

BMWED

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES DIVISION
Of The International Brotherhood Of Teamsters

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BMWED Constructs Illinois High-Speed Rail *Union Pacific and BMWED Partner to Secure Project*

BMWED Representatives and Union Pacific officials traveled to Chicago, Illinois on March 22, 2011, to hear Illinois Governor Pat Quinn make an announcement important to both UP and rail labor, and the BMWED in particular. Governor Quinn announced a \$685 million agreement to begin construction on the next phase of emerging high-speed rail between Chicago and St. Louis. Funding for the project comes from \$1.2 billion in federal funding awarded to Illinois to expand passenger rail.

"Today's agreement marks another major step toward marking high-speed rail as a reality in Illinois," said Governor Quinn. "Bringing high-speed rail to Illinois has been a top priority to my administration because of the thousands of jobs and long-term investment it will bring to our state. This important partnership with the Union Pacific Railroad and the Obama administration will boost our efforts to make Illinois the high-speed rail hub of the Midwest."

Governor Quinn also shared his plans to apply for additional high-speed rail funds which were turned down by Wisconsin, Florida and other states. He went on to say that those Governor's decisions were "very ill-advised" and shared part of his vision for expanding high-speed rail in Illinois.

The announcement was made after the agreement had recently hit a snag when outside contractors lobbied for the track work. However, Union Pacific insisted that their employees, BMWED members, were the most professional and capable, and the obvious choice to perform the work, and that the work should be performed under their contract with the BMWED. At the same time BMWED staged an intense lobbying effort which resulted in the final



TRT 909 crew during recent training in Houston, Texas. BMWED National Division President Freddie Simpson pictured far left, BMWED Southwest Region Vice President Roger Sanchez pictured far right.



BMWED Illinois State Legislative Director Johnny Oeth at the podium, flanked right to left, Congresswoman Jan Schakowsky, Illinois Governor Pat Quinn, Vice President Union Pacific Railroad Joe Bateman, FRA Administrator Joe Szabo, Director Division of Public and Intermodal Transportation Joe Shacter and Senior Director for Government Affairs Amtrak Ray Lang.



Left to right, BLET Illinois State Legislative Board Chairman Paul Piekarski, BMWED Assistant Illinois State Legislative Director Tim Petty, Senator Dick Durbin, BMWED Illinois State Legislative Director Johnny Oeth, UP B&B Assistant Foreman Jim O'Neill and UP B&B Assistant Foreman Joe Jones.

agreement between the State of Illinois and Union Pacific Railroad.

Recognizing his lobbying efforts on behalf of high-speed rail, BMWED Illinois State Legislative Director Johnny Oeth was asked to share the podium with Governor Quinn, Senator Dick Durbin, Congresswoman Jan Schakowsky and others, and was invited to speak. "This will create more jobs, less pollution, and add economic stimulus to every town touched along the path of these new tracks," said Oeth. "This will have a positive impact on Illinois and will set a new pattern for high-speed rail for the rest of the country to follow."

Also attending the announcement were BMWED members and Union Pacific employees, Joe Jones and Jim O'Neill, both B&B Assistant Foremen from the Chicago area. Joe and Jim are representative of BMWED members who will benefit from the construction and maintenance of high-speed rail.

The new construction will be performed primarily by BMWED members employed at Union Pacific and by BMWED members assigned to UP's modern track renewal train (TRT 909). The initial stage of the current project involving track renewal will be between Dwight and Lincoln, Illinois. The TRT 909 Team will install 250,000

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Track Renewal Train (TRT 909)



Pascarella and Hidalgo Join BMWED Arbitration Department Staff

David Pascarella and Ryan Hidalgo have joined the BMWED Arbitration Department in Chicago, Illinois as Staff Assistants. Both David and Ryan have already been on the job for several months.

David Pascarella began work on March 18, 2010, and is originally from Cleveland, Ohio. David holds a degree in Political Economy and a degree in law. Prior to joining the BMWED as a Staff Assistant he worked for a number of years as a Crisis Manager at a facility for abused and neglected youth. He also taught English abroad, as well as paralegal studies here in the States.

Ryan Hidalgo began work on November 1, 2010, and is from Hammond, Indiana. Ryan is a graduate of Purdue University Calumet and holds a degree in Organizational Leadership and Supervision. Ryan previously worked for the Indiana Harbor Belt Railroad where he held seniority as a Trackman, Machine Operator and Track Inspector.



David Pascarella



Ryan Hidalgo

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Freddie N. Simpson
President and Editor

Perry K. Geller, Sr.
Secretary-Treasurer

Randall Brassell
Associate Editor

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Election Reminder 2011 State Legislative Convention

Local Lodges have until June 30, 2011 to elect a Local Legislative Representative to serve as a member on the Legislative Board for each respective state to represent the lodge in legislative matters. Advance notice should be provided for a regular or special meeting in order to conduct the elections.

A Vice Legislative Representative should also be elected to serve in the event the Local Legislative Representative is unable to carry out his/her respective duties.

Anyone interested in seeking election to one of these positions must be a member in good standing in accordance with Article II, Section 4(a)(1) of the IBT Constitution, and must be a resident and registered and/or qualified voter of the state from which elected to serve.

Local Lodges that have members residing in more than one state may elect representatives for each of those states.

Election rules, requirements and instructions were mailed to each Local Lodge Secretary-Treasurer on December 29, 2010.

Centenarians

"Happy Birthday" wishes to the following BMWED retirees who recently celebrated their 100th birthday:

Raymond Harris

A Canton, Ohio resident, Brother Harris celebrated his 100th birthday on January 18, 2011. He retired from his position as a Track Repairman for the Pennsylvania Central Railroad in March, 1975.

Milton A. Leonard

A Weedville, Pennsylvania resident, Brother Leonard celebrated his 100th birthday on January 31, 2011. Brother Leonard is a lifetime member of Pennsylvania Federation Local Lodge 3020. He last worked for the Pennsylvania Central Railroad as a Track Foreman in June, 1975.

The BMWED extends its sincere best wishes to both retirees. Happy Birthday!



This article was submitted by Sean Geri. Sean currently serves as the General Chairman for the Commuter Railroad System Division and represents BMWED members at the New Jersey Transit Rail Operations, and the Southeastern Pennsylvania Transportation Authority.

What Being Union Means

Too often these days, labor unions are being blamed by the conservative right wing for everything from bankrupting governments, strangling economies, and causing unnecessary tax increases, all to protect a bunch of "union bums".

While these age old smokescreens are no more than the recycled tools of corporate fat cats and greedy bosses, the alarming trend seems to be that regular working people are believing these lies.

We should ask ourselves, what does it mean to "BE UNION?" To our forefathers in the American labor movement it meant everything.

We take for granted, both the sacrifices that were made and the advances that these brave people made for all working people. The eight hour workday, overtime pay, safe working conditions, pensions, health insurance, the list is nearly endless. The impact and ripple effect of what unions have accomplished in this country is astounding and affects everyone, union and non-union alike.

Throughout history, immigrants, minorities, and women have seen gains made through trade unionism that may not have occurred otherwise. This stands true from the earliest days of the "Irish need not apply" mentality, through the "Jim Crow" era, and up to, and including today's attacks on low wage earners in the service industries.

We should review our history and realize the importance of unions and how we got to where we are today, and then ask ourselves, what does "BEING UNION" mean to me?

We enjoy higher wages, better benefits, more job security, and in general a better standard of living than our non-union counterparts.

And, the only legitimate voice for working people today is the right to collective bargaining. If we don't stand up and be counted, that right could be squandered.

Belonging to the BMWED has allowed me the opportunity to own a home, provide for my family, enjoy vacations, have excellent healthcare for me and my family, and above all else, dignity and respect in the work place. Our employers must recognize us, bargain fairly with us, and engage each of us and recognize that we also have a stake in our livelihoods – the railroads.

From the day I started paying union dues I was proud to do so, and I always will be. We pay more for cable television, car insurance, utility bills, and interest on our mortgages than we do in union dues. There is no better bargain than what we pay to keep our union and the right to bargain and be represented in the work place. Obviously, union wages is what allows us to live a decent life style.

Too many "talking heads" would have us believe that we are the enemy. To them I say; "Who hurt the economy more, unions that set the standard for wages so

that people have more buying power and the ability to pay taxes, or the anti-union politicians who would stifle wages and allow the banks and Wall Street to go unchecked?" Everyone knows that the economic problems and the failure of the housing market were caused by Wall Street and the mega-banks, not the unions.

As a nation we once believed that a high tide rose all boats and that unions set that benchmark. Now, it seems more like a race to the bottom. Many hard working Americans are buying into the spoon fed anti-union rhetoric that is being fed to us by right wing politicians, certain fake news programs and talk radio personalities. We cannot let our insecurities about the economy make us fall for these lies.

I would urge every union member to do their part and stand up for the labor movement, without it there are those that would make us a country of "haves" and "have nots."

America's labor unions fought to create the middle-class, now we must fight to preserve it.

What does "BEING UNION" mean to you?

New and Expanded Union SAFE Benefits Help Union Members Dealing with Strike, Furlough and Job Loss

Two new hardship grants from Union Plus are available to help union members with union credit cards that are facing financial difficulties due to furlough and strike. In addition, the Union Plus Job Loss Grant has been expanded to help even more members.

