crew members suffered a medical emergency. While it is important to answer these questions, the most important question that needs answering is how could this tragedy have been prevented?

The answer to the important question is PTC. PTC or Positive Train Control is currently being installed across a significant portion of United States rail lines. The Rail Safety Improvement Act of 2008 mandates that PTC be installed on most Class I railroad main lines that transport poisonous-inhalation-hazardous (PIH) materials, and any railroad main lines that run regularly-scheduled passenger or commuter trains.

PTC is a system designed to take control away from an engineer and slow or stop a train before any of the following can occur:

- Train-to-train collision
- Derailment caused by excessive speed
- Unauthorized incursions into established roadway worker work zone limits
- Movement of a train through a track switch left in the wrong position

“...installation of PTC should be viewed by all as a common sense solution to tragic railroad catastrophes...”

A large portion of the work involved in the implementation of PTC is currently being done by BRS-represented employees. While the specific work varies from property to property, generally, BRS forces have been working on upgrading signal systems in order to be compatible with PTC systems, the installation of wayside

PTC and interface equipment, along with the installation of switch indication circuits on dark territories.

While the installation of PTC should be viewed by all as a common sense solution to tragic railroad catastrophes such as the one in Goodwell, some railroads have been actively seeking concessions to the Congressionally-mandated implementation of PTC. These railroads have complained that the costs involved in installing and maintaining PTC outweigh the benefits. Besides the obvious safety issues PTC addresses, studies have found that PTC’s potential business benefits include:

- Line capacity enhancement
- Improved service reliability
- Faster over-the-road running times
- More efficient use of cars and locomotives (made possible by real-time location information)
- Larger “windows” (periods during which no trains operate and maintenance workers can safely occupy

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Railroad Retirement at Risk

Presidential hopeful, Mitt Romney, has gone on record in support of the Ryan Budget that would drastically change the Railroad Retirement System by reducing benefits.

*For railroad workers, this is real.
Your votes in November may very well
determine how this plays out.*

On March 29, Republicans in the U.S. House of Representatives, on a party line vote, adopted the so-called Ryan Budget over the unanimous opposition of House Democrats.

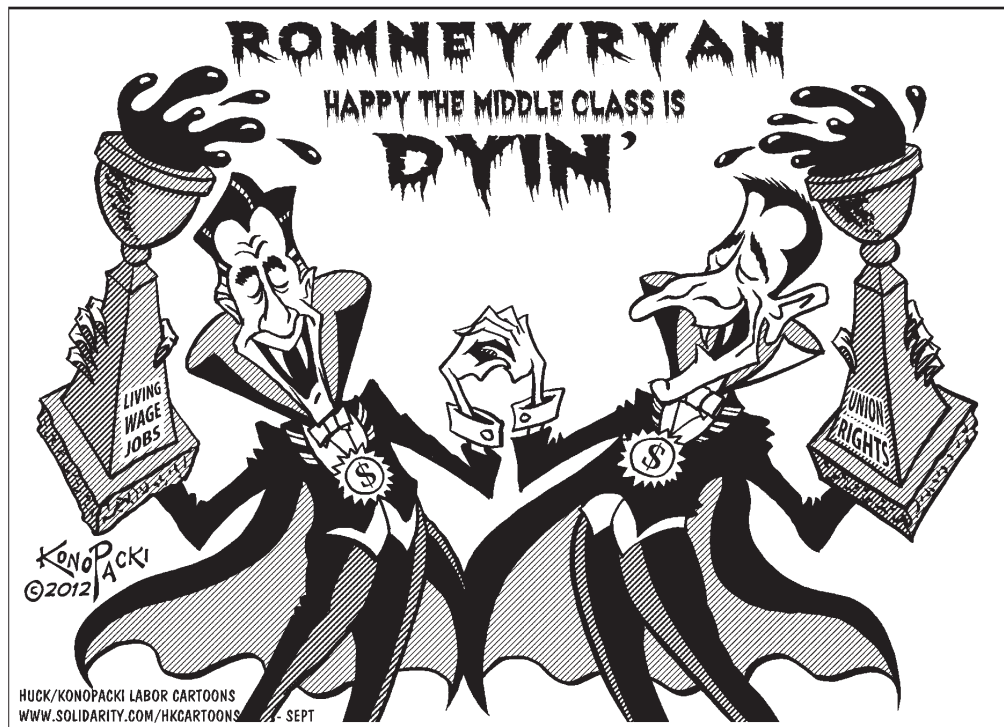
One of the Budget's provisions states that railroad retirement benefits "are more generous than Social Security in many ways."

While the language in the Ryan Budget is non-specific on exactly what changes would be in store for present and future recipients of Railroad Retirement benefits, there is no doubt that the goal is to reduce those benefits. This budget ignores the fact that railroads and railroad workers pay more into their retirement system than those who pay into Social Security. It also ignores that the Railroad Retirement System is completely solvent and has no realistic projections that it would have problems meeting its future financial obligations.

Railroad workers don't contribute into the Social Security system. Instead, railroads and railroad workers contribute into the Railroad Retirement System on a two-tier basis. Tier I taxes mirror Social Security taxes. Tier II taxes finance the retirement that railroad workers receive over and above Social Security benefits. It's a rather simple concept; railroad workers receive more in benefits because they pay more into their system.

As things stand today, there is no chance of this budget being adopted this year because Senate Democrats, who currently have the controlling majority, would never let this budget pass, and even if they did, President Obama would not sign it. However, if the Republicans succeed in November in winning the White House and Senate, Railroad Retirement, as we know it, will be in jeopardy and may not survive as the same system it is today.

For railroad workers, this is real. Your votes in November may very well determine how this plays out. ■



DID YOU KNOW?

Title 49: Transportation

§ 236.56 SHUNTING SENSITIVITY

Each track circuit controlling home signal or approach locking shall be so maintained that track relay is in deenergized position, or a device that functions as a track relay shall be in its most restrictive state if, when track circuit is dry, a shunt of 0.06 ohm resistance is connected across the track rails of the circuit, including fouling sections of turnouts. ■

§ 236.59 INSULATED RAIL JOINTS

Insulated rail joints shall be maintained in condition to prevent sufficient track circuit current from flowing between the rails separated by the insulation to cause a failure of any track circuit involved. ■

IF YOU AGREE MITT ROMNEY'S VALUES ARE OUT OF STEP WITH
AMERICA'S VALUES, AND IF YOU WANT A PRESIDENT WHO SHARES THE VALUES
OF HARD WORK, FAIRNESS AND STRENGTHENING AMERICA,

GET INVOLVED TODAY.



Sign up to join the Workers' Voice campaign.
<http://www.workersvoice.org>



Find volunteer opportunities near you.
<http://local.americawantstowork.org/all>



Join Working America if you are not a union member.
<http://workingamerica.org/membership/join>



Pledge to vote—learn more about your voting rights
and registration at MyVoteMyRight.org.

Open Enrollment — National Health and Welfare Plan

IMPORTANT CHANGES FOR THE 2013 CALENDAR YEAR OPEN ENROLLMENT PERIOD

Railroad enrollment services announced that this year's annual Open Enrollment for railroad employees, who are covered under the National Health and Welfare Plan scheduled for this coming September/October, will be completed online. You start the open enrollment process by going to the Alerts and Important Dates section on the Railroad Information Depot home page (www.rrinfodepot.com). During the open enrollment period, you can link directly into the Railroad enrollment services secured portal.

The new web-based designated open enrollment period will be available 24/7, and will provide the following capabilities without all the paper of the traditional enrollment kit:

- Step-by-step review of personalized benefit election choices with quick links to everything needed to enroll for the upcoming year.
- Links to your medical provider's network.
- A quick and easy way to update your information.
- The ability to add*, delete, and/or change dependent information.
- The option to review enrollment information in Spanish.
- Flexibility to make multiple changes during the open enrollment period.

- An immediate confirmation statement once you complete your selections.

Plus, if you use the online portal, there is no need to mail any paper enrollment forms.

In September, you will receive a personalized letter with information about how and when to access the Railroad enrollment services portal.

Instructions on how to obtain a paper kit will be available to those who are unable to complete the web-based enrollment process in the September mailing. You will not need to access the Railroad enrollment services portal if you elect to keep your current benefit options for the 2013 calendar year or do not want to opt out. For assistance with the online enrollment web site, please call Railroad enrollment services at 1-800-753-2692.

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

* If you're adding a dependent who is not listed, you will be required to send in the specified documentation **before** the dependent can be added to the Plan. Information on what is needed for verification and where to send this information will be provided on the site.

*The new web-based
designated open enrollment
period will be available 24/7*

IT *only* TAKES A SPARK.



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Summit Signal, Inc. — Agreement Ratified

Signalmen employed by Summit Signal, Inc. (SSI) ratified a new contract by an overwhelming majority on August 16, 2012. The new Agreement covers wages, work rules, health and welfare, and fringe benefits through December 31, 2015.

The new contract provided the Brotherhood of Railroad Signalmen (BRS) members with general wage increases. The first general wage increase is effective on January 1, 2013, when the basic hourly rates of pay will increase by three percent. The second general wage increase will be effective January 1, 2014, when the basic hourly rates of pay are increased by three percent. The third general wage increase is effective January 1, 2015, when the basic hourly rates of pay are increased by three percent. Additionally, the Per Diem rates were increased five percent on January 1, 2013, and will be

increased five percent on January 1, 2014, and five percent on January 1, 2015.

Summit Signal, Inc. Acting General Committee Chairman Mike Baldwin, with assistance from BRS President W. Dan Pickett and Vice President—Commuter, Passenger, Transit/Political Director Dennis Boston forged the final terms of the new contract.

The final terms of the BRS–SSI Agreement are from September 1, 2012, until December 31, 2015. However, either party may serve or progress a bargaining notice on November 1, 2015. The terms of the Agreement shall remain in full force and effect until December 31, 2015. In addition, both parties expressly agree that either party may terminate this Agreement upon 30 days' written notice. ■

FROM THE PRESIDENT

continued from page 3

- Increase the minimum age for spousal annuities with a reduction in benefits;
- Eliminate Medicare as we know it and increase the Medicare eligibility age to 67 with drastically reduced coverage;
- Increase the annual out-of-pocket medical costs paid by railroad retirees and cause the costs of railroad retiree health insurance under GA46000 to soar;
- Replace Medicare's guaranteed benefits with a voucher system that is not guaranteed to cover the cost of equivalent care currently provided under Medicare.

In addition to Mr. Ryan's offensive budget proposal, GOP Presidential Nominee Romney gave his opinion on the Ryan budget stating: *"I'm very supportive of the Ryan budget plan. It's a bold and exciting effort on his part and on the part of the Republicans and it's very much consistent with what I put out earlier.... I applaud it. It's an excellent piece of work and very much needed."*

Not only did Mitt Romney state that he supported Mr. Ryan's budget, recently in an interview with Fortune

Magazine Mr. Romney stated that he would propose in the federal budget to eliminate funding for Amtrak. If the Republican Party has its way with privatizing Amtrak, it would negatively affect our Railroad Retirement system since Amtrak employees account for one-tenth of those contributing to the Railroad Retirement Trust Fund.

In closing, I urge you to be engaged in the election process by choosing the candidates that support the issues that we face as signalmen and labor organizations. I am sure that as you follow the presidential candidates and those who are running for positions in Congress, it will become clear for you to understand who supports our issues.

In Solidarity,



W. Dan Pickett
BRS President

Wal-Mart at 50

Fifty years ago, Sam Walton began a store with a vision. Walton believed that if you worked hard anything is possible, but that vision doesn't jibe with the behemoth company's actions in today's world.

Wal-Mart's business model tramples the human rights of workers, discriminates against women, damages small businesses and the environment.

Wal-Mart's Lack of Quality — Destroys Quality Everywhere

Last November, an environmental online magazine, *Grist*, ran an article about Wal-Mart entitled, *"Is Your Stuff Falling Apart? Thank Wal-Mart."* The article pointed out how Wal-Mart's price undercutting and the shoddy construction of the products it sells have forced retailers to compete by lowering the quality of their merchandise. Since 1994, apparel prices have fallen 39 percent, but the quality has fallen as well, meaning that consumers end up discarding the products quickly, creating an endless revenue stream for the retailers, but polluting the environment.