NEW: Union Plus Strike Grant - Union Plus Credit Card holders who are on strike or locked out for 30 or more consecutive days may apply for a \$250 payment made directly to their credit card accounts.

NEW: Union Plus Furlough Grant - Union members or their spouses who have been furloughed from their jobs for 15 days or more within a six-month period can receive a one-time \$250 payment made

directly to their Union Plus Credit Card.

IMPROVED: Union Plus Job Loss Grants – The time to apply for a \$250 Job Loss Grant has been expanded from six months to 12 months to allow members more time to learn of the grant and apply for it. Union Plus Credit Card holders who have been laid off in the preceding 12 months and who have been out of work for 90 days or longer may apply for a grant.

These grants are part of the Union SAFE program from Union Plus that has provided some \$5 million to assist eligible union members facing hardships due to layoffs, hospital costs, disability, mortgage payment problems and high college costs.

Through these new and expanded programs, Union Plus will help even more union families.

In addition to the new benefits, Union Plus also provides:

- Free credit counseling, budgeting advice and no-fee debt management and bankruptcy counseling benefits.
- Hospital Care Grants of \$1,000 to help members who participate in the Union Plus Credit Card, Mortgage or Insurance programs who have been hit with large, unreimbursed hospital expenses.
- Mortgage Assistance to help Union Plus Mortgage holders, who become unemployed, disabled or go

on strike, make their mortgage payments.

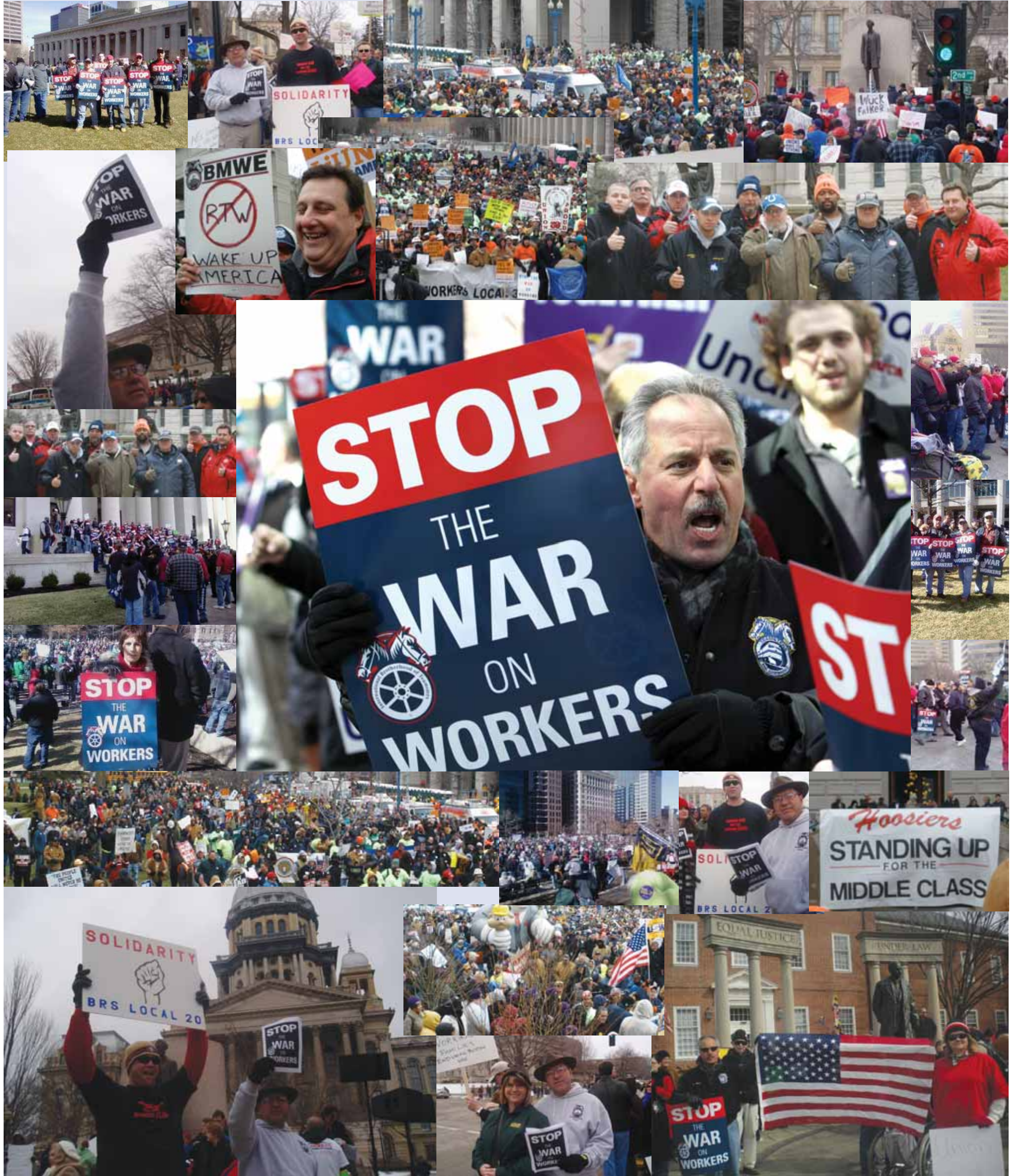
- College Savings Grants of \$500 to help union members or retirees save for their young children's or grandchildren's futures.
- Disability Grants up to \$2,000 to help Union Plus Credit Card holders who have experienced a significant loss of income due to a recent disability.
- Disaster Relief Grants of \$500 to participants in the Union Plus Credit Card, Mortgage and Insurance programs.

Additional qualifications may apply for grant eligibility. Learn more and find grant applications at UnionPlus.org/UnionSAFE.





BMWED Joins the Fight Against the War On Workers



OFFICIAL CONVENTION CALL

TO THE OFFICERS AND MEMBERS OF AFFILIATED LOCAL UNIONS, JOINT COUNCILS, STATE CONFERENCES, BLET GENERAL COMMITTEES OF ADJUSTMENT, BMWED SYSTEM FEDERATIONS AND TEAMSTERS CANADA

In accordance with the provisions of Article III, Section 1 of the International Constitution,¹ you are hereby notified that the 28th International Convention of the International Brotherhood of Teamsters (the "Convention") will convene in the City of Las Vegas, Nevada, on June 27, 2011, at 9:00 a.m. at the Paris Las Vegas, for the purpose of nominating candidates for Regional and At-Large Vice President positions; nominating candidates for International Trustee positions; and nominating candidates for the offices of President of Teamsters Canada, General Secretary-Treasurer, and General President; considering amendments to the International Constitution; and transacting such other business as the Convention may lawfully consider in accordance with the Convention Rules, the Rules for the 2010-2011 IBT International Union Delegate and Officer Election ("2011 Rules"), and the Consent Order entered in *United States v. International Brotherhood of Teamsters, et al.*, U.S.D.C., SDNY No. 88-Civ.-4486 (DNE) (Mar. 14, 1989).

BASIS OF REPRESENTATION. In accordance with Article III, Section 2 and Article VII, Section 5 of the International Constitution, each Local Union having one thousand (1,000) members or less shall be entitled to one (1) delegate, and one (1) delegate for each additional seven hundred fifty (750) members or major fraction thereof, but in no case shall a delegate have more than one (1) vote, even though he or she may also be a delegate from the International Union or from more than one subordinate body. For the determination of delegate entitlement, the term "Local Union" includes all IBT Local Unions and the following IBT subordinate entities within the IBT Graphic Communications Conference and the IBT Rail Conference.

CONFERENCE OR DIVISION	ENTITY
Graphic Communications Conference ("GCC")	All local unions with 125 or more members.
GCC	GCC local unions with less than 125 members shall be consolidated by the IBT geographic region in which their headquarters are located, and vote as though they constituted a single local union within the region.
Brotherhood of Locomotive Engineers ("BLET")	All BLET General Committee of Adjustment ("GCAs") with 100 or more members.
BLET	BLET GCAs with less than 100 members shall be consolidated by the IBT geographic region in which their headquarters are located, and vote as though they constituted a single local union within the region.
Brotherhood of Maintenance of Way Employes Division ("BMWED")	All BMWED System Federation ("SFs") with 100 or more members
BMWED	BMWED SFs with less than 100 members shall be consolidated by the IBT geographic region in which their headquarters are located, and vote as though they constituted a single local union within the region.
Teamsters Canada Rail Conference ("TCRC")	The BMWED and BLET Divisions within the TCRC will each be treated as a single local union.

No proxy vote will be allowed. Only delegates certified by the Election Supervisor will be permitted to nominate from the floor, second a nomination, or vote for the nomination of International Union Officers.

Each Local Union shall be required to send all of the delegates to which it is entitled to the Convention, unless the General Secretary-Treasurer and Election Supervisor have attested to the financial inability of the Local Union to send a full delegation and thereafter the Local Union's membership has voted to send less than a full complement of delegates. However, a delegate may seek financial assistance in order to attend the Convention, subject to Article III of the 2011 Rules. A Local Union not sending its full complement of delegates shall not constitute a basis for challenging the credentials of the remaining delegates representing that Local Union so long as the Local Union has complied with Article II, Section 4(b)(8) and Article III, Section 3(a) of the Rules.

In accordance with Article III, Section 5(c) of the International Constitution, International Officers shall be entitled to all the privileges of regularly credentialed delegates by virtue of their position. However, in that capacity, such delegates will not be permitted to nominate from the floor, second a nomination, or vote for the nomination of International Union Officers.

In accordance with Article III, Section 5(d) of the International Constitution, Joint Councils and State Conferences are entitled to one (1) delegate each. However, such delegates will not be permitted to nominate from the floor, second a nomination, or vote for the nomination of International Union Officers.

In accordance with the Merger Agreement between the IBT and Graphic Communications International Union (the "GCC Merger Agreement"), the GCC President shall be a delegate to the Convention; however, he will not be permitted to nominate from the floor, second a nomination, or vote for the nomination of International Union Officers unless he is otherwise accredited as a Convention delegate. Also, in accordance with the GCC Merger Agreement, any members of the GCC General Board and any delegates to the GCC convention who are not otherwise delegates or alternate delegates to the Convention shall be invited as guests at the Convention.

In accordance with the Merger Agreement between the IBT and BMWED (the "BMWED Merger Agreement"), the BMWED National President shall be a delegate to the Convention; however, he will not be permitted to nominate from the floor, second a nomination, or vote for the nomination of International Union Officers unless he is otherwise accredited as a Convention delegate. Also, in accordance with the BMWED Merger Agreement, any officers of the BMWED National Division shall be invited as guests at the Convention.

REQUISITES FOR REPRESENTATION. In accordance with Article III, Section 3 of the International Constitution:

(a). Except as provided in (c), no Local Union shall be entitled to representation in the Convention that has not been chartered, affiliated, and in good standing for a total of six (6) months prior to the opening of the Convention.

(b). No IBT Local Union shall be entitled to representation in the Convention which, at the time of the Call of the Convention, is six (6) months or more in arrears in moneys due to the International Union or to any subordinate body thereof with which such Local Union is affiliated, or which, if less than six (6) months in arrears, has not paid all such arrearages in full at least three (3) days prior to the opening of the Convention, excepting those moneys due for the last month, which amounts must be paid by the beginning of the Convention. GCC Local Unions, BLET GCAs, and BMWED SFs, are entitled to representation at the Convention provided they have satisfied the per capita obligations required by their respective merger agreements with the IBT and are otherwise not more than six (6) months or more in arrears. If the circumstances warrant, the General Executive Board or the Election Supervisor may waive any of the foregoing requirements on a nondiscriminatory basis.

(c). The General Executive Board or the Election Supervisor is empowered to grant full representation to any Local Union which has been affiliated with the International Union for less than six (6) months when such Local Union was formerly affiliated with an international union other than the International Brotherhood of Teamsters or was chartered as a result of a split-off or merger.

EXPENSES OF DELEGATES. In accordance with Article III, Section 4 of the International Constitution, such subordinate body shall pay the expenses of its delegates to the Convention, or make arrangements for such payment of expenses by agreement with other subordinate bodies.

Each GCC Local Union having 125 or more members shall pay the expenses of its delegates to the Convention, or make arrangements for such payment of expenses by agreement with other subordinate bodies. For the GCC local unions having less than 125 members and grouped by IBT geographic region to elect Convention delegates and alternates, the expenses of those delegates shall be paid as directed by the Election Supervisor.

Each BLET GCA having 100 or more members shall pay the expenses of its delegates to the Convention, or make arrangements for such payment of expenses by agreement with other subordinate bodies. For the BLET GCAs having less than 100 members and grouped by IBT geographic region to elect Convention delegates and alternates, the expenses of those delegates shall be paid as directed by the Election Supervisor.

Each BMWED SF having 100 or more members shall pay the expenses of its delegates to the Convention, or make arrangements for such payment of expenses by agreement with other subordinate bodies. For the BMWED SFs having less than 100 members and grouped by IBT geographic region to elect Convention delegates and alternates, the expenses of those delegates shall be paid as directed by the Election Supervisor.

Expenses allowances for delegates and alternates should be determined in accordance with your union's bylaws or past established practice and any rules issued by the General Secretary-Treasurer, to the extent they are consistent with the **Advisory on Delegate and Alternate Delegate Expenses** to be issued shortly by the Election Supervisor. Delegates and alternates may not receive duplicate expenses or allowances, even if authorized. Thus, in determining the amount of expenses or allowances, the Local Union must take into account any expenses or allowances a delegate or alternate receives from another labor organization.

DELEGATE CREDENTIALS. Credentials will be issued by the Election Supervisor and mailed or delivered by him to each certified delegate, with a copy to the General Secretary-Treasurer. The credential shall have typed thereon the delegate's name and the Local Union number, and shall be signed by the Election Supervisor.

At the Convention, each delegate must present at the time of registration his or her credential, properly signed by the Election Supervisor. Each delegate must be a member in good standing from a Local Union entitled to representation and, therefore, entitled to a seat at the Convention. Each delegate should have, if possible, a copy of his or her paid-up dues receipts for the month of May 2011 to present at the time of registration. If the delegate is unable to obtain his or her dues receipt, dues records will be verified at the Convention by the Credentials Committee and the Election Supervisor.

In addition, each delegate or alternate delegate must present at registration a government-issued picture identification (preferably a driver's license).

ALTERNATE DELEGATES. Each Local Union has elected alternate delegates to the Convention. Said alternate delegates have been separately nominated and elected by secret ballot, and certified by the Election Supervisor. Credentials are not provided for alternate delegates. A Local Union shall pay the expenses of its alternate delegate(s) for attendance at the Convention, as set forth in the Local Union Election Plan approved by the Election Supervisor. However, a Local Union cannot pay the expenses of an alternate delegate unless it sends and pays for expenses of its full complement of delegates. If the Local Union sends or pays the expenses of less than all of its elected alternate delegates, the highest-ranking alternate delegate(s) shall be those sent and for whom expenses are paid. A Local Union may not send to the Convention or pay the expenses of any member or guest unless it pays the expenses of all its alternate delegates regardless of the terms of the Local Union Plan.² 2011 Rules, Article III, Section 3(s). Alternate delegates may seek financial assistance in order to attend the Convention, subject to Article III of the 2011 Rules.

AMENDMENTS AND RESOLUTIONS. In accordance with Article III, Section 9(a) of the International Constitution, at least thirty (30) days prior to the Convention, Local Unions, Local Union officers, members in good standing, or general officers shall have the right to send to the General President proposed amendments or additions to the Constitution, or resolutions, which shall be submitted to the Constitution Committee when it meets.

All of the applicable provisions of Article III and Article VII, Section 5, of the International Constitution, and the provisions of Article III or the 2011 Rules, are hereby incorporated by reference in this Official Convention Call.

Furthermore, you are hereby requested to review in detail those provisions of the International Constitution and the 2011 Rules concerning this Convention.

Fraternally yours,
C. Thomas Keegel, General Secretary-Treasurer
Richard W. Mark, Election Supervisor

¹The BMWED and BLET Divisions ²Guest badges will not be issued to employer/company representatives.



Freddie N. Simpson

PRESIDENT'S PERSPECTIVE

SCOTT WALKER, THE TRUTH ABOUT RONALD REAGAN, AND THEIR IMPACT ON LABOR

Unless you have been living in a cave for the past few months you know who Scott Walker is, and what he has been up to lately. Among other things, the recently elected Governor of Wisconsin has

given new meaning to the word sleazy, and has proven once again that integrity is not a prerequisite for holding public office.

Just in case you don't know who Tea Party darling Scott Walker is he is the genius that is trying to break the public unions in Wisconsin. Using the state's deficit that he helped create by giving 67 million dollars worth of tax breaks to Wisconsin businesses, Walker has led the charge against public employee pension plans and healthcare. Make that most public employees, he exempted fire and police, the two unions that backed his campaign for Governor.

Like railroaders, Wisconsin's public employees have taken less in wages and other benefits over decades in order to have more of their bargaining package go toward healthcare and pension plans. Walker doesn't care. Nor does he care that the public employee unions had already agreed to take less and contribute more, he just wants unions gone in the state of Wisconsin. Walker has demanded a give back from the unions that would amount to an 8% cut in wages that they had already agreed to, and the elimination of their bargaining rights. With the help of the Republican led Legislature the Bill has now passed, although there are still a number of legal challenges.

As the Journal went to press the legal challenges were still pending. A Wisconsin Circuit Court Judge (Madison, WI) issued a temporary restraining order (TRO) requested by the Dane County District Attorney on March 18, that blocks the publishing of the Bill which must be published within ten days in order to become law. Wisconsin's Republican Attorney General appealed the TRO to the Wisconsin Court of Appeals naming Secretary of State LaFollette as the petitioner. LaFollette says he was not consulted and had not complained about the TRO. On March 24, the court

refused to rule and said the case should be decided by the State Supreme Court.

What drives this right-wing ideologue?

Walker began his political career while attending Marquette University. Prior to dropping out of college, he ran for President of the student body but lost to a write-in candidate after alleged campaign rules violations were revealed. This alone should have been a hint into his character.

He also lost his next attempt at politics when he ran for the Wisconsin State Assembly. However, for his next run he had learned to hedge his bet. He moved to a predominantly Republican district and ran on welfare reform and opposition to mass transit and won a seat in the State Assembly.