The offshoring of manufacturing and the general demise of union-wage jobs in the U.S. have forced Americans to shop for cheaper goods. Wal-Mart has taken full advantage.

They have forced some manufacturers to make separate, cheaper lines to sell in their stores. Seeking the higher quality product at a department store when an identical-looking (but more cheaply made) version is available at the big box store seems foolish to the consumer. The store's reputation for quality suffers, and, Wal-Mart demolishes another competitor.

The manufacturer then depends more and more on Wal-Mart to keep their business afloat and must accede to their demands. Manufacturers who try to resist are marginalized and Wal-Mart wins.

Wal-Mart: Largest Recipient of Social Services in U.S.

Workers at Wal-Mart are paid so little that now over \$2.66 billion in food stamps and other taxpayer-funded

assistance goes to Wal-Mart employees, approximately \$420,000 per store.

It is estimated that as many as 80 percent of Wal-Mart employees in some stores qualify for food stamps.

Wal-Mart's healthcare plans don't cover hundreds of thousands of associates. In 2009, Wal-Mart claimed that 52 percent of associates were covered under their healthcare plan. They've refused to disclose coverage rates for their 1.4 million U.S. employees since then.

Wal-Mart stopped offering health insurance to part-time employees (working less than 24 hours per week) in 2012.

Taxpayers are forced to provide healthcare for Wal-Mart's Associates. Hundreds of thousands of associates and their family members qualify for publicly-funded health insurance. Indeed, according to data compiled by Good Jobs First, in 21 of 23 states that have disclosed information, Wal-Mart has the largest number of employees on the public rolls of any employer. ■



"In our glorious fight for civil rights, we must guard against being fooled by false slogans, as 'right-to-work.' It provides no 'rights' and no 'works.' Its purpose is to destroy labor unions and the freedom of collective bargaining... We demand this fraud be stopped."

— MARTIN LUTHER KING JR. — 1960



- **Surface Transportation Funded Through 2014**
- **California Governor Signs High-Speed Rail Line into Law**
- **Six-Month Federal Funding Deal Made Before November Election**

Surface Transportation Funded Through 2014

On July 6, 2012, President Obama signed Moving Ahead for Progress in the 21st Century (MAP-21) into law (PL 112-141), reauthorizing surface transportation programs, providing funding through September 30, 2014, and extending taxes through September 30, 2016. The bill passed Congress on June 29, 2012. In general, MAP-21 maintains current transportation investment levels (plus a small inflation increase in FY 2014) for 27 months.

The bill transfers \$18.8 billion in general tax dollars to the Highway Trust Fund (HTF). This means a total of \$53.3 billion in general funds has been transferred to the HTF since 2008. The bill preserves the Alaska Railroad's ability to utilize the HTF's transit account to pay for its passenger service.

The bill provides \$1.6 billion in FY 2012 for Federal Railroad Administration (FRA) programs. Despite an amendment in the Senate, which provided \$100 million for high-speed and intercity passenger rail grants, the conference report zeroed out FY 2012 funding for this program. Funding for Amtrak capital grants was set at \$952 million, a \$30 million increase from the previous year's funding level, as well as \$466 million for Amtrak operating grants — a significant decrease from the FY 2011 enacted level of \$562 million.

California Governor Signs High-Speed Rail Line into Law

California is poised to become home to the nation's first truly High-Speed Rail System with a line connecting the Southland and San Francisco.

The high-speed rail project was part of a transportation bill signed by Governor Jerry Brown on July 18, 2012, that calls for general improvements to the state's rail system, involving a total of \$4.7 billion in state funding matched with \$7.9 billion in federal and local funds. *"This legislation will help put thousands of people in California back to work,"* Brown said at Union Station in downtown Los Angeles, according to a news release. *"By improving regional transportation systems, we are investing*

in the future of our state and making California a better place to live and work."

The law authorizes the state to spend about \$8 billion on the first phase of the rail line, including hundreds of millions of dollars for transit projects in Southern California and an expansion of Los Angeles' Union Station.

The projects will be funded by \$2.6 billion in rail bonds passed by California voters in 2008, and \$3.2 billion in federal funds for a 130-mile stretch of track allowing trains to travel from Madera to Bakersfield at 220 MPH. The bill also includes about \$2 billion in funding for projects in the Bay Area and Los Angeles County.

The California High-Speed Rail Authority says the rail line will initially allow passengers to travel between San Francisco and Los Angeles via the Central Valley in two hours and 40 minutes. The line is anticipated to transport passengers between Los Angeles and San Diego in 80 minutes and, in the northern part of the state, will eventually connect to Sacramento. In all, the 800 miles of track will include up to 24 stations.

Six-Month Federal Funding Deal Made Before November Elections

In an effort to avoid potentially toxic political tug of war, Senate Majority Leader Harry Reid (D-NV) and House Speaker John Boehner (R-OH) announced an agreement that both houses of Congress will agree on and send a Continuing Resolution to fund the federal government through March 2013 to President Obama for approval in September 2012. The funding levels will continue at levels agreed upon last year and be free of riders and policy additions.

"It will provide stability for the coming months," Senator Reid told reporters. *"It will be free of riders. This is very good because we can resolve these critical issues that directly affect the country as soon as the election is over and move on to do good things."* ■

Common Voter Registration Questions

Stand up and be counted. Voting is not only a privilege and right; it is a responsibility shared by all adult Americans. In most states you must be registered before election day to join in the process.

Am I eligible to register and to vote?

Yes, if you are:

- a citizen of the United States.
- a legal resident of your state.
- at least 18 years old by election day.

The above requirements are true of every state. For requirements particular to your state, please check with your City/County Elections Office or visit www.fec.gov.

Must I read or write English in order to register or vote?

No. You may register and vote even if you cannot read or write. You may take to the voting booth a literate and registered individual who can assist you in the voting process, but not actually vote for you.

When can I register?

Register anytime, but be sure to do it by your state's deadline if you want to vote in upcoming elections. A list of voter registration deadlines by state can be found at www.fec.gov.

Where can I find the registration form?

Voter registration forms are available at the post office, library, fire station, Department of Motor Vehicles, welfare department, Registrar of Voters, and the City/County Elections office. Also, many social service agencies have forms.

Do I ever have to re-register?

Yes. If you move, change your name, or have completed all conditions of a felony charge, you must register again. Check with your City/County Elections Office for answers to specific questions.

Will I remain a registered voter even if I fail to vote?

Yes. But most states remove voters who fail to vote for four or more years. Check with local election officials about your voter registration status.

Do I have to choose a political party in order to register and to vote?

No. You may check the "decline to state" or independent box on the form if you do not wish to belong to a political party.

Where will I vote?

Your polling place will be in your neighborhood. Call your City/County Elections Office for that information.

How long may I stay in the polling booth?

Take your time. Some states limit voting to ten minutes, but will extend that time if no other voters are waiting. You may take your pre-marked Sample Ballot into the polling place with you.

What if I make a mistake on my ballot?

You may request another one.

Can someone help me when I go to vote?

Yes, you can bring a friend, a relative, a teacher, a parent or anyone else. This person can help you read the ballot or use the voting booth to vote.

How do I obtain an absentee ballot?

You may request an absentee ballot by contacting your local county or city election official. Depending on your State, this individual may be the County Clerk, County Auditor, County Registrar or Supervisor of Elections, or the Board of Elections. In most cases, the telephone numbers for these offices are listed in the blue government pages of your phonebook.

I'm a U.S. citizen currently residing abroad. How can I vote by absentee ballot?

The FVAP also serves non-military U.S. citizens residing abroad by helping them to register and vote by absentee ballot.

When is the presidential election?

Tuesday, November 6, 2012. ■

ENDORSEMENTS

2012 General Election Endorsements Brotherhood of Railroad Signalmen

President W. Dan Pickett is pleased to provide the Brotherhood of Railroad Signalmen with a list of candidates believed to be the best qualified and most understanding of the needs of working Americans. Your right to vote is a personal choice, which is why the BRS hopes this information will be useful when you go to the voting booths to cast your vote on November 6.

(**S**–Senate, G–Governor, Numerical Listing–House District Number)

Alabama

02 - Therese Ford (D)
04 - Daniel Boman (D)
05 - Charlie Holley (D)
06 - Spencer Bachus (R)
07 - Terri Sewell (D)

Alaska

01 - Don Young (R)

Arizona

S - Richard Carmona (D)

01 - Ann Kirkpatrick (D)
02 - Ron Barber (D)
03 - Ron Grijalva (D)
05 - Spencer Morgan (D)
07 - Ed Pastor (D)
09 - Kyrsten Sinema (D)

Arkansas

01 - Scott Ellington (D)
02 - Herb Rule (D)
03 - Kenneth Aden (D)
04 - Gene Jeffress (D)

California

S - Dianne Feinstein (D)

01 - James Reed (D)
02 - Jared Huffman (D)
03 - John Garamendi (D)
04 - Jack Uppal (D)
05 - Mike Thompson (D)
06 - Doris Matsui (D)
07 - Amerish Bera (D)
09 - Jerry McNerney (D)
10 - Jose Hernandez (D)
11 - George Miller (D)
12 - Nancy Pelosi (D)
13 - Barbara Lee (D)
14 - Jackie Speier (D)

California

(continued)

15 - Pete Stark (D)
16 - Jim Costa (D)
17 - Mike Honda (D)
18 - Anna Eshoo (D)
19 - Zoe Lofgren (D)
20 - Sam Farr (D)
22 - Otto Lee (D)
23 - Terry Phillips (I)
24 - Lois Capps (D)
25 - Lee Rogers (D)
26 - Julia Brownley (D)
27 - Judy Chu (D)
28 - Adam Schiff (D)
29 - Tony Cardenas (D)
32 - Grace Napolitano (D)
33 - Henry Waxman (D)
34 - Xavier Becerra (D)
35 - Joe Baca (D)
36 - Raul Ruiz (D)
37 - Karen Bass (D)
38 - Linda Sanchez (D)
39 - Jay Chen (D)
40 - Lucille Roybal Allard (D)
41 - Mark Takano (D)
43 - Maxine Waters (D)
44 - Janice Hahn (D)
45 - Sukhee Kang (D)
46 - Loretta Sanchez (D)
47 - Alan Lowenthal (D)
49 - Jerry Tetelman (D)
51 - Juan Vargas (D)
52 - Scott Peters (D)
53 - Susan Davis (D)

Colorado

01 - Diana DeGette (D)
02 - Jared Polis (D)
03 - Salvatore Pace (D)
04 - Brandon Shaffer (D)

Colorado

(continued)

06 - Joe Miklosi (D)
07 - Ed Perlmutter (D)

Connecticut

S - Chris Murphy (D)

01 - John Larson (D)
02 - Joe Courtney (D)
03 - Rosa DeLauro (D)
04 - Jim Himes (D)
05 - Elizabeth Esty (D)

Delaware

G - Jack Markell (D)

S - Tom Carper (D)

01 - John Carney (D)

District of Columbia

01 - Eleanor Holmes
Norton (D)

Florida

S - Bill Nelson (D)

01 - Jim Bryan (D)
02 - Al Lawson (D)
03 - J. R. Gailliot (D)
05 - Corrine Brown (D)
06 - Heather Beaven (D)
07 - Jason Kendall (D)
08 - Shannon Roberts (D)
09 - Alan Grayson (D)
10 - Valdez Demings (D)
11 - David Werder (D)
12 - Jonathan Snow (D)
13 - Jessica Ehrlich (D)
14 - Kathy Castor (D)
16 - Keith Fitzgerald (D)

Florida

(continued)

17 - William Bronson (D)
18 - Patrick Murphy (D)
19 - James Roach (D)
20 - Alcee Hastings (D)
21 - Ted Deutch (D)
22 - Lois Frankel (D)
23 - Debbie Wasserman
Schultz (D)
24 - Frederica Wilson (D)
25 - Mario Diaz-Balart (R)
26 - Jose Garcia (D)
27 - Ileana Ros-Lehtinen (R)

Georgia

01 - Lesli Messinger (D)
02 - Sanford Bishop (D)
04 - Hank Johnson (D)
05 - John Lewis (D)
06 - Jeff Kazanow (D)
07 - Steve Reilly (D)
09 - Jody Cooley (D)
11 - Patrick Thompson (D)
12 - John Barrow (D)
13 - David Scott (D)