Walker later ran for County Executive where he battled with the unions and cut county employment by more than 20%. However, during his tenure, county spending grew by 35%. Apparently Walker is attempting to use this same logic and technique as Governor.

During Walker's campaign for Governor he promised to increase employment by 250,000 jobs. Instead, he refused federal stimulus money for high speed rail in the amount of 810 million dollars that could have stimulated Wisconsin's economy and created jobs. Now, he is threatening to lay off State workers, as he did at the county level.

In order to really understand Walker you first have to understand the man he apparently wants to emulate. As a boy, Walker met then President Ronald Reagan on a trip to Washington, DC, and credits Reagan as being his model and inspiration. Like others on the extreme right who fantasize about Reagan's qualities, and embellished accomplishments, Walker seems

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DIVIDE AND CONQUER

Message from Teamsters General President Jim Hoffa

The 19th century robber baron Jay Gould once said, "I can hire half the working class to shoot the other half."

Gould's vision of class warfare is being played out today in the shameful attacks on public employees. These attacks are secretly financed and planned by modern-day Jay Goulds who aim to keep their own taxes low. Vastly powerful corporations and billionaires want to cripple all unions and turn America into a low-wage banana republic.

They're succeeding. Across the country, new governors and new legislatures are demanding cuts to jobs, pensions and concessions from public employee unions. Their demands are nothing more than payback for the billions of dollars that the ultra-rich have poured into political campaigns.

Scapegoating public employees has almost become a sport. In Ohio, Gov. John Kasich wants to ban collective bargaining for public employee unions and get rid of the prevailing

wage. In Wisconsin, Gov. Scott Walker suggests banishing unions for government workers. New Jersey Gov. Chris Christie said he won cooperation from unions because he threatened "to take a bat out and hit you."

Public employees didn't create a huge housing bubble. Wall Street did that. And public employees didn't cause the Great Recession through reckless speculation. Wall Street did that too.

State governments didn't get \$3 trillion in loans from the Federal Reserve and profit from those loans by relending them. Again, that was Wall Street.

It's also important to remember, as economist Robert Reich points out, that the typical public employee's pension is only \$19,000 a year.

These attacks on working families and government workers are nothing more than divide-and-conquer tactics aimed at weakening or eliminating all unions. I hope my brothers and

sisters in private-sector unions don't fall for them. Because after they've finished with government workers, they'll be coming after you, too.

James P. Hoffa
Teamsters General President





Perry K. Geller, Sr.

SECRETARY-TREASURER'S REPORT

One hundred years ago this March, a great tragedy befell a segment of the American workforce and led to the broad recognition of the need and necessity of collective bargaining. Now, one hundred years after this momentous event, we are witnessing wholesale attacks on workers' rights to bargain collectively over wages, hours, and safe working conditions.

March 25, 2011, was the 100th anniversary of the Triangle Shirtwaist Fire in Lower Manhattan. The Triangle Shirtwaist factory was a sweatshop in New York's Greenwich Village that employed approximately 500 workers in cramped quarters and unsanitary conditions. Most of the workers at the factory were Italian and Jewish immigrant women and girls, many of them in their teens and early twenties. They worked for meager wages as seamstresses, sewing "shirtwaist" blouses that were popular during that period. There were no minimum wage laws at that time and no union or collective bargaining at the factory. Any one of these women who dared to complain about the meager pay or dangerous conditions would have been unceremoniously escorted out of the factory by the boss's goons and tossed out into the street. Often a few of her friends would be tossed out too, just for good measure and to set an example for the rest of the women. Back in those days, the boss had absolute power; the power to fire, the power to sexually harass, the power to do exactly as he pleased. The boss answered to no one; he was feared and loathed because he held absolute power over every single person in his employ.

On that fateful day, March 25, 1911, a fire broke out in the high-rise Triangle Shirtwaist factory building. The women and girls rushed to the exits, only to find that the factory owners had locked the fire-escape doors in order to prevent workers from stealing thread or scraps of cloth. The seamstresses were trapped in this towering inferno as fire raced

through the sweatshop. The women had no way out. They clustered by the windows for a breath of air. As the flames grew closer, they scurried out onto the ledge, nine stories above the street. In less than 20 minutes, 146 woman and young girls were dead, forced between the horror of burning to death or jumping to their death.

The Triangle Shirtwaist fire was one of the worst industrial tragedies in American history. "Triangle outraged the public and offered a grisly example of how powerless workers were without collective bargaining, because unionized garment workers received better pay and had safer conditions." (Secretary of Labor Hilda Solis, March 18, 2011)

One of the witnesses to this tragedy was a young social worker named Frances Perkins. "Twenty-two years later, President Franklin D. Roosevelt appointed her secretary of labor, the first woman to serve as a cabinet secretary. During her 12-year tenure, she directed the formulation and implementation of the Social Security Act, one of the most important pieces of social legislation in our history. Among other extraordinary accomplishments, she helped create unemployment insurance, the minimum wage, and the legislation that guarantees the right of workers to organize and bargain collectively. She also established the department's Labor Standards Bureau, a precursor to what is now the Occupational Safety and Health Administration (OSHA). Perkins clearly had the Triangle victims in mind as she weaved the nation's social safety net." (Secretary of

Labor Hilda Solis, March 18, 2011)

As FDR's Secretary of Labor, Frances Perkins said, "The Triangle fire was the first day of the New Deal." With the passage of landmark legislation guaranteeing workers the right to collectively bargain, the union movement gained traction and workers organized in great numbers. Through organization, workers were granted a seat at the table to bargain not only for wages and benefits, but just as importantly for working conditions and workplace safety.

Today, the BMWED and our sister unions are in the forefront of rail safety as participating members of the Rail Safety Advisory Committee (RSAC), a federally chartered committee that is tasked with developing consensus-based recommendations for railroad safety regulations. The RSAC consists of representatives of Rail Labor, rail management, Federal Railroad Administration officials, and other industry stakeholders. Rail Labor representatives are on equal footing with rail management at the RSAC. Rail Labor has equal authority within the RSAC, and Rail Labor has the power to block any carrier proposals by withholding our consensus vote under the rules governing RSAC.

Rail Labor has a seat at the RSAC table for one reason only: We are the recognized and accredited union representatives of rail employees under the Railway Labor Act. If our workforce was not unionized, rail workers would not have a seat at the table. If we were not unionized, we would not have the ability to push for safety regulations and legislation to protect our members from the

unforgiving workplace environment where we earn our daily bread. If we were not unionized, our safety, our wages, our benefits and our working conditions would all be determined by the whims of railroad management.

Today, unions are under a full scale attack by a right wing bent upon returning to the "bad old days" where the bosses held absolute power over the workforce. The events occurring in Wisconsin, Indiana, Ohio, and other states to strip away the collective bargaining rights of public sector workers is just the beginning of a long-range strategy by the right wing to abolish unions and collective bargaining in the United States. Their plan is simple and diabolical. First, they will strip away the rights of public sector workers to collectively bargain. Then they will strip away the rights of "white collar" workers to collectively bargain. And finally, they will strip away the collective bargaining rights of "blue collar" industrial workers in manufacturing, transportation, utilities, etc. until every last vestige of unionization and collective bargaining is gone from the American landscape.

Every union member in this great country needs to understand what's at stake here. We must draw our line in the sand now and fight back against this onslaught on our collective bargaining rights and our right to organize. Failure to do so will result in the loss of our collective voice at the table and force us out on the window's ledge with no place to go but down, just like the 146 suffering souls who perished on that faithful day 100 years ago in Greenwich Village.



Congressman James L. Oberstar Honored

On January 27, 2011, a BMWED delegation attended a reception hosted by the Transportation Trades Department and the Building and Construction Trades Department, AFL-CIO, to honor U.S. Representative James Oberstar, D-Minn., on the event of his retirement.

"Your passion and commitment to preserving and expanding quality rail passenger service in this country is unmatched"

Congressman Oberstar had served on the Committee on Transportation and Infrastructure since his first term beginning in 1974, and has been the Chairman since 2006. Chairman Oberstar worked tirelessly for more than four decades on behalf of the transportation industry. His work on the Rail Safety Improvement Act

– 2008, will continue to have a huge positive impact on the safety of all rail workers and provide protections they otherwise would not have.

"Your passion and commitment to preserving and expanding quality rail passenger service in this country is unmatched," said BMWED National Division President Freddie Simpson. "We in the BMWED remember fondly the many times you fought those who wanted to destroy Amtrak and sidetrack any attempt to grow rail passenger service.

Your steadfast support during our more than eight years of unsuccessful bargaining with Amtrak provided us with the support to persevere to obtain a fair settlement for our members when so many others in positions of power urged us to settle for an inferior deal. That support will never be forgotten by this Union."

IBT General President Hoffa offered, "He cared deeply for the working men and women of this country. Time after time he fought off attempts to weaken worker protections even as he envisioned a

better, safer future for all Americans. His leadership on labor and transportation issues will be sorely missed."

A BMWED delegation met with Chairman Oberstar and thanked him for his years of support to the BMWED and all rail labor, and

presented him with a BMWED stamped desk set. Appropriately, the set was made from the wood beams removed from the largest "free-standing" train shed in the country, the former L&N Train Station in Nashville, Tennessee.



Left to right, BMWED Legislative/Organizing Regional Assistant Joe Kraljic, BMWED Indiana State Legislative Director and CRSF Vice Chairman Jeff Bainter, Congressman James Oberstar, BMWED Director of Government Affairs Leon Fenhaus, BMWED Director of Safety Rick Inclima and retired BMWED Director of Government Affairs Danny Gates.

Perspective continued from Page 6 to imagine himself the new Reagan. He references Reagan's firing of the air traffic controllers as though that was the pinnacle of Reagan's career, and if he can only do the same to his state's employees he will garner the same admiration from his peers. With other states positioned to take the same actions, he very well might.

It is hard to separate the fact from fiction when dissecting Ronald Reagan's political career because facts apparently mean little to many of his admirers. One news organization's pseudo-journalists and talk radio hosts fictionalize Reagan's achievements so much that it is hard to tell fact from fiction. Unfortunately, if you repeat something often enough people start to believe. Walker apparently is one of those who actually believe the myths about Reagan.

Reagan was no compassionate conservative. In fact, he once famously said, "What we have found in this country, and maybe we're more aware of it now, is one problem that we've had, even in the best of times, and that is the people who are sleeping on the grates, the homeless who are homeless, you might say, by

choice." His close friend and then Attorney General Ed Meese, when asked about Reagan's policy affect on poor children shared his views and offered, "I don't know of any authoritative figures that there are hungry children ... people go to soup kitchens because the food is free and that's easier than paying for it."

These comments were made during a period when the unemployment rate peaked at 10.8%. And, anyone who lived through the 1980s remembers Reagan's infamous trickle-down theory - give to the rich and hope they rain on the poor. It didn't work to well for the poor but worked out great for the rich.

Some facts about Ronald Reagan's Presidency;

1. At the time, he resided over the worst economy since the great depression

2. The unemployment rate during his second and third year in office averaged nearly 10 percent and at one point grew to nearly 11 percent.

3. He raised taxes 7 of the 8 years he was in office.

4. He resided over the largest peace time tax increase in American history.

5. During his presidency 44 million Americans lived below the poverty level - one out of every seven Americans. At the same time, millionaires (based on a minimum of 2.3 million) grew from 4,414 in 1980, to 34,944 in 1987. Billionaires grew from 21 in 1982 to 71 in 1991. At the end of Reagan's presidency, the top 1 percent owned 49 percent of publicly traded stock, 62 percent of business assets, 78 percent of bonds and trust, and 45 percent of non-residential real estate. By 1989, the top 1 percent was worth more than the bottom 90 percent of wage earners. Reaganomics worked very well for the rich.

6. A few of his cuts to social programs included cuts to Medicaid; food stamps, Medicare, and he also attempted to purge persons with disabilities from the Social Security rolls. Reagan opposed the original Medicare bill in 1961 calling it socialism and warning that it would be the end to freedom.

7. Reagan's firing of the air traffic controllers (PATCO) had a huge negative impact on labor and many believe contributed to the continuing decline of the middle-class.

Reagan's accomplishments

have been greatly exaggerated while his destruction of the working-class, and treatment of the poor and mentally handicapped are never mentioned by the conservative right, and even some conservative Democrats. One could argue that Reagan has done more to harm the middle class and working Americans than any other President in modern history.

Reagan's legacy is made up of lies, cruel policies toward the poor and homeless, his widening of the gap between rich and poor, and his attempted destruction of unions and the working class.

This is the man that Scott Walker has chosen to pattern his actions and his political life after. He has recounted Reagan's firing of the air traffic controllers and the destruction of their union in glowing terms.

Will history repeat itself? If Walker and his Republican allies have their way, it could be worse. The exception may be that Reagan's damage to working Americans may pale in comparison to what Walker and other Republican Governors will accomplish if allowed to get their way. Dismantling public sector unions in Wisconsin and in other states could only be the beginning.

House Republicans Demand Public Transportation Dollars for Their Private Sector Sponsors

Amtrak: *America's Railroad*

The case for passenger rail service, both high speed rail and conventional intercity passenger service, is now self evident. Existing modes of transportation currently consume more than two thirds of our nation's oil supply and are responsible for nearly a third of our carbon dioxide emissions.

Despite echoes to the contrary from the decendants of the flat earth society, global warming threatens the future of the earth and there is a limit to the amount of oil and other carbon based fuel that can be extracted from the ground. The congestion on our nation's highways and air corridors are already major problems and will only increase as we add an estimated 80 million people to our country in the next 25 years.

Adding another six lanes to I-95 or I-80 is not the answer. It is an established fact that the costs of building and operating passenger rail service uses tax dollars far more efficiently than similar investments in highways and airports.

Passenger rail uses less than 20% of the energy to operate, and produces less than 20% of the earth killing greenhouse gases, when compared to airplane and automobile transportation. Moreover, current total trip times between population centers 300 miles, or less, apart are shorter on passenger rail when factoring in highway congestion, airport security and traveling to and from the airport. As investment in passenger train travel becomes greater, permitting for faster trains, this distance will easily grow from 300 to 500 miles.

It is in America's national interests in general, and the individual passenger's interest in particular, to develop and build passenger rail. Passenger rail also provides the backbone for regional economic growth. The construction and operation of the service provides good jobs and a good tax base for further economic growth. Passenger rail is a critical component to getting America back on its economic feet. The public understands and supports this solution. While concerns about rising government deficits and the depression of 2008 are driving all elections and political decisions, the public supported 43 out of 56 transportation ballot initiatives in 2010 even though it meant addi-

tional taxes. This is a 77 per cent success ratio for public financing of public transportation and most of the measures passed by very wide margins.

Amtrak is America's only nationwide passenger rail system. In his first State of the Union address in 1982, Ronald Reagan called for the elimination of all

public subsidies to Amtrak. His administration was dominated by oil, military, automobile and highway interests. His call for the destruction of publicly financed passenger rail served a narrow constituency at the expense of America's national interests. Subsequent Republican leadership, with some exceptions, also op-

posed developing reliable passenger rail service for America. Fortunately, the political process allowed Amtrak to continue, but not without a cost. Amtrak was funded just enough to keep its' nose above the water line and never properly financed to provide the service that

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Amtrak System Statistics

- Amtrak operates America's national intercity passenger rail system:
 - 305 weekday trains
 - 21,100 route-miles
 - Serves 46 states and 3 Canadian provinces
 - Employs over 20,000 people
 - Carried nearly 29 million riders in FY 2010 (all-time record)
 - More than 900,000 daily commuters in 11 states depend on Amtrak
- More than 50% of Amtrak's daily trains meet or exceed 90 mph
- Most Amtrak trains run in collaboration with other railroads:
 - 70% of train-miles run on other railroads
 - Amtrak owns:
 - 363 miles of the 457 mile Northeast Corridor (NEC)
 - 97-mile Michigan Line
 - 65% of the Amtrak-owned track on the NEC can support operations at speeds of 110 mph or higher
- Fifteen states provide financial operating support
- Amtrak operates 4 commuter rail systems, and provides services for 7 others
- Amtrak is the only company in America to maintain track for speeds in excess of 100 mph and its engineering force is responsible for more than 350 miles of track rated for speeds of 100 mph or greater

Amtrak Achievements

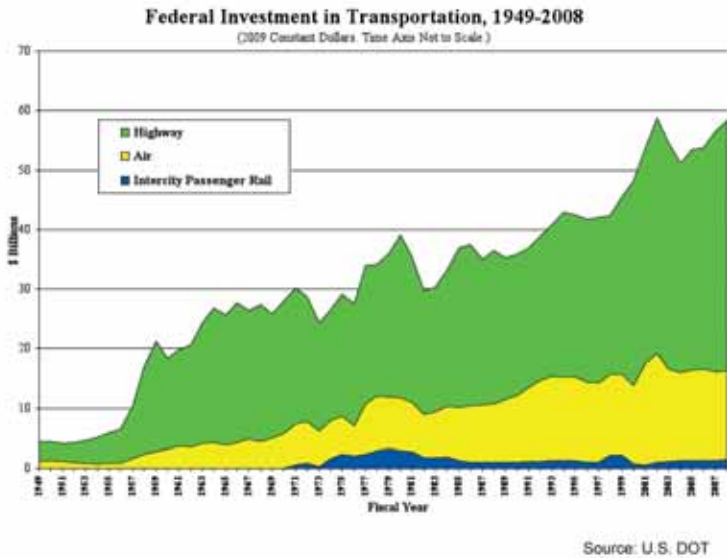
- Amtrak recovers 76% of operating costs out of ticket revenue, more than any other passenger rail carrier in the country¹
 - When revenues other sources such as real estate contracts and services for other railroads are included, Amtrak covered 84% of operating costs in FY10.
 - Air travelers paid about 57% of the FAA operating budget in 2010 and only 33% of the total FAA budget
 - Fuel taxes and user fees cover less than 60% of total highway system costs
 - Unlike other modes, railroads provide their own traffic control, police and security, training and signals
- Amtrak finished FY 2010 with ridership and revenue records
 - Since 2000, ridership has grown by 36%
- Since 2005, we have cut diesel fuel use nearly 9%
- Since 2002, Amtrak has cut its debt in half
- Amtrak's investment of American Recovery and Reinvestment Act (ARRA) funds has been a major success:
 - Employed 2,844 full time equivalent jobs (including work generated by suppliers and contractors)
 - Returned 15 locomotives and 81 railcars to service
 - Major improvements to electric traction and bridges on the NEC, and Americans with Disabilities Act (ADA) compliance work at 100 stations