Hawaii

S - Mazie Hirono (D)

01 - Colleen Hanabusa (D)
02 - Tulsi Gabbard (D)

Idaho

01 - James Farris (D)
02 - Nicole LaFavour (D)

Illinois

01 - Bobby Rush (D)
02 - Jesse Jackson, Jr. (D)

Illinois

(continued)

03 - Daniel Lipinski (D)
04 - Luis Gutierrez (D)
05 - Mike Quigley (D)
06 - Leslie Coolidge (D)
07 - Danny Davis (D)
08 - Tammy Duckworth (D)
09 - Jan Schakowsky (D)
10 - Bradley Schneider
11 - Bill Foster (D)
12 - William Enyart (D)
13 - David Gill (D)
14 - Dennis Anderson (D)
17 - Cheri Bustos (D)
18 - Steve Waterworth (D)

Indiana

G - John Gregg (D)

S - Joe Donnelly (D)

01 - Peter Visclosky (D)
02 - Brendan Mullen (D)
03 - Kevin Boyd (D)
04 - Tara Nelson (D)
05 - Scott Reske (D)
06 - Bradley Bookout (D)
07 - Andre Carson (D)

Indiana

(continued)

08 - Dave Crooks (D)
09 - Shelli Yoder (D)

Iowa

01 - Bruce Braley (D)
02 - David Loebsack (D)
03 - Leonard Boswell (D)
04 - Christie Vilsack (D)

Kansas

02 - Tobias Schlingensiefen (D)
04 - Robert Tilman (D)

Kentucky

01 - Charles Hatchett (D)
02 - David Williams (D)
03 - John Yarmuth (D)
04 - William R.
"Bill" Adkins (D)
06 - Ben Chandler (D)

Louisiana

(Primary Election Nov. 6)

02 - Cedric Richmond (D)
04 - Patrick Williams (D)

Maine

S - Cynthia Dill (D)

01 - Chellie Pingree (D)
02 - Michael Michaud (D)

Maryland

S - Ben Cardin (D)

01 - Wendy Rosen (D)
02 - Dutch Ruppersberger (D)
03 - John Sarbanes (D)
04 - Donna Edwards (D)
05 - Steny Hoyer (D)
06 - John Delaney (D)
07 - Elijah Cummings (D)
08 - Christopher Van
Hollen (D)

Massachusetts

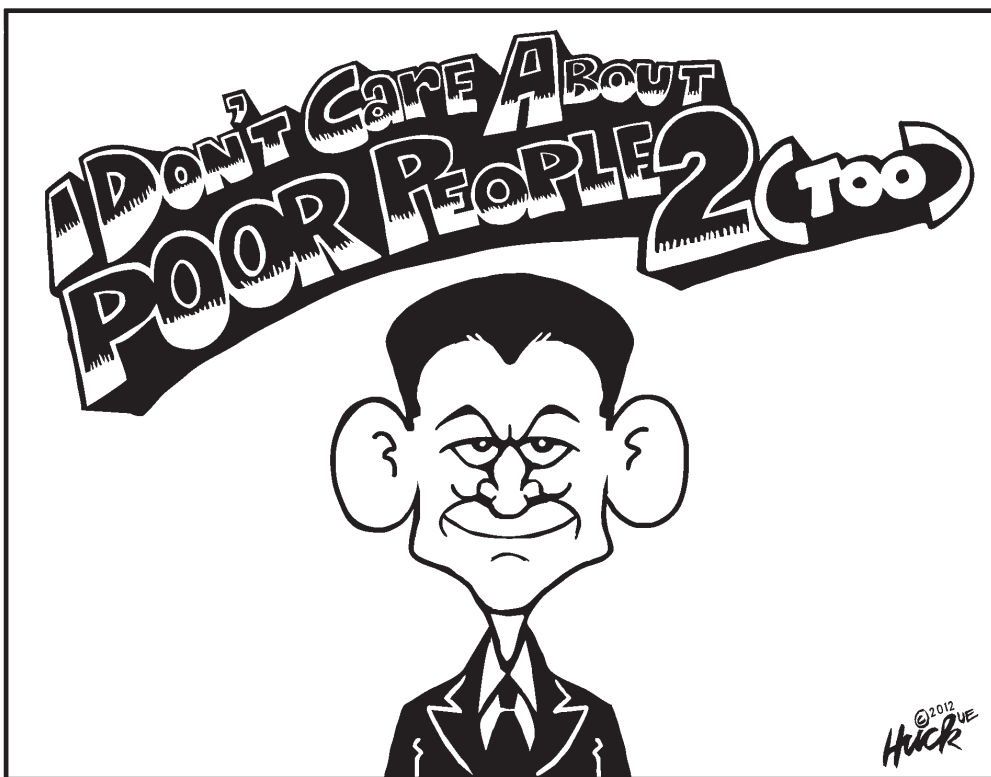
S - Elizabeth Warren (D)

01 - Richard Neal (D)
02 - James McGovern (D)
03 - Nikki Tsongas (D)
04 - Joseph Kennedy III (D)
05 - Edward Markey (D)
06 - John Tierney (D)
07 - Michael Capuano (D)
08 - Steve Lynch (D)
09 - Bill Keating (D)

Michigan

S - Debbie Stabenow (D)

01 - Gary McDowell (D)
03 - Steve Pestka (D)
04 - Debra Wirth (D)
05 - Daniel Kildee (D)
06 - Mike O'Brien (D)
07 - Kurt Haskell (D)
08 - Lance Enderle (D)
09 - Sander Levin (D)
11 - Syed Taj (D)
12 - John Dingell (D)
13 - John Conyers (D)
14 - Gary Peters (D)



Minnesota

S - Amy Klobuchar (D)

- 01 - Tim Walz (D)
- 02 - Mike Obermueller (D)
- 03 - Brian Barnes (D)
- 04 - Betty McCollum (D)
- 05 - Keith Ellison (D)
- 06 - Jim Graves (D)
- 07 - Collin Peterson (D)
- 08 - Richard Nolan (D)

Mississippi

S - Albert N. Gore, Jr. (D)

- 01 - Brad Morris (D)
- 02 - Bennie Thompson (D)
- 03 - Crystal Biggs (D)
- 04 - Michael Herrington (D)

Missouri

G - Jay Nixon (D)

S - Claire McCaskill (D)

- 01 - William Lacy Clay, Jr. (D)
- 02 - Glenn Koenen (D)
- 03 - Eric Mayer (D)
- 04 - Teresa Hensley (D)
- 05 - Emanuel Cleaver, II (D)
- 06 - Kyle Yarber (D)
- 07 - Jim Evans (D)
- 08 - Jack Rushin (D)

Montana

G - Steve Bullock (D)

S - Jon Tester (D)

- 01 - Kim Gillan (D)

Nebraska

S - Bob Kerrey (D)

- 01 - Korey Reiman (D)
- 02 - John Ewing (D)
- 03 - Mark Sullivan (D)

Nevada

S - Shelley Berkley (D)

- 01 - Dina Titus (D)
- 02 - Samuel Koepnick (D)
- 03 - John Ocegueda (D)
- 04 - Steven Horsford (D)

New Hampshire

- 01 - Carol Shea-Porter (D)
- 02 - Ann Kuster (D)

New Jersey

S - Robert Menendez (D)

- 01 - Robert Andrews (D)
- 02 - Frank LoBiondo (R)
- 04 - Christopher Smith (R)
- 05 - Adam Gussen (D)
- 06 - Frank Pallone (D)
- 07 - Upendra Chivulkula (D)
- 08 - Albio Sires (D)
- 09 - William Pascrell (D)
- 10 - Donald Payne (D)
- 11 - John Arvanites (D)
- 12 - Rush Holt (D)

New Mexico

S - Martin Heinrich (D)

- 01 - Michelle Lujan Grisham (D)
- 02 - Evelyn Erhard (D)
- 03 - Ben Ray Lujan (D)

New York

S - Kristen Gillibrand (D)

- 01 - Timothy Bishop (D)
- 03 - Steve Israel (D)
- 04 - Carolyn McCarthy (D)
- 05 - Gregory Meeks (D)
- 06 - Grace Meng (D)

New York

(continued)

- 07 - Nydia Velazquez (D)
- 08 - Hakeem Jeffries (D)
- 09 - Yvette Clarke (D)
- 10 - Jerrold Nadler (D)
- 12 - Carolyn Maloney (D)
- 13 - Charles Rangel (D)
- 14 - Joseph Crowley (D)
- 15 - Jose Serrano (D)
- 16 - Eliot Engel (D)
- 17 - Nita Lowey (D)
- 18 - Sean Maloney (D)
- 20 - Paul Tonko (D)
- 21 - Bill Owens (D)
- 23 - Nate Shinagawa (D)
- 24 - Daniel Maffei (D)
- 25 - Louise Slaughter (D)
- 26 - Brian Higgins (D)
- 27 - Kathy Hochul (D)

North Carolina

G - Walter Dalton (D)

- 01 - G. K. Butterfield (D)
- 02 - Steve Wilkins (D)
- 03 - Erik Anderson (D)
- 04 - David Price (D)
- 05 - Elisabeth Motsinger (D)

North Carolina

(continued)

- 07 - Mike McIntyre (D)
- 08 - Larry Kissell (D)
- 09 - Jennifer Roberts (D)
- 10 - Patsy Keever (D)
- 11 - Hayden Rogers (D)
- 12 - Mel Watt (D)
- 13 - Charles Malone (D)

North Dakota

G - Ryan Taylor (D)

- S - Heidi Heitkamp (D)
- 01 - Pam Guleson (D)

Ohio

S - Sherrod Brown (D)

- 01 - Jeff Sinnard (D)
- 02 - William Smith (D)
- 03 - Joyce Beatty (D)
- 04 - Jim Slone (D)
- 05 - Angela Zimmann (D)
- 06 - Charlie Wilson (D)
- 07 - Joyce Healy-Abrams (D)
- 09 - Marcy Kaptur (D)
- 10 - Sharen Neuhardt (D)
- 11 - Marcia Fudge (D)
- 12 - Jim Reese (D)



Ohio

(continued)

- 13 - Tim Ryan (D)
- 14 - Dale Blanchard (D)
- 15 - Patrick Lang (D)
- 16 - Betty Sutton (D)

Oklahoma

- 01 - John Olson (D)
- 02 - Rob Wallace (D)
- 03 - Timothy Murray (D)
- 04 - Donna Bebo (D)
- 05 - Tom Guild (D)

Oregon

- 01 - Suzanne Bonamici (D)
- 02 - Joyce Segers (D)
- 03 - Earl Blumenauer (D)
- 04 - Peter DeFazio (D)
- 05 - Kurt Schrader (D)

Pennsylvania

S - Bob Casey (D)

- 01 - Bob Brady (D)
- 02 - Chaka Fattah (D)
- 03 - Missa Eaton (D)
- 04 - Harry Perkinson (D)
- 05 - Charles Dumas (D)
- 06 - Manan Trivedii (D)
- 08 - Kathryn Boockvar (D)
- 10 - Phil Scollo (D)
- 11 - Gene Stimp (D)
- 12 - Mark Critz (D)
- 13 - Allyson Schwartz (D)
- 14 - Mike Doyle (D)
- 15 - Richard Daugherty (D)
- 16 - Aryanna Strader (D)
- 17 - Matthew Cartwright (D)

Rhode Island

S - Sheldon Whitehouse (D)

- 01 - David N. Cicilline (D)
- 02 - James Langevin (D)

South Carolina

- 01 - Bobbie Rose (D)
- 03 - Brian Doyle (D)
- 04 - Deb Morrow (D)
- 05 - Joyce Knott (D)
- 06 - Jim Clyburn (D)
- 07 - Gloria Tinubu (D)

South Dakota

- 01 - Matt Varilek (D)

Tennessee

S - Mark Clayton (D)

- 01 - Alan Woodruff (D)
- 02 - Troy Christopher Goodale (D)
- 03 - Mary Headrick (D)
- 04 - Eric Stewart (D)
- 05 - Jim Cooper (D)
- 07 - Credo Amouzouvik (D)
- 08 - Timothy Dixon (D)
- 09 - Steve Cohen (D)