¹Preliminary 2010 figures, subject to change based on the outcome of the annual audit



Amtrak Government Affairs Phone: (202)-906-3918





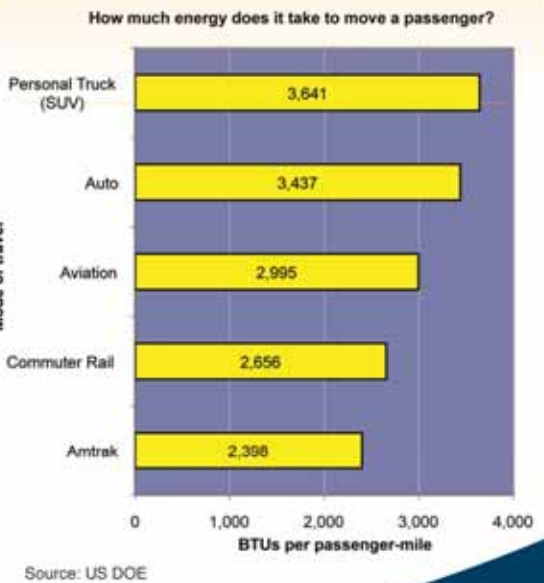
Overview of Selected DOT Organizations and Trust Funds			
All data FY 2010	Federal Aviation Administration (FAA)	Federal Highway Administration (FHWA)	Federal Railroad Administration (FRA)
Budget	\$15.99 billion	\$42.79 billion	\$4.35 billion (includes \$1.6 billion for Amtrak)
Staff	48,159	2,923	895
Trust Fund Outlays	\$12.8 billion	\$21.8 billion	None
Total U.S. DOT budget for FY 2010: \$74.5 billion			

In FY 2010, Amtrak received nearly \$1.6 billion in operating and capital support from the Federal Government.

- \$563M for operating support
- \$1 billion for capital investment

To put those numbers into perspective, here are some other comparable sums:

- \$450M - Cost of a single Space Shuttle launch
- \$761M - Federal FY 2010 appropriations for the Smithsonian Institution
- \$2.35B - Amtrak's total FY 2009 revenue (generated by ticket sales and other sources - excludes Federal support)
- \$2.6B - Total cost to the New York-New Jersey metropolitan economy of airport delays in 2008
- \$2.9B - Federal budget for the National Park Service in FY 2009
- \$3.1B - Federal capital appropriation for the U.S. Postal Service
- \$32.9B - Economic impact of domestic flight delays in America in 2007
- \$34.5B - Payments from the General Fund to "bail out" the U.S. Highway Trust Fund since September 2008. These payments "top off" the fund, as gas tax revenue is not keeping pace with expenditures
- \$79B - Total budget request for US Department of Transportation (DOT) for FY 2011.



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House Republicans

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the country needs. Amtrak is in fact, by legislation, a private corporation with a public Board of Directors appointed by our elected leaders.

Despite the coordinated attacks on Amtrak's existence by politicians, who have greater allegiance to the oil and gas lobbies than to America's interests, Amtrak has proven itself to be a remarkable success story. When its' capital construction crews are compared to their private sector counterparts

the work they perform such as the installation of ties, rail, bridges and catenary systems is of equal or superior quality.

When compared to other passenger rail services anywhere in the world Amtrak is number one. On an operational level it recovers 78% of its' costs from ticket revenues as opposed to a national average of 47% for commuter railroads and 58% for heavy rail transit systems. Our European friends and competitors took a different path and invested heavily in passenger rail. Today they have

modern, high speed systems that serve as an important aspect of their economies. It isn't competition and trickle down economics that have made European standards of living higher than those in the United States, but a wiser investment of public tax dollars into transportation, health care, and education.

Just saying no to the future with Amtrak, or to public rail financing is no longer an option for our country. The evidence is overwhelming that investment and development of passenger rail is in the national

interests and vital to our future. So what is the solution being proposed by Chairman Mica of the House Transportation and Infrastructure Committee and the Republican majority in the House? Since January 2011, when they became the House majority, they have been holding hearings to establish "public-private partnerships" intent on privatizing existing passenger rail networks like Amtrak and to establish private sector operation of future passenger rail corridors.

The problem is that these schemes do not work and eventually leave the public holding the liability while the private sector walks away with our tax dollars. Instead of calling the scheme by its name, the looting of taxpayer dollars and theft of public assets for the private sector, they are calling it a "public-private partnership."

Politicians like Chairman Mica make the argument that turning over passenger rail service to private, for profit companies would make it run more efficiently at a lower cost. They argue that the public can pay less tax dollars and are therefore better served. Unfortunately feel good rhetoric and slogans or recreating reality does not run a railroad and the facts and history do not support these contentions. Neither privatization nor public-private partnerships guarantee government savings. They do not produce lower fares, they do reduce service and they are bad for democracy. Privatization of public transit introduces a new cost – a profit margin. There is no evidence anywhere that privatizing public transit has led to lower fares for passengers. In fact, the evidence is all on the other side showing that fares actually increase with privatization. Privatization does not improve overall service as only the most profitable service would be retained. It is undemocratic because private operators would be making decisions to slash service that is needed, but not immediately profitable. These decisions should be made by the public's representatives and not the profit maker.

One only need to look at our recent history for examples of how and why "public-private partnership" schemes do not work if promoting the public interest is the desired goal.

In June of 1970, the American financial system was rocked to its' core when the Penn Central Railroad declared bankruptcy. This was the largest corporate bankruptcy the world had experienced up to this time and it sent shock waves through the financial system. Six

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Alternative Compensation Arrangements

The 2001 and 2007 National Agreements both contain provisions that permit the BMWED and the participating carriers to discuss the use of alternative compensation plans rather than the standard guaranteed percentage wage increases contained in most agreements. These alternative compensation plans primarily use some combination of guaranteed wage increases and bonuses to provide increases in compensation to the affected employees. Historically, the BLET has negotiated such arrangements with Norfolk Southern, CSX and Burlington Northern Santa Fe. Generally, the BMWED has been opposed to such arrangements because those plans put some or all of future wage increases at risk. However, given the BLET's continued use of such arrangements and the UTU's adoption of a similar plan on part of CSX, the Journal believed a brief description and analysis of the type of plan utilized by CSX would highlight the differences between the two systems of compensation and provide you, the membership, with additional information on this important issue.

The 2007 National Agreement provided 5 guaranteed wage increases (GWIs) over its term. Those increases were called "general" increases because they applied to all rates in the agreement and became effective on July 1st of each year. The following table provides a look at how a 5 year deal running from January 1, 2010 to December 31, 2014 would fare under general wage increases of 3 per cent each year. (For purposes of clarity and uniformity, all wage increases go into effect on January 1, the hypothetical hourly rate on December 31, 2009 is \$21 and the employee is paid for 2080 straight time hours each year.) While the "nominal" wage increases are 3 per cent per year, the compound percentage increase over the term of agreement is 16 per cent, one per cent greater than the "nominal" rate.

Year	GWl	Wage	Yield Over Term
2010	3.0%	\$21.63	\$6,552.20
2011	3.0%	\$22.28	\$5,398.85
2012	3.0%	\$22.95	\$4,170.61
2013	3.0%	\$23.64	\$2,863.82
2014	3.0%	\$24.34	\$1,474.87
	15.0%		\$20,460.14

Conversely, a bonus agreement provides a mix of GWIs and compensation payments based on the carrier's performance as set forth in the carrier's management bonus plan. Every carrier's management bonus plan is slightly different from the other's; however the basic mix in the plan is a financial goal based on operating income and a strategic goal based on such issues as safety record, productivity, system volume, pricing, etc. Each plan has a "target" that a carrier may hit, fall short or even overperform. In all such bonus arrangements, the creation and administration of the management bonus plan rests solely with carrier management. The factors within it can be changed from year to year without any union input. The assumption made by those who have agreed to such bonus arrangements is that carrier management will not manipulate the bonus "targets" in a way that will lower payments to the union employees because such manipulation also would adversely impact the bonuses paid to all non-agreement supervisory employees.

The following table shows the payouts from a proposal that combines general wage increases and bonus payments over the same January 1, 2010 through December 31, 2014 period. Again, the assumed hourly rate of pay at the start of the period is \$21.00. Additionally, in the table below, it is assumed that the carrier reaches 80% of its "target" in each of the years in which a bonus payment might be made. In practice, that means an employee effectively receives a lump sum equivalent to 8% of earnings in that year rather than the nominal 10%.

Year	GWl	Wage	Yield Over Term	Bonus	Yield Each Year	Total
2010	0%	\$21.00	\$0.00	N/A	N/A	
2011	0%	\$21.00	\$0.00	N/A	N/A	
2012	3.5%	\$21.74	\$4,586.40	10%	\$3,616.70	
2013	3.5%	\$22.50	\$3,164.62	10%	\$3,743.29	
2014	3.5%	\$23.28	\$1,637.69	10%	\$3,874.30	
			\$9,388.70		\$11,234.30	\$20,623.00

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House Republicans

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other railroads in the Northeast were also in serious financial shape or bankrupt. These railroads provided: essential commuter service; passenger service; railway express freight service; bulk freight service in box, tanker and hopper cars, and vital service for perishable consumer goods such as fruit and dairy products.