Texas

S - Paul Sadler (D)

- 06 - Kenneth Sanders (D)
- 07 - James Cargas (D)
- 08 - Neil Burns (D)
- 09 - Al Green (D)
- 14 - Nicholas Lampson (D)
- 15 - Ruben Hinojosa (D)

Texas

(continued)

- 18 - Sheila Jackson Lee (D)
- 20 - Joaquin Castro (D)
- 21 - Candace Duval (D)
- 23 - Pete Gallego (D)
- 27 - Rose Meza Harrison (D)
- 28 - Henry Cuellar (D)
- 29 - Gene Green (D)
- 30 - Eddie Bernice Johnson (D)
- 32 - Katherine Sayers McGovern (D)
- 33 - Marc Veasey (D)
- 35 - Lloyd Doggett (D)
- 36 - Max Martin (D)

Utah

- G - Peter Cooke (D)

S - Scott Howell (D)

- 01 - Donna McAleer (D)
- 02 - Jay Seegmiller (D)
- 03 - Soren Simonsen (D)
- 04 - Jim Matheson (D)

Vermont

- G - Peter Shumlin (D)

S - Bernie Sanders (I)

- 01 - Peter Welch (D)

Virginia

S - Tim Kaine (D)

- 01 - Adam Cook (D)
- 02 - Paul Hirschbiel (D)
- 03 - Bobby Scott (D)
- 04 - Ella Ward (D)
- 07 - Wayne Powell (D)
- 08 - Jim Moran (D)

Virginia

(continued)

- 11 - Gerry Connolly (D)

Washington

- G - Jay Inslee (D)

S - Maria Cantwell (D)

- 01 - Suzan Delbene (D)
- 02 - Richard Ray Larsen (D)
- 03 - Jon Haugen (D)
- 04 - Mary Baechler (D)
- 05 - Rich Cowan (D)
- 06 - Derek Kilmer (D)
- 07 - Jim McDermott (D)
- 08 - Karen Porterfield (D)
- 09 - Adam Smith (D)
- 10 - Dennis Heck (D)

West Virginia

- G - Earl Ray Tomblin (D)

S - Joe Manchin (D)

- 03 - Nick Rahall (D)

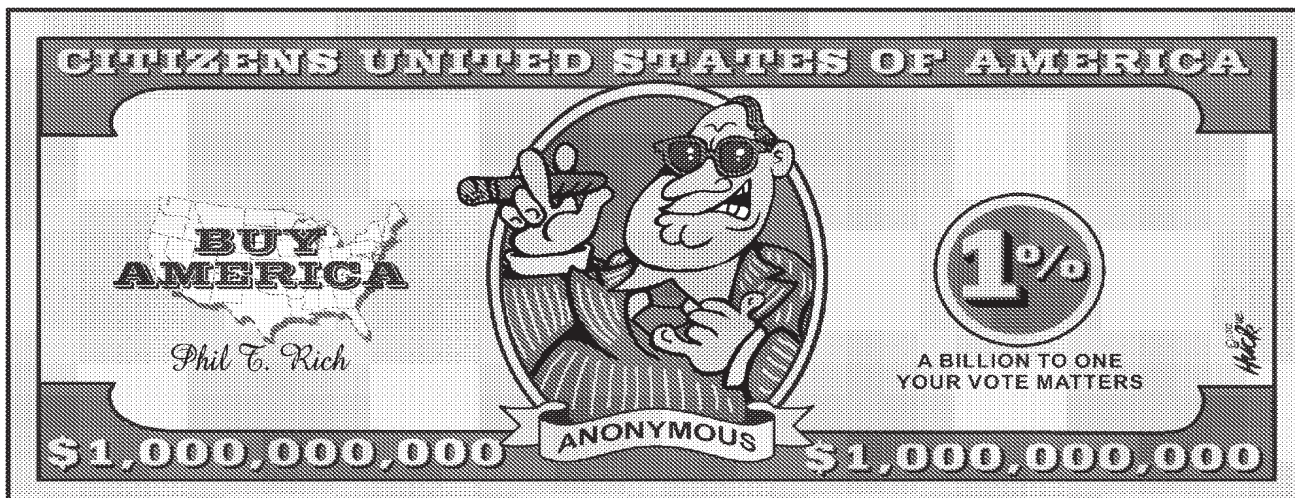
Wisconsin

S - Tammy Baldwin (D)

- 01 - Rob Zerban (D)
- 03 - Ron Kind (D)
- 04 - Gwen Moore (D)
- 05 - Dave Heaster (D)
- 07 - Patrick Kreitlow (D)
- 08 - James Wall (D)

Wyoming

- 01 - Chris Henrichsen (D)



Highway-Rail Grade Crossing Notification

TOLL-FREE CONTACT NUMBERS MAKE REPORTING EMERGENCIES EASIER

Transportation Secretary Ray LaHood announced new regulations requiring railroads to install signs at highway-rail grade and pathway crossings with telephone numbers the public can use to alert railroad companies to unsafe conditions.

"Safety is our highest priority," said Secretary LaHood. "The sooner railroads can be made aware of potentially unsafe conditions, the faster they can respond to ensure the safety of everyone driving over or walking across highway-rail crossings."

Under the final rule published in today's Federal Register, railroads must establish Emergency Notification Systems (ENS) by installing clear and readable signs with toll-free telephone numbers at crossings so the public can report unsafe situations and for railroads to respond to malfunctioning warning signals, vehicles stalled on the tracks, or other emergency situations. Depending on a railroad's operating characteristics, calls may be received through a 24-hour call center, or for smaller railroads, through an automated answering system or third-party telephone service.

"The signs will help reduce the risk of certain highway-rail crossing collisions," said Federal Railroad Administrator Joseph C. Szabo. "They will tell the public who to contact if they come upon a vehicle stalled on the tracks, or see problems involving flashing lights and gates."

Upon receiving a call, the dispatching railroad is required to contact all trains authorized to operate through the crossing, inform local law enforcement to assist in directing traffic, investigate the report or request that the rail-

road with maintenance responsibility for the crossing to investigate the report. If the report is substantiated, the railroad is required to take certain actions to remedy any unsafe condition.

Based upon comments received in response to its proposed rule, railroads without an existing ENS will have until July 2015 to establish one. Railroads that currently have an ENS in place may be able to retain existing signs, or will have until July 2015 or July 2017 to replace signs depending upon several factors. The FRA's regulatory impact analysis for the final rule found the total cost will be \$15.6 million, which is expected to be off-set by estimated accident and casualty reduction benefits of \$57.8 million over a 15-year period.

There are approximately 211,000 public and private highway-rail and pathway grade crossings in the United States. Many major freight and commuter railroads currently have systems in place to receive emergency reports. The rule builds upon the experience gained through previous voluntary, state, federal and industry experience. ■



Railroad Workers and on-the-Job Fatigue

The Department of Transportation has launched an interactive, multimedia website intended to reduce on-the-job fatigue among railroad employees by advising them on the importance of obtaining healthy sleep to maintain individual well-being, safety and workplace performance. The Railroaders' Guide to Healthy Sleep website features an anonymous self-test to screen for possible sleep disorders, a sleep and wake diary for tracking sleep and various tailored and effective strategies for improving the amount and quality of sleep obtained. Many railroaders work unpredictable schedules that can make it challenging to get proper sleep. The Railroaders'

Guide to Healthy Sleep includes articles, videos, quizzes and illustrations to help workers understand their normal daily ups and downs in alertness, and improve their sleep while balancing work and family life. The website was funded by the Federal Railroad Administration and developed by the John A. Volpe National Transportation Systems Center in collaboration with experts in sleep health from the Harvard Medical School Division of Sleep Medicine and experts in educational media from the WGBH Educational Foundation. Contact: Kevin F. Thompson, 202-366-6024. ■

Never Miss Another Important Occasion or a Chance to Save!

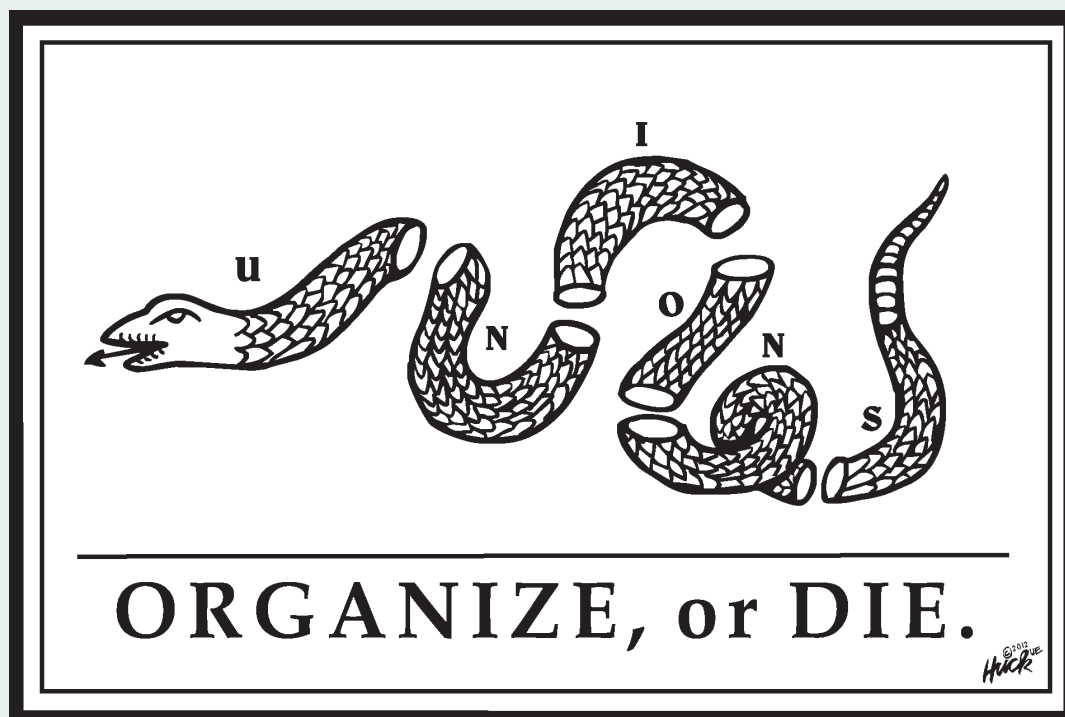
Sign up for the Union Plus Rosie's Reminder Service and Union Plus will send you an email or text reminder. Just log in (using your UnionPlus.org login) or create an account and get started today!

The new online service for union members and their families launched on August 27.

Union Plus Rosie's Reminder Service allows union members to select a range of reminders, such as key holidays, wireless contract expirations, oil change, roadside assistance contract expiration and Union Plus Scholarship deadline — as well as method of delivery — email or SMS/text message. Once an

account is created and set up, members will receive an email or text alert as the deadline approaches.

To create an account, members should go to UnionPlus.org/Reminders ■





RRB Offers Customer Service Options

Over the past decade, the U.S. Railroad Retirement Board (RRB) has made extensive use of technology to maintain and provide excellent service to its customers. This has included expanded services through the agency's website, www.rrb.gov, as well as implementation of a nationwide toll-free telephone number, 1-877-772-5772. While the toll-free number allows customers to talk to a representative in an RRB field office, it also provides several services which can be accessed in an automated format. In addition to improving efficiency and reducing costs for the RRB, the website and toll-free number are available for convenient access 24 hours a day, 7 days a week.

The following questions and answers provide additional information about the agency's online and automated phone systems.

1 Where are the online services located on the RRB website?

These services can be found under the "Beneficiaries & RR Employees" tab on the website's home page, where one of the highlighted menu items is "Benefit Online Services." Clicking on this link will display a page that provides access to all online services for annuitants and current employees, including video-based explanations or tutorials on most actions or services.

2 What online services are available to railroad employees and retirees on the agency website?

Individuals currently receiving annuities can request a letter verifying their monthly annuity rate, a history of their railroad service and compensation, a duplicate tax statement or a replacement Medicare card. Current employees can also request a copy of their railroad service and compensation history. These services do not require a Personal Identification Number (PIN)/Password account for access.

Current railroad employees who are not receiving an annuity can apply for and claim unemployment benefits, submit claims for sickness benefits, view a statement of their account under the Railroad Unemployment Insurance Act, get an estimate of their retirement annuity rate, or view their service and compensation history. All of these services for current employees require the individual to establish an Internet Services Account with a PIN and password.

3 How does someone set up an Internet Services Account?

On the "Benefit Online Services" page, there is a link for first-time users to request a Password Request Code (PRC). Individuals who are certain that the RRB has their current address in its records should click on this link. However, if someone is uncertain if the agency has the correct address on file, he or she should verify that it does by contacting an RRB field office. It is important to make sure the RRB has the correct address, as the information must match to generate a PRC, which is then sent by U.S. mail to the address on file.

After clicking on the link, an individual is directed to a certification statement that he or she must acknowledge, and some subsequent screens which provide additional explanatory information. At the conclusion of the process, the individual will be prompted to enter his or her name, social security number, date of birth and address. If this information matches the agency's records, a PRC should be received via mail within 10 business days.

Upon receipt of the PRC, the person should return to the "Benefit Online Services" page and click on the link to establish an Internet account. The account must be established within 30 days of the receipt of the PRC, as it becomes invalid after that period. After entering the PRC, the individual can create his or her own password for future use. The password should be between 8 and 15 characters, and may contain any combination of letters, numerals or the pound (#) or star (*) symbols. As an added security feature, the individual's social security number will function as his or her PIN.

4 When is the best time to set up an online account?

Even though a rail employee might not have an immediate reason to use the online services that require creating an Internet account, obtaining a PRC and establishing the account as soon as possible will ensure that it is available if needed.

The most common services for those with online accounts relate to unemployment and sickness benefits, both of which start a new benefit year each July 1. Since obtaining a PRC and setting up an online account can take up to 10 days, by establishing an online account before the end of a benefit year, an individual could submit online claims for unemployment or sickness benefits as early as necessary in the new benefit year.

5 Are there online services available to railroad employers?

Yes. The RRB has also developed the Employer Reporting System (ERSNet), a web-based system that allows railroad employers to handle a variety of transactions in an electronic format. In addition to allowing employers to file reports and adjustments for employee service and compensation, ERSNet also lets them process employee protests of reported amounts, as well as review unemployment applications and claims for unemployment and sickness benefits by their workers. Most employers are enrolled in ERSNet. New employers, or those who wish to switch from paper forms to the online system, can contact the RRB's Quality Reporting Service Center at (312) 751-4992, or by e-mail at qrsc@rrb.gov. Employers can access information about ERSNet by clicking on "Employer Online Services" under the "Rail & Labor Employers" tab on the home page.

6 Are there any other online services available through the RRB website?

Yes. RRB annuitants and current railroad workers can enroll in Direct Deposit to have their annuities or unemployment and sickness benefits automatically transferred into their bank accounts. RRB annuitants or railroad employees who have incurred a debt with the RRB and have to repay the agency, as well as railroad employers who need to make certain payments under the Railroad Unemployment Insurance Act, can do so electronically.

However, to perform these tasks, persons must access links on the "Benefit Online Services" and the "Employer Online Services" pages, as applicable, to outside websites which are operated by the Department of the Treasury. Individuals who want to enroll in Direct Deposit will be sent to www.GoDirect.gov, while persons needing to make payments will be directed to www.Pay.gov.

7 Does the RRB's nationwide toll-free telephone number offer automated services?

Yes. By calling 1-877-772-5772, persons with a touch-tone phone can request an annuity rate verification letter, a duplicate tax statement, a replacement Medicare card or a history of railroad service and compensation. Current employees can also use the toll-free system to check on the status of their unemployment or sickness claims. After dialing the toll-free number, they should enter "1" and the PIN on the back of their claim form. This PIN is assigned by the RRB, and is different than the one used for an Internet Services Account. The toll-free number provides these services, along with helpful announcements and information, 24 hours a day, 7 days a week. The system also allows callers to talk to an RRB field office representative on weekdays between 9 a.m. and 3:30 p.m., except on Federal holidays. ■

RRB Information Conferences

Friday, October 12

LITTLE ROCK, ARKANSAS

Comfort Inn & Suites Downtown

707 Interstate 30

Friday, October 12

PITTSBURGH, PENNSYLVANIA

Greater PA Regional Council of Carpenters

Union Hall

FRA, OSHA Sign Agreement to Protect Railroad Workers from Retaliation

The U.S. Department of Transportation's Federal Railroad Administration (FRA) and the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) announced the signing of an agreement to improve coordination between the two agencies in enforcing the whistleblower provision of the 2008 Federal Railroad Safety Act (FRSA). The FRSA protects employees from retaliation when they report safety violations to the government or report work-related personal injuries or illnesses.

"Safety is our highest priority and this agreement is an important step in providing protections for those who report unsafe conditions," said FRA Administrator Joseph Szabo. "Establishing a formal process for safeguarding the rights of employees who report safety violations is critical to maintaining workplace safety and fostering strong safety cultures."

Under the agreement, the FRA will refer railroad employees who complain of alleged discrimination to OSHA, and OSHA will share copies of the complaints it receives with the FRA. OSHA will also share any findings and preliminary orders that OSHA issues. The agencies will work together to develop training for the FRA on how to handle complaints of retaliation, and to assist OSHA enforcement staff in recognizing potential violations of railroad safety regulations revealed during whistleblower complaint investigations.

The FRA and OSHA sent a joint letter to railroad and transportation associations expressing their commitment to work together to ensure that injury reporting is as accurate and consistent as possible. The letter highlights an increase in railroad injury/incident reporting in recent years and provides concrete ways that the associations' member organizations can improve the safety of their workplaces and improve their compliance with federal regulations.

Between 2007 and 2012, OSHA received more than 900 whistleblower complaints under the FRSA. Almost 63 percent involved an allegation that a worker was retaliated against for reporting an on-the-job injury.

"The safety of railroad employees depends in part on workers' ability to report injuries, incidents, and hazards without

fear of retaliation," said Assistant Secretary of Labor for OSHA Dr. David Michaels. "OSHA welcomes the opportunity to work more closely with FRA to protect these rights and make our nation's railroads an even safer place to work."

Rail safety regulations are developed and enforced by the FRA in cooperation with rail stakeholders, including rail labor organizations. Through inspection, enforcement and education, the FRA plays a key role in ensuring rail safety. While the FRA has broad authority over rail safety, OSHA has responsibility for taking corrective actions for violations of the whistleblower provisions of the FRSA.

OSHA enforces the whistleblower provision of the FRSA, as well as whistleblower provisions of 20 other statutes protecting employees who report violations of various securities, trucking, airline, nuclear, pipeline, environmental, public transportation, workplace safety and health, consumer product safety, health care reform and financial reform laws. Under these laws, employers are prohibited from retaliating against employees who raise various protected concerns or provide protected information to the employer or to the government. Employees who believe that they have been retaliated against for engaging in protected conduct may file a complaint with the Secretary of Labor requesting an investigation by OSHA's Office of Whistleblower Protection Program.

Detailed information on employee whistleblower rights, including fact sheets with information on how to file a complaint with OSHA, is available online at www.whistleblowers.gov.

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to ensure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit <http://www.osha.gov>. ■

Rail Hazmat Regional Training Programs

The Rail Workers Hazmat Training Program will conduct the following Hazardous Materials/ Chemical Emergency Response Training Programs at regional locations:

September 24–28, 2012 — Portland, OR
Sheet Metal Institute, Portland Campus,
2379 NE 178 Avenue, Portland, OR

December 3–7, 2012 — Houston, TX
Val Jahnke Training Facility,
8030 Braniff Street, Houston, TX 77061

The training addresses Occupational Safety & Health Administration (OSHA) and U.S. Department of Transportation required training in addition to procedures and different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness, and the incident command system. The training also provides components required to complete the OSHA 10-Hour Outreach certification. The training includes classroom instruction, small group activities, hands-on drills, and a simulated hazmat response in full safety gear.

The Rail Workers Hazardous Materials Training Program is funded to provide this training by a federal grant from the National Institute of Environmental Health Sciences (NIEHS). While the five-day hazmat training course is targeting rail workers at the local level,

applicants within a 500-mile radius of these locations are eligible as well. The funding will provide the following:

Local Participants: Mileage reimbursement and meal allowance at \$45 per day

Traveling Participants: Air travel, lodging, and meal allowance

In addition, a stipend of \$625 per week is available to all training participants of these programs, except those who are able to secure regular pay through their employer, or are paid union officers.

Completed application forms should be faxed, mailed, or e-mailed to the Hazmat office as soon as possible, or register online at <http://www.hazmatgmc.org>. ■

Railway Workers Hazardous Materials Training Program
10000 New Hampshire Avenue
Silver Spring, MD 20903
(301) 439-2440 • (301) 628-0165 fax
ftthomas@nlc.edu



BRS DESIGNATED COUNSEL



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

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

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

ALABAMA

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

ARIZONA

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

CALIFORNIA

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

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

Anthony S. Petru
Hildebrand, McLeod & Nelson
Westlake Building
350 Frank H. Ogawa Plaza
4th Floor
Oakland, CA 94612-2006
Tel. (510) 451-6732
800-448-7575 (CA)
800-447-7500
www.bmnlaw.com

COLORADO

John J. Rossi
Rossi Cox Vucinovich Flakamp PC
3801 E. Florida Avenue
Suite 905
Denver, CO 80210-2500
Tel. (303) 759-3500
800-325-4014
www.rcvpc.com

10900 NE 8th Street
Suite 1122
Bellevue, WA 98004-4456
Tel. (425) 646-8004
866-357-RAIL (7245)

DISTRICT OF COLUMBIA

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

FLORIDA

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

Howard A. Spier
Rossman, Baumberger,
Reboso, Spier & Connolly
Courthouse Tower
44 West Flagler Street
23rd Floor
Miami, FL 33130-1808
Tel. (305) 373-0708
800-775-6511

ILLINOIS

Frank W. Petro
Petro & Petro
100 N. LaSalle Street
Suite 1605
Chicago, IL 60602
Tel. (312) 332-9596
800-472-5729

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

MARYLAND

P. Matthew Darby, LLP
Berman, Sobin, Gross,
Feldman & Darby, LLP
32 West Road
Suite 210
Towson, MD 21204
Tel. (410) 769-5400
800-248-3352
www.bsgfllaw.com

MASSACHUSETTS

Robert T. Naumes
Thornton & Naumes, LLP
100 Summer Street
30th Floor
Boston, MA 02110
Tel. (617) 720-1333
800-431-4600
www.tenlaw.com

MICHIGAN

Arvin J. Pearlman
Pearlman & Pianin, PLLC
24725 W. 12-Mile Rd.
Suite 220
Southfield, MI 48034
Tel. (248) 356-5000
800-272-5400
www.pearlpi.com

MINNESOTA

Randal W. LeNeave
Hunegs, LeNeave
& Kvas, PA
900 Second Avenue S.
Suite 1650
Minneapolis, MN
55402-3339
Tel. (612) 339-4511
800-328-4340
www.hklaw.com

Gregory T. Yaeger
Yaeger, Jungbauer
& Barczak, PLLC
2550 University Avenue West
Suite 345N
St. Paul, MN 55114
Tel. (651) 288-9500
800-435-7888
www.yjblaw.com

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Gene C. Napier
Hubbell Peak O'Neal
Napier & Leach
Union Station
30 West Pershing Road
Suite 350
Kansas City, MO
64108-2463
Tel. (816) 221-5666
800-821-5257
www.hubbellfirm.com

Drew C. Baebler
Bauer & Baebler, PC
1716 South Broadway
St. Louis, MO 63104-4049
Tel. (314) 241-7700
800-682-4529
www.naillaw.com

NEW YORK

Michael Flynn
Flynn & Wietzke PC
1205 Franklin Avenue
Garden City, NY 11530
Tel. (516) 877-1234
866-877-3352
www.felaattorney.com

OHIO

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

PENNSYLVANIA

Mitchell A. Kaye
Coffey, Kaye, Meyers & Olley
Two Bala Plaza
Suite 718
Bala Cynwyd, PA 19004
Tel. (610) 668-9800
800-334-2500

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

TEXAS

Sara Youngdahl
Youngdahl & Citti, PC
12621 Featherwood Drive
Suite 240
Houston, TX 77034
Tel. (281) 996-0750
866-996-0750
www.youngdahl.com

TEXAS

Weldon Granger
Jones, Granger,
Tramuto, & Halstead
www.jonesgranger.com

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

UTAH

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

VIRGINIA

Willard J. Moody, Sr.
The Moody Law Firm, Inc.
500 Crawford Street, Suite 300
Portsmouth, VA 23704
Tel. (757) 393-4093
800-368-1033
www.moodyrrlaw.com

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Cranwell, Moore & Emick, PLC
P.O. Box 11804
Roanoke, VA 24022-1804
Tel. (540) 344-1000
877-632-3352
www.cranwellmoorelaw.com

WASHINGTON

George A. Thornton
Thornton Mostul, PLLC
1000 Second Avenue, Suite 3310
Seattle, WA 98104
Tel. (206) 621-0600
800-525-3352
www.tmrailaw.com

See Colorado

SIX STEPS TO PROTECT YOUR VOTE ON ELECTION DAY

Make sure your vote counts!