There were many reasons for the collapse of this industry, but a main reason was the inability to operate commuter and passenger rail at a profit. The Northeast sector of America depended upon these services and Congress moved quickly to nationalize these railroads. The American Association of Railroads, representing the private sector freight railroad industry, objected to this plan. This fact combined with President Nixon's threat to veto total government control of these railroads resulted in a series of laws between 1971 and 1983, that eventually created Conrail, Amtrak and the commuter railroads (New Jersey Transit, Southeastern Pennsylvania Transportation Authority, Maryland Area Regional Commuter, MTA Metro-North Railroad and Massachusetts Bay Transportation Authority).

This was the largest public bailout at the time. It resulted in the reorganization of freight service in the Northeast under a public entity Conrail. In 1987, after spending billions of dollars of public tax dollars for capital investment, eliminating more than 50% of duplicate infrastructure and the shedding of its' commuter and passenger rail service, Conrail was eventually sold back to the private sector in the then single largest initial public offering at that time.

The outcome with respect to passenger service was a different story. Passenger service provided a vital and necessary service to the cities of the Northeast but it was acknowledged by all of the stakeholders (private sector, state and federal governments, taxpayers, and the unions) that it could not operate without government subsidy. As such, it was agreed that passenger and commuter service should remain under government ownership and control.

Other countries have privatized their passenger rail service with drastic consequences for the workers, passengers and taxpayers. While there are many examples, one example is the privatization of British rail in England. In the 1990s a conservative Tory government privatized its' passenger service

and the result was a four fold increase in track worker fatalities (from 1998 to 2004, 39 track maintenance workers were killed due to lax safety under the new scheme) and a similar increase in passenger fatalities, most notably the 1996 Stafford rail crash where 31 passengers died because of problems related to privatization.

After the tremendous waste of tax dollars and worker and passenger life, the British government had to revert back to a plan that very much resembles Amtrak, where a private company is governed by a public board for the public good and not for the profit margin of the investor.

Private investors want to make one thing - money. This is the problem with privatization of public services in general and rail transportation in particular. When a private equity firm takes over a distressed company they lay off a large percentage of the work force, sell assets and depreciate the physical plant to keep the profit margin wide, make no investment in the future and keep only the most profitable operations until new investment requires that they also be sold in a fire sale. This is how private equity firms make money. They do not make money by creating value and service, but

by liquidating what is left. Like vultures flying around dead meat they have all attended the hearings of Chairman Mica and his Transportation and Infrastructure Committee. At the hearings, representatives from Fortress Investments, Goldman Sachs and Morgan Stanley were all in attendance and invited to sit at the public table. Do you think they were there to ensure that Americans would be properly served with regard to a vital public service necessary to our national well being, or do you think they were there to scoop up as much of the taxpayer dollars that Chairman Mica was willing to deposit into their accounts? And finally, since we know that history shows us the private sector is not going to provide us with reliable passenger train service, what then are they providing for Chairman Mica and the House Republicans who are inviting them to dinner?

We need to educate members of Congress to the dangers of these schemes. Our working lives and our country depend upon it.

This article was written and submitted by Jed Dodd. Jed serves as BMWED Special Assistant to the President for Passenger Rail and is the General Chairperson for the Pennsylvania Federation.

Alternative Compensation

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The first thing you notice is that the total yields under both the GWI only and the "mixed" agreements are virtually identical. However, each agreement gets to its total yield in a vastly different way. In the first example, all wage increases are guaranteed, they will occur on the date scheduled in the agreement, "no ifs, ands, or buts about it." In the bonus plan, only 45% of the yield comes from guaranteed wage increases, the rest is contingent. The rest of the yield is based on the assumption that the carrier will reach 80% of its bonus target in 2012, 2013 and 2014 respectively. Additionally, while both agreements are similar in yield over the term of the agreement, the "mixed" plan leaves the hourly rates \$1.06 behind the GWI only agreement. In the next agreement, wage rates would have to "snap up" to the GWI only agreement levels, otherwise actual hourly rates for the work performed would decline relative to GWI only agreements.

While bonus plans are "risky" in that part of the compensation under them is not "guaranteed" to happen, those plans also have the potential to provide a greater yield than an agreement consisting solely of GWIs. The following chart shows the same agreement with the carrier reaching 100% of its "target" for bonus purposes.

Year	GW	Wage	Yield Over Term	Bonus	Yield Each Year	Total
2010	0%	\$21.00	\$0.00	N/A	N/A	
2011	0%	\$21.00	\$0.00	N/A	N/A	
2012	3.5%	\$21.74	\$4,586.40	10%	\$4,520.88	
2013	3.5%	\$22.50	\$3,164.62	10%	\$4,679.11	
2014	3.5%	\$23.28	\$1,637.69	10%	\$4,842.88	
			\$9,388.70		\$14,042.87	\$23,431.58

Conversely, a carrier may underperform and not reach its "target" at the assumed 80%. The following table shows the same bonus plan arrangement with the carrier reaching 60% of target.

Year	GW	Wage	Yield Over Term	Bonus	Yield Each Year	Total
2010	0%	\$21.00	\$0.00	N/A	N/A	
2011	0%	\$21.00	\$0.00	N/A	N/A	
2012	3.5%	\$21.74	\$4,586.40	10%	\$2,712.53	
2013	3.5%	\$22.50	\$3,164.62	10%	\$2,807.47	
2014	3.5%	\$23.28	\$1,637.69	10%	\$2,905.73	
			\$9,388.70		\$8,425.72	\$17,379.73

As you can see, an employee can "win" or "lose" under these bonus plans. We certainly believe the carriers will continue to offer them. We hope this article helps make the risks and rewards of such plans a bit easier to understand.

ROLL OF HONOR



Charles M Adamson Jr	BURL	1108	1994
Armando Alanis	USD-W	0107	2000
Fredrick M Alvarado	BURL	1108	1994
Derrick R Anderson	BURL	1108	1998
Corey M Arter	USD-NW	0692	2000
Darryl L Banks	USD-NW	0377	2000
Ronald S Barber	BURL	1316	1997
Cory W Barker	BURL	1108	1995
Erickson Barry	USD-W	0508	2000
Steven O Barton	BURL	1316	1993
Mark A Beckner	BURL	1316	1996
Brent L Behm	BURL	1108	1994
James S Bixby	BURL	1108	1991
Rick D Broberg	BURL	1108	1995
Greg A Brown	USD-W	0227	2000
Ernest J Burbank	USD-W	0508	2000
David A Burton	BURL	1108	1995
Christopher S Callan	BURL	1108	1997
Tony L Campbell	BURL	1316	1992
Harvey J Cervantes	USD-W	0107	2000
Benson Chee	USD-W	1020	2000
Scott R Cizek	USD-NW	0381	2000
Donald E Cler	BURL	1108	1995
John Constantine	BURL	1316	1993
Matthew K Crofford	BURL	1316	1994
Jesus C Cruz Mendoza	USD-W	1002	1998
Cameron D Cuttlers	BURL	1108	1997
Shane L Del Rio	USD-W	0107	2000
Guadalupe Delacruz	BURL	1316	1991
R J Eaton	USD-W	1381	2000
Wayne A Espinoza	BURL	1108	1996
Richard J Evans	BURL	1108	1994
Scott A Feighner	BURL	1316	1994
Jonas R Feighner	BURL	1316	1992
Craig V Focken	BURL	1316	1995
Dale A Forgey	BURL	1108	1994
Joshua L Garner	BURL	1108	1994
David C Garza	BURL	1108	1994
Michael S Gentry	BURL	1316	1996
Eldridge J Glover	USD-NW	0377	2000
Roland L Graves	BURL	1316	1994