Here are SIX SIMPLE STEPS you can take on Election Day to protect your voting rights:

- 1. Call the local elections office to verify the location of your polling place.** Locations may have changed, and a vote cast at the wrong place might not get counted.
- 2. Bring identification to the polls,** preferably a government-issued photo ID with your name and registered street address.
- 3. Ask for help from poll workers** and check posted information signs if you have questions or need assistance.
- 4. Make sure you cast a vote.** If you are in line when the polls close, stay in line because you are entitled to vote.
- 5. If you are offered a provisional ballot,** ask if you can cast a regular ballot by providing additional ID or by going to another polling place. If no alternative is available or practical, **cast a provisional ballot.**
- 6. If you have a voting rights problem, ask to speak with the chief election official or a voting rights volunteer at the polls, or call the toll-free nationwide Election Protection Hotline, 1-866-OUR-VOTE,** a project of a coalition of groups, including the AFL-CIO, promoting voting rights.

MYVOTE
MYRIGHT
AFL-CIO

For more information, contact your local or national union or the AFL-CIO Political Department, My Vote, My Right, 815 16th St., N.W., Washington, DC 20006; e-mail: yourvote@aflcio.org; visit www.myvotemyright.org; or call 202-639-6220 or 1-800-952-2550.

CONTINUOUS MEMBERSHIP



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

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

45 YEARS OF SERVICE

FD Pescatore 84

40 YEARS OF SERVICE

RA Lane 8
RD Allen 16
WH Joyce 16
ML Scott 16
RS Humphries 19
JL Harris 52
EM Wawryzniak, Jr. 53
TA Glotfelty 72
WD Cate 99
JL Shafer 102
WD Scheideler 119
BJ Golden 121
JL Hughes 121
DL Holdmeyer 129
JD Pointer 141
RR Szprygada 225

35 YEARS OF SERVICE

KP Finnerty 2
CJ Bowling 8
WL Briggs 8
TA Lubash 8
MJ Sullivan 8
MS Long 10
SF Edmondson 16

35 YEARS OF SERVICE

LR Williams 16
RA Blacketer 25
RA Gary 33
TD Boyer 35
PA Fortebraccio 35
PG Baxter 40
RK Cairns 40
DJ Morgan 40
GE Latham 49
GT Weihert 72
JL Osorio 84
MA Phillips 86
TG Burdett 87
TM Sperati 93
PL Shockey 99
JT Lewis 110
JR McDonald 110
KL Busboom 119
JW Heinemann 119
RL Adkins 123
GE Love 123
BC Alexander 129
PT Grover 130
LV Norman 133
CL Warnock, Jr. 136
SA Cox 137
WE Gunter, Jr. 137
JT Nickless 143
JW Hatfield 158

35 YEARS OF SERVICE

JM Hendrickson, Jr. 158
JC Boles 161
ML Gabaldon 161
CD Phillips 176
BR Hicks 183
KC Lovato 183
JA Jones, III 206
BO Stubbs 206
TJ Hullinger 228
DA Torrero 228
MC Leasor 234

30 YEARS OF SERVICE

GP Butler 8
SL Johnson 8
DR Waugh 14
SE Griffin 16
ML Martin 16
EJ Mack 31
RL Christensen 33
DL Dyck 33
RL Groves 55
MS Osman 72
RP Coriell 77
LB Elliott 77
DW Williams 81
JW Martin 94
RM Jett 110
JL McConnell 110
JP Harrington 114
TD Auger 120
AR Tanner, Jr. 120

30 YEARS OF SERVICE

E Quinonez, Jr. 121
JH Weber 130
DJ Basco 141
SC Siegmund 141
CL Davis 156
M Newman 183
AD Johnson 198
GL Smith 198
DP Menard 206
R Reyna 228
AS Chandler 237

25 YEARS OF SERVICE

VW Freeman 16
TE Lally 16
JM Gipson 42
PA Bigelow 52
PR McNierney 56
JP Neal 72
JJ Hussey, III 84
R Postell 102
JG Bauder 119
LD Patterson, Jr. 137
JW Haire, Jr. 141
BB Baublits 161
JJ Rocha 173
KC Tripp 183
CL Evans 185



Living Union: There's an App for That

The Union Label & Service Trades Department launched the Android version of its "Living Union" app in early July and has submitted the Apple version for approval by the App Store.

The app gives union families the ability to look up union products and services, access the 'Don't Buy' and 'Do Buy' lists, and submit union-made products to their database. ■

Health Scams! Don't Take the Risk.

HOW TO SPOT A SCAM...

It's Called Health Fraud

- Lots of people are fooled into buying health products that sound great, but are really fakes.
- Some products may cause serious problems like pain, suffering, or even death.
- Some products may not mix well with your other medicines.
- You may also lose your money on scam products that don't work.

Watch out for these claims. It might be a scam.

It's Natural — Just because a product is called “*natural*” does not mean it is safe. It's So Easy! Don't believe promises like “*lose weight while you sleep.*” If it sounds too easy, it might be a scam.

Miracle Cure! — Generally, one pill will not treat or cure many different illnesses like cancer, diabetes, AIDS, or arthritis. It Worked For Me Personal success stories by “*real people*” or doctors are easy to make up.

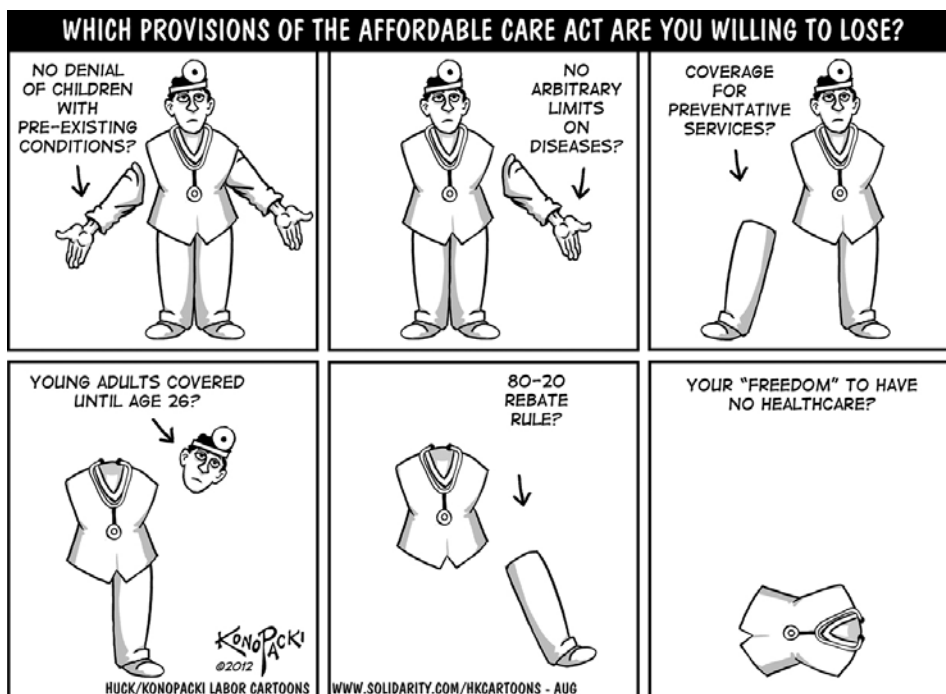
Pay Now and Save — Don't feel pressured to buy. Take time to get the facts about the product first.

They Don't Want You to Know — Always feel free to ask your doctor, nurse, or pharmacist what is best for your health. Health Fraud... Don't take the risk with your health or your money. You might see ads on TV or the Internet that make a lot of promises about a new health product. However, you don't know if it can really help you. It may even hurt you.

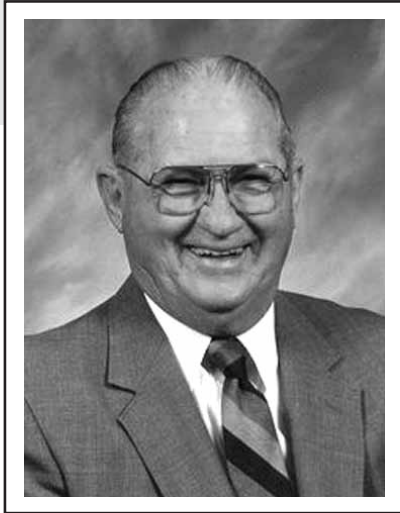
Protect yourself and your family

- Talk to a doctor, nurse, or pharmacist or call the Food and Drug Administration (FDA) at **1-888-463-6332** before you use any health product.
- Get the facts about health fraud at: www.fda.gov/healthfraud
- Report a problem with a product to the Food and Drug Administration (FDA) www.fda.gov/medwatch or **1-800-332-1088**.
- Report false advertising to the Federal Trade Commission (FTC) www.ftc.gov or **1-877-382-4357**.

This information was produced in collaboration between the FDA's Office of Women's Health and Office of Enforcement. The Food and Drug Administration (FDA) defines health fraud as the deceptive promotion, advertising, distribution, or sale of a product represented as being effective to prevent, diagnose, treat, cure, or lessen an illness or condition, or provide another beneficial effect on health, but that has not been scientifically proven safe and effective for such purposes.



In Memoriam



Harry Britton Sykes • 1925–2012

Brother Harry Britton Sykes passed away March 1, 2012. Brother Sykes began his 50-year career on the Clinchfield Railroad (CSX Transportation) in 1942. In 1950, he transferred to the Signal Department as a Helper, becoming a Maintainer in 1953. Brother Sykes served as the Clinchfield General Chairman for 35 years, from 1955-1990. At the time of Brother Sykes' retirement, he was a Signal Communications and Electronics Maintainer at Kingsport, Tennessee.

At the ceremony commemorating Brother Sykes' 50 years of service, he said, "I have

been on call 24 hours a day 7 days a week since December 18, 1950. I've worked hard and taken pride in the job. . . I still enjoy troubleshooting after all these years and still enjoy hearing the train crews call out 'clear signal' and 'high green.'"

In addition to his dedication to the BRS, Brother Sykes was also devoted to his community. He served as a deacon in Fordtown Baptist Church for over 50 years where he also taught the men's Sunday school class and sang in the choir.

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



PTC and the Goodwell, Oklahoma, Train Collision

continued from page 6

the track) for track maintenance (made possible by real-time train location information)

- Fuel savings

Despite the potential business benefits, railroads will continue to argue that the cost of PTC outweighs the benefits. Perhaps it would be less expensive for certain railroads if the PTC mandate was never put in place. However, had PTC been installed and operational in

Goodwell on that Sunday in June, there would not have been a catastrophic collision that destroyed millions of dollars worth of railroad equipment, and three families would have welcomed their loved ones home instead of having to plan funerals. The BRS offers our most heartfelt condolences to those families. It could have just been another beautiful Sunday morning. ■

BENEFITS DIRECTORY

INSURANCE | CLAIMS | GROUP POLICIES | INFO
HEALTH | RAILROAD RETIREMENT | PLANS
PHARMACY BENEFIT

UnitedHealthcare

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

Retiree Claims — GA-46000
UnitedHealthcare
P.O. Box 30985
Salt Lake City, UT 84130-0985
1-800-842-5252

Retiree Supplemental — GA-23111
UnitedHealthcare
P.O. Box 30304
Salt Lake City, UT 84130-0404
1-800-842-5252

Aetna

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

Highmark Blue Cross Blue Shield

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

MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770
www.metlife.com

Vision Service Plan

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
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.aetna.com

Managed Pharmacy Benefit Medco Rx Services

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

Railroad Retirement Board

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

Railroad Information Depot

www.rrinfodepot.com
(Note: Information on this site does not
apply to Amtrak employees)

OBITUARIES

PAUL L. ANTRIM—retired member of **LOCAL 148**.

Brother Antrim retired in 2008 after 30 years of service with the Chesapeake & Ohio Railroad and CSX Transportation. Brother Antrim was a Signal Maintainer at Crozier, Virginia, at the time of his retirement. Brother Antrim served as Local President. Brother Antrim is also a U.S. Marine Corps Veteran.

WILLIAM E. BOWSER—retired member of **LOCAL**

31. Brother Bowser retired in 1986 after 38 years of service with the Western Maryland Railroad and CSX Transportation. Brother Bowser was a Signal and Communication Maintainer at Chambersburg, Pennsylvania, at the time of his retirement. Brother Bowser served as Local President. Brother Bowser is also a U.S. Army Air Force Veteran who served in WWII and Korea.

WILBUR L. CHURCH—retired member of **LOCAL 8**.

Brother Church retired in 1981 after 36 years of service with the Union Pacific Railroad. Brother Church was a Signal Maintainer at Central City, Nebraska, at the time of his retirement. Brother Church served as Local Chairman.

MICHAEL F. DEAK—active member of **LOCAL 183**.

Brother Deak had 33 years of service at the time of his passing. He began his career in 1979 with the Grand Trunk Railroad and was hired at Metra in 1996. Brother Deak was currently serving as Local Trustee and was the first shift Signal Maintainer at Randolph Street Interlocking at the time of his death. He passed away while on duty on July 3, 2012. Known for his dedication and loyalty to his family, Brother Deak held strong beliefs in hard work and education. Readily evident to all who knew him, Brother Deak was passionately committed to social justice and service to others as he was active in both his community and the BRS. Union brothers found Brother Deak to be a reliable source for advice or assistance.

MICHAEL L. GABALDON—active member of **LOCAL**

161. Brother Gabaldon had 35 years of service with the Atchison, Topeka & Santa Fe Railroad and BNSF Railway Company. Brother Gabaldon was a Signal Maintainer at Belen, New Mexico, at the time of his passing.

GAIL W. HOOTMAN—retired member of **LOCAL 103**.

Brother Hootman retired in 1998 after 42 years of service with the Chicago, Burlington & Quincy Railroad and BNSF Railway Company. Brother Hootman was a Signal Maintainer at Watauga, Illinois, at the time of his retirement.

CLARENCE E. KERNS—retired member of **LOCAL**

94. Brother Clarence retired in 1988 after 40 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Kerns was a Signal Maintainer at Mitchell, Indiana, at the time of his retirement. Brother Kerns served as Local Chairman. Brother Kerns is also a U.S. Army Veteran who served during the Korean War and was a member of the American Legion.

MARK T. KING—retired member of **LOCAL 153**. Brother King retired in 2011 after 40 years of service with the Southern Pacific and Union Pacific Railroads. Brother King was a Signal Foreman at the time of his retirement. Brother King served as Vice General Chairman and Local Chairman.

DANNY J. LACKEY—active member of **LOCAL 16**.

Brother Lackey had 40 years of service with the Seaboard Coast Line Railroad (SCL) and CSX Transportation. Brother Lackey was a Signal Maintainer at Talbotton, Georgia, at the time of his passing. Brother Lackey comes from a long line of dedicated BRS members; his brother J. A. Lackey, Jr. is currently an active member with 43 years of service on the former SCL as a Signal Technician at Atlanta, Georgia. His father, (deceased BRS member) J. A. Lackey, Sr., retired with 42 years of service as a Signal Inspector at Manchester, Georgia, and his grandfather (deceased BRS member) J. Y. Lackey retired with 40 years of service as a Signal Maintainer at Lake City, South Carolina.

JOHN MELFI, SR.—retired member of **LOCAL 56**.

Brother Melfi retired in 1987 after 25 years of service with the Long Island Rail Road. Brother Melfi was a Signal Foreman at Babylon, New York, at the time of his retirement. Brother Melfi served as Local Recording-Financial Secretary for 17 years. Brother Melfi was very active in his community, serving as the Band Parents Association President for 16 years, Commissioner for the Boy Scouts of America, and President of the Thrivent for Lutherans. Brother Melfi is also a U.S. Army Veteran.

DEAN S. MORTON, SR.—retired member of **LOCAL**

40. Brother Morton retired in 1993 after 42 years of service with Conrail. Brother Morton was a C&S Maintainer Test at Latrobe, Pennsylvania, at the time of his retirement.

DEAN E. NICKERSON—active member of **LOCAL 228**.

Brother Nickerson had 23 years of service with Norfolk & Western and Norfolk Southern Railroads. Brother Nickerson was a Signal Maintainer at the time of his passing. Brother Nickerson is also a U.S. Air Force Veteran and was a finance officer of the Cassadaga Memorial American Legion Post 1280.

JERRY L. OSBORNE—retired member of **LOCAL 68**.

Brother Osborne retired in 2001 after 24 years of service with the Indiana Harbor Belt Railroad and Conrail. Brother Osborne was a C&S Maintainer at Hammond, Indiana, at the time of his retirement. Brother Osborne served as Local Trustee.

GEORGE J. ROBINSON—retired member of **LOCAL**

98. Brother Robinson retired in 1996 after 36 years of service in the Signal Department with the Chicago, Rock Island & Pacific, Chicago & Northwestern, and Union Pacific Railroads. Brother Robinson served as Second Vice President of Local 98 and Local Chairman of Local 23. Brother Robinson is a U.S. Marine Corps Veteran who served during the Korean War. Brother Robinson was also very active in his community, holding membership in the American Legion, the NRA, the North American Hunting Club, Wildlife Forever, the National Arbor Day Foundation, and treasurer of the National Association of Retired and Veteran Railway Employees.

RONALD L. RUMPLE—retired member of **LOCAL**

55. Brother Rumble retired in 1997 after 44 years of service with the Wabash Railroad, Norfolk & Western and Norfolk Southern Railways. Brother Rumble was a Signal Maintainer at Mansfield, Illinois, at the time of his retirement. Brother Rumble was also active in his community, volunteering with the Little League and Pony League.

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



CONGENITAL HEART DISEASE AWARENESS

Tips to Help Keep Your Health On Track!

Congenital Heart Disease is the most common type of birth defect, affecting nearly 40,000 infants born in the United States each year. A congenital heart defect may be discovered before birth, at birth, or after the baby is born and has already left the hospital. The important thing to understand is that the advancement of medical care and treatment over the years for this type of heart disease means that infants are living longer, healthier lives. Today, approximately one million adults in the United States are living with some form of a congenital heart defect.

What is a congenital heart defect?

A congenital heart defect affects the structure of the baby's heart and the way it functions. These defects can vary from being less serious (such as a small hole between the chambers of the heart) to very severe (such as missing or poorly formed sections of the heart). If the baby's doctor suspects that a congenital heart defect is present, even while the mother is pregnant, they will usually perform several tests to ensure that the baby is healthy.

What are some of the symptoms of congenital heart defects in infants?

While many babies may go home from the hospital without being diagnosed with a congenital heart defect, if a parent observes any of the following symptoms, they should contact their baby's pediatrician:

- Tires easily or falls asleep during feedings
- Pale or bluish skin color
- Head sweating, especially during feedings
- Poor weight gain
- Fast breathing when at rest or when sleeping
- Puffy face, hands, and/or feet
- Not playful or curious; sleeps a lot
- Often irritable; difficult to console

What are some of the symptoms of congenital heart defects in children?

Many times, a child may have a congenital heart defect and it will not be detected until later on in their childhood. If your child has two or more of these symptoms, contact your pediatrician:

- Seems to run out of breath during play
- Pale or bluish tint around lips and nose
- Difficulty keeping up with playmates
- Frequent colds and respiratory illnesses
- Tires easily in general and sleeps a lot
- Slow growth and weight gain/poor appetite
- Change in color during active play/sports
- Complaints of chest pain/heart pounding

What are some of the risk factors associated with congenital heart defects?

While the cause of most congenital heart defects is unknown, some are due to changes in the baby's genes or chromosomes. Others may be due to a combination of genes and other risk factors. Risk factors that may increase the chances of having a baby born with a congenital heart defect are:

- Mothers who are obese
- Mothers who consume alcohol during pregnancy
- Mothers with diabetes
- Mothers who use drugs prior to/during pregnancy
- Mothers who smoke
- Mothers taking certain medications
- Family history of a congenital heart defect
- Mothers who do not eat a healthy diet

What type of screening can be done if a congenital heart defect is suspected?

If a pediatric cardiologist suspects that your baby or child has a congenital heart defect, they may perform a test called a Pulse Oximetry Screening. This bedside test, which is painless and takes only a couple of minutes to perform, can usually identify if a congenital heart defect is present. The test is performed using a machine called a pulse oximeter. It measures the pulse rate as well as the amount of oxygen in the blood since low levels of oxygen can be a sign of a congenital heart defect.

When to contact your doctor?

If you suspect your baby or child may have a congenital heart defect, contact your pediatrician immediately. Early detection of congenital heart disease is very important for ensuring that babies and children with a congenital heart defect receive specialized care and treatment which may help them to live longer, healthier lives. ■

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

Celebrate Minimum Wage 100th Anniversary With Raise

BY HOLLY SKLAR

Massachusetts led the nation when it passed the first state minimum wage law a hundred years ago on June 4, 1912. Today, it is a laggard.

Our state minimum wage has been stuck at \$8 an hour since 2008. That's less than the \$8.46 value of the 1956 minimum wage, adjusted for inflation — and way below its peak value of \$10.58 in 1968. Today, Massachusetts has a lower minimum wage than Vermont, Connecticut, Illinois, Nevada, Oregon, and Washington.

The Commonwealth's 1912 Report of the Commission on

Minimum Wage Boards did not mince words. It said that whenever wages *"are less than the cost of living and the reasonable provision for maintaining the worker in health, the industry employing her is in receipt of the working energy of a human being at less than its cost, and to that extent is parasitic."*

Today's minimum wage doesn't come close to the 1912 goal of wages adequate *"to supply the necessary cost of living and to maintain the worker in health."* At \$8 an hour, the minimum wage amounts to just \$16, 640 a year for full-time work. It's hurting workers, businesses, and the state economy.

The 1912 minimum wage investigation and report was led by Mary "Molly" Dewson, who grew up in Quincy. Dewson's first job after graduating from Wellesley College was with the Women's Educational and Industrial Union, which decades later would merge with Crittenton Inc. to become the Crittenton Women's Union. Dewson would appreciate Crittenton's reports measuring how much income people need in communities across the Commonwealth *"to meet their most basic expenses — housing, utilities, food, basic transportation, child care, health care, clothing, essential personal and household items, and taxes — without public or private assistance."*

Dewson would be shocked to see the large gap between the minimum wage and the \$27,084 income — \$12.83 an hour — that Crittenton reported a single adult with no children needed to cover basic expenses on average in Massachusetts.



When the minimum wage is too low, it not only impoverishes workers, it undermines the consumer purchasing power needed for a vibrant economy.

The minimum wage sets the floor under our state economy. Among the ten occupations projected to have the largest number of jobs in Massachusetts between 2008 and 2018, seven are low-wage: Cashiers; Waiters and waitresses; Retail sales-

persons; Customer service representatives; Combined food preparation and serving workers, including fast food; Counter attendants, cafeteria, food concession and coffee shop; manual Laborers and freight, stock and material movers.

If the minimum wage had stayed above the \$10.58 value it had in 1968, it would have helped counter the erosion in average wages — and the hollowing out of our middle class despite rising worker productivity and education levels.

If the value of the minimum wage had not fallen since 1968, Walmart's wages, for example, would be closer to Costco, which pays starting wages of \$11 and has the lowest employee turnover in retail, doesn't need to spend money on advertising, and outperforms Walmart.

Instead of paying decent wages, Walmart tops the list of companies in Massachusetts with employees relying on publicly subsidized health insurance. An \$8 minimum wage means taxpayers are actually subsidizing Walmart executives and shareholders, including the Waltons, America's richest family.

"Even in the lowest-price segment of retail, bad jobs are not a cost-driven necessity but a choice," observed

Zeynep Ton of the MIT Sloan School of Management in the Harvard Business Review.

A minimum wage increase is overdue. Minimum wage critics routinely oppose increases in good times and bad, claiming wrongly they will increase unemployment. The most rigorous studies of the impact of actual minimum wage increases, including recent comprehensive studies in the journal *Industrial Relations and the Review of Economics and Statistics*, show they do not cause job losses — whether during periods of economic growth or recession.

It's too often forgotten that workers are also consumers. When the minimum wage is too low, it not only impoverishes workers, it undermines the consumer purchasing power needed for a vibrant economy.

Minimum wage raises aren't put under mattresses — or offshore tax havens. They are recycled back into the economy as workers use the additional dollars to buy needed goods and services their paychecks don't cover today.

Enacting proposed legislation to raise the minimum wage to \$10 in 2013 would be a great way to celebrate the 100th anniversary. ■

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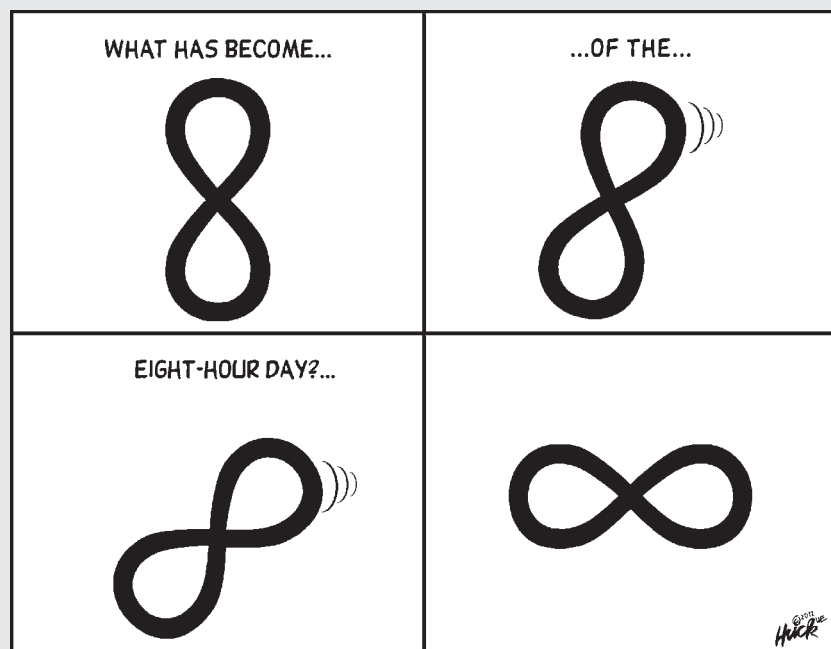
Canadian National/ Wisconsin Central Members Ratify Contract

continued from page 5

Wisconsin Central Division.

On April 4, 2004, the Communications and Signal Department employees of CN/WC officially joined the BRS. This occurred after the Wisconsin Central Transportation Corporation acquisition when the parent company, the Canadian National, began taking a much different approach concerning the employee wages, discipline, and fringe benefit packages.

Canadian Nationals' Wisconsin Central Division forms a strategically important link in Class I railroads' North American Free Trade Agreement network between Chicago, Illinois; Superior, Wisconsin; and the Carrier's current transcontinental rail network across Canada. ■



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. The gray (laser logo) golf shirt is made from 100% polyester with the BRS logo laser etched on chest.

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 (blue-hooded) is made of 80% cotton and 20% polyester. Features hood, full zip front, embroidered two-tone blue BRS emblem. **SWEATSHIRT** (black) Tackle twill, tri-tone quarter zip with white BRS lettering on front.

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

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

UNION-MADE



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						

SWEATSHIRTS	S	M	L	XL	2X	3X
Blue						
Black (quarter zip)						

GOLF SHIRTS	S	M	L	XL	2X	3X
Blue (Logo on sleeve)						
Blue (Logo on front)						
Gray (Laser Logo)						
Beige (Logo on sleeve)						
Beige (Logo on front)						
White						
Wind Shirt						

JACKETS	S	M	L	XL	2X	3X
Blue						

COATS	S	M	L	XL	2X	3X	4X
Black Wool & Leather							
Black Canvas							
Brown Canvas							

OXFORD SHIRTS	S	M	L	XL	2X	3X
Blue Oxford						
White Oxford						

Available sizes in un-shaded boxes only

TOTAL

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____ STATE _____ ZIP _____

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Purchases can also be placed on the BRS website, www.brs.org

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Graphic T-Shirt



Black Sweatshirt

NEW



Windshirt



Brown Canvas Coat



Black Wool & Leather Coat



Blue Jacket



Black Canvas Coat



Also available in White

Blue Oxford



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



Gray Golf Shirt



Sweatshirt

NEW



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



Mantle Clock



Flag



Pocket Watch



Wrist Watch



BRS Afghan

It's always the right time for

ICE CREAM!

**I scream, you scream,
we all scream for...
Union-Made Ice Cream!**

Make your union-made sundae using
these products from members of the
BCTGM, IAMAW, UFCW, IBT and the **UAW**.

Bowls, Dishes and Scoops:

Libbey Inc. Tulip Sundae
Serveware,
Banana Split Bowl or
Supreme Sundae Dish
Kitchen-Quip Ice Cream Scoops
Vollrath Kitchen Essentials

Ice Cream Brands:

Good Humor
Breakstone
Breyers
Labelle
Laura Secord
Carvel
Kraft
Land-O-Sun Dairies
Perry's

Toppings:

Hershey's Chocolate Sauce*
Frito Lay Peanuts
Planters Peanuts
Cool Whip
Country Fresh Cream



*Hershey operates a number of non-union manufacturing facilities in the U.S. and Mexico that produce Hershey products, including Reese Peanut Butter Cups and more.

Signalmen's Political League



Participation in the political process is at the forefront of everyone's minds 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 contributing \$75 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.

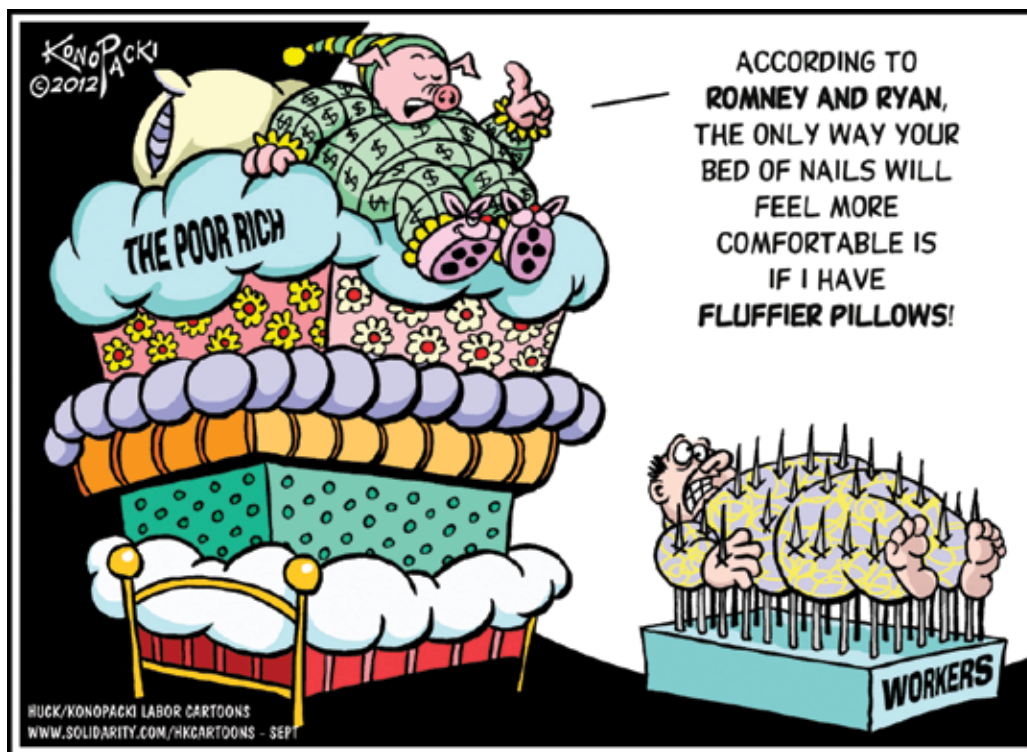
Vice President's Club — This level of the Signalmen's Political League program is for members contributing in the range of \$50 to \$74 per month. This contribution entitles the member to an SPL Jacket, SPL Hat, and/or SPL Gold Pin.

Senator's Club — Members who contribute between \$25 to \$49 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 \$10 to \$24 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. Members may also call Grand Lodge at (540) 622-6522 for an application form. ■



MEETING PHOTOS



Local 71 — Henderson, KY



Local 183 Elections



MEETING PHOTOS



Local 110 — Gaffney, SC



Local 213 Framingham, MA



MEETING PHOTOS



Local 99 — Lake Charles, LA

MEMBERS IN ATTENDANCE:

Joe Sampy, Local Chairman/
Local President; Phillip Shockey,
Recording-Financial Secretary;
Richard Rodriguez, Local
Chairman; Richard Ramirez,
Second Vice President; Bruce
Price, Local Chairman; Adrian
Porter, Local Chairman; Hunter
Allen, Local First Vice President;
Mark Ciurej, Vice President
West.



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ARLINGTON, VA, Hilton, Crystal
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BALTIMORE, Sheraton Baltimore

BOSTON, Hyatt Harborside Logan;
Hyatt Regency

CAMBRIDGE, MA, Hyatt Grand

CHICAGO, Congress Plaza;
Hyatt Regency Chicago; Hyatt
Regency O'Hare; Hyatt, Park
Hyatt; Westin Chicago Northwest;
Wyndham Suites

INDIANAPOLIS, Hyatt Regency

IRVINE, CA, Embassy Suites Irvine

LONG BEACH, CA, Hilton Long

Beach; Hyatt Regency Long B
LOS ANGELES. Wilshire Plaza

SACRAMENTO, Arden West, Hilton
Sacramento, Hyatt Regency
Sacramento

SAN DIEGO, Westin Emerald Plaza

SAN FRANCISCO, Hyatt Regency
Embarcadero; Hyatt, Fisherman's
Wharf; Hyatt, Grand Stockton;
Le Meridien

SANTA CLARA, CA, Hyatt Regency,
Santa Clara

WAIKIKI, HAWAII, Hyatt Regency

WASHINGTON, D.C., Westin City Center

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Longshore & Warehouse Union (ILWU)**

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O'SHEA**

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PHOTO CONTEST

WINNERS FOR 3rd Quarter 2012



Photo of Signal Maintainer James "Jimmy" Hansen replacing a bell at the 103rd Street Crossing on Metra's Rock Island Division, Beverly Branch.

Photo submitted by Local 183 Signal Maintainer Kevin Lavin.



Signalman Josh Stamper of Local 136, moving power lines on the Chesapeake and Ohio East Region Construction Division, in downtown Logan, West Virginia.

Photo submitted by Local 216 member Patrick Telford.



Matt Antes and Zeke Downey install a new cantilever arm on the Chesapeake and Ohio in Covington, VA.

Photo submitted by Local 136 member Cindy Hawkins.

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on **Flowers and Gifts!**
Members! Save 20% on all orders.
Our collection of bestselling flowers
with favorites to make your shopping easier.

UnionPlus.org/Flowers

AVIS Budget Hertz **We try harder.**

Save up to 25%
on car, van and truck rentals!



Save 15% 
on the regular monthly rate for
individual and family cell plans*
AT&T is the only unionized wireless service
company!

*Excludes additional lines for family plans, AT&T Unity plans and unlimited plans.
The Union Discount FAN# is

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Our new Coupon Center now makes it easier than ever to take advantage of your many benefits. Simply print the coupons you need to help you **stretch your paycheck, weather hardships and get more out of life, on and off the job!**

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