Riley N Hardwick	USD-NW	0377	2000
Matthew D Henry	BURL	1320	1995
Scott B Herrmann	BURL	1888	1992
Adrian Huante	USD-W	0107	2000
William O Hudson	BURL	1108	1997
Jack L Jackson	BURL	1316	1991
Vincent R James Sr	USD-W	0508	2000
Derrick J Jespersen	BURL	1108	1995
Bradley R Jones	BURL	1108	1992
Michael N Keller	BURL	1316	1996
Douglas E Kerner	BURL	1108	1995
Michael S Lada	USD-NW	0381	2000
Lester L Larkin	USD-NW	0377	2000
Jeffrey D Longfellow	BURL	1316	1994
Efren N Lopez	USD-W	0107	2000
Thomas J Lunsford	BURL	1316	1994
Daniel R Mader	BURL	1108	1994
Corey N Madsen	USD-NW	1152	2000
Chris A Magnani	BURL	1888	1993
TITUS U Mc Cabe	USD-W	1020	2000
Dale J Mc Croden	BURL	1108	1993
Marty D Mc Laughlin	BURL	1108	1995
Shawn A Mc Sweeney	USD-W	0922	2000
Larry E Meckstroth	BURL	1316	1996
Gregory P Miller	USD-NW	0377	2000
Michael T Miller Jr	USD-W	0085	2000
Scott D Musgrave	BURL	1108	1995
Bruce A Nepper	BURL	1108	1994
LOREN Neztosie	USD-W	1020	2000
Albert J Niemeyer	USD-NW	0342	2000
James B Obr	USD-W	1216	2000
Blendon A Olson	BURL	1108	1995
Guillermo M Ortiz	USD-W	1002	2000
Jerry W Parks	BURL	1108	1992
Mike E Peterson	USD-NW	0692	2000
Ronald E Prichard	BURL	1316	1993
Clay E Rainer	USD-W	1348	2000
Robin C Retzlaff	BURL	1108	1994
Wesley D Roe	BURL	1108	1994
Robert R Rose	USD-NW	2853	2000
Clinton L Russell	BURL	1108	1994
Clint T Ryan	BURL	1108	2003
Victor C Sanchez	BURL	1108	1995
Darrell R Schulenberg	BURL	1316	1993
Michael L Simpson	BURL	1316	1998
Jeffrey T Smith	USD-NW	0377	2000
Reggie L Smith	USD-NW	0377	2000
Jay J Steggall	BURL	1108	1994
Steven R Steinman	BURL	1108	1994
Andrew J Stotts	BURL	1320	1995
Scott E Strauss	BURL	1316	1994
Melvin J Taylor	USD-NW	0377	2000
Stuart V Thomas	BURL	1108	1995
Jodi L Thompson	BURL	1108	1994
Steven G Ulrich	BURNOR	0104	1993
Jason Vavra	USD-W	0473	2000
Jeffrey K Vest	USD-NW	0381	2000
Brian D Walker	BURL	1108	1991
Timothy E Wickham	BURL	1108	1995

Robert J Woods	USD-NW	2853	2000
Shawn D Wright	BURL	1108	1994
Robert A Yates	USD-NW	0377	2000
Xavier D Ybarra	USD-W	0508	1995
Neil Ybarra	USD-W	1862	2000
James M Zulkoski	BURL	1108	1996



Gary R Adams	BURNOR	0104	1991
Carl L Anderson	USD-W	0325	1990
Francisco B Aparicio	USD-W	1402	1990
Scott E Armatis	BURNOR	0104	1990
Dennison Begay	USD-W	1020	1990
Frederick Begay	USD-W	1020	1990
Nancy L Bell	BURL	1108	1984
Gerald G Berreman	BURNOR	0104	1990
Greg A Brown	BURNOR	0104	1991
Anthony M Castillo	USD-W	1002	1990
Fancisco Chavez	USD-W	1227	1990
Luis C Chavez	USD-W	1227	1991
Michael G Chimics	PENN	3068	1976
Thomas M Clement	USD-W	0325	1990
Jon D Cosand	USD-W	0757	1990
Elroy G Dusbabek	BURNOR	0104	1991
Edward R Fleming	USD-NW	0377	1990
Manuel R Flores	BURL	1108	1984
David L Gale	BURNOR	0104	1984
Ramiro S Garza	USD-W	1227	1990
Ronald C Hart	BURNOR	0104	1990
Dale L Hendrickson	USD-W	0874	1990
Steven E Hills	BURNOR	0104	1990
Ronald G Hubbard	USD-W	1133	1990
Alfred L Hull	BURNOR	0104	1989
Richard L Hunter	USD-W	1348	1984
David Isi	USD-W	0918	1990
Robert J Kenworthy	USD-W	1133	1990
Renee M Kerr	BURNOR	0104	1990
Larry M Kloster	BURNOR	0104	1990
Michael W Lewis	BURNOR	0104	1991
Alberto G Linan	USD-W	1227	1990
Ruben H Magnuson	BURL	1108	1984
Fernando Miramontes	USD-W	0941	1990
Ronald K Modrow	USD-NW	0377	1990
Daniel R Norman	BURNOR	0104	1990
Ronald G Owens	BURNOR	0104	1990
Teresa L Pfaffle	BURNOR	0104	1991
Ruben H Rivera	USD-W	1002	1991
Abel Rodriguez	BURNOR	0104	1988
J R Rodriguez	BURL	1108	1983
Howard T Shepherd	USD-W	1246	1990
Stanley L Siegel	BURNOR	0104	1990
Joel Silva	USD-W	1227	1990



James T Small	USD-W	1133	1990
Jose C Soto	PENN	3063	1988
Andrew J Stangland	BURL	1108	1981
Amadeo Sustaita	USD-W	1227	1990
Lester Tom	USD-W	1020	1990
Robert P Walker	BURNOR	0104	1989
William G Welch	USD-W	0899	1990
Ned Yazzie	USD-W	0134	1989
William Yazzie Jr	USD-W	1246	1990
Earl L Adam	BURL	1316	1975
Phillip M Aitken	BURL	1316	1978
Ricky M Albright	BURL	1888	1977
James Alexander	USD-NW	0377	1980
Allen D Andersen	BURL	1108	1979
Randy L Andersen	BURL	1108	1977
Dean G Andersen	BURL	1108	1977
Richard L Anderson	BURL	1108	1979
Melvin L Anderson	BURL	1108	1973
Rodney D Andrews	BURL	1108	1976
Silverio Arevalo	USD-W	1227	1981
Robert J Arnold	BURL	1108	1976
William S Ashlock	BURL	1316	1975
Albert D August	BURL	1105	1979
John R Ayres	BURL	1108	1980
James T Badonie	USD-W	1020	1980
Rickey L Bagwell	BURNOR	0104	1979
Raymond Barney	USD-W	0227	1981
Jerome L Barch	BURL	1320	1977
Joseph L Barton	BURL	1316	1977
Robert J Barton	BURL	1316	1976
Gregory L Baur	BURL	1316	1974
Pat E Beacom	BURL	1105	1972
Juan S Becerra	USD-W	1381	1980
Richard C Begay	USD-W	1020	1980
Larry K Begay	USD-W	1227	1980
Raymond L Begaye	USD-W	1862	1980
Dennis W Bell	BURL	1108	1977
Gene A Bell	MIDW	0893	1980
Larry R Benzel	BURL	1108	1978
Antonio Bermejo	USD-W	1227	1980
William M Bisson	BURNOR	0104	1979
Scott C Blaser	USD-W	0686	1980
Mike D Booker	BURL	1108	1978
Daniel P Boyle	BURL	1320	1979
Robert L Brammeier	BURL	1316	1974
Terry L Brandt	BURL	1316	1974
Allen K Brennan	BURL	1316	1973
William D Brhel	BURL	1320	1980
Chris E Bristol	USD-W	1020	1980
Dennis J Brott	BURL	1108	1979

Robert D Bruha	BURL	1320	1977
Steve C Bryant	BURL	1316	1971
Michael P Burke	BURL	1108	1977
Stephen D Burns	BURNOR	0104	1980
Roland B Carrington	USD-W	1227	1980
David L Carroll	BURNOR	0104	1979
Arnold L Castner	BURL	1316	1976
Armand A Chavez	USD-W	0899	1980
Antonio M Chavez	USD-W	1402	1980
Jack D Cheers	BURL	1888	1973
George C Christolear	BURL	1316	1974
Kacey F Clark	BURL	1108	1976
Steven G Claussen	BURL	1832	1979
Leland C Claussen	BURL	1108	1978
James A Clements	BURL	1108	1973
J K Cole	BURL	1316	1973
Tommy R Collins	USD-W	0899	1980
Stanley M Colton	BURNOR	0104	1979
Danny R Cotton	BURL	1316	1974
David L Coudeyras	BURL	1316	1973
Randall J Cudaback	BURL	1320	1977
Lanny R Curtis	BURL	1108	1979
Daniel P Daum	USD-NW	2853	1980
Kenneth O Davis	BURL	1108	1979
Randall K Dickerson	BURL	1108	1979
Marvin D Dirks	BURL	1108	1978
Donald L Ditsch	USD-W	0686	1980
Terry L Doane	BURL	1108	1973
Randy H Drew	BURL	1316	1974
Fred E Dunning	BURL	1832	1979
Terry L Eck	BURL	1108	1977
George Ellis	BURL	1320	1978
Darrell E Espe	BURL	1316	1979
Paul J Espinosa	BURL	1320	1977
Ignacio R Espinosa	USD-W	0941	1980
Jan C Esser	BURL	1316	1976
Kevin L Esser	BURL	1316	1976
Arthur P Ewoldt	BURL	1320	1975
Fred S Fankhauser	BURL	1320	1978
Robert M Farritor	BURL	1108	1977
Virgil R Feighner	BURL	1316	1973
David A Fierstein	BURL	1108	1977
Rodney J Foreman	BURL	1108	1978
Timothy R Fox	BURL	1316	1980
Russell K Frahm	BURL	1108	1976
Kevin F Frahm	BURL	1320	1980
Henry Frank	USD-W	0918	1980
Robert L Frerking	BURL	1316	1975
Paul L Fries	BURL	1108	1979
Peter J Gantnier	USD-NW	0700	1980
Curtis R Garner	BURL	1108	1978
Herbert G Gentry Jr	BURL	1108	1977
David J Gerken	BURL	1105	1979
Bennett H Gerken	BURL	1105	1979
Douglas L Gleason	USD-W	1246	1980
Gary A Golden	PENN	3063	1979
Joseph T Goracke	BURL	1316	1971
Marvin D Gorsuch	BURL	1108	1977
John S Gotchall	BURL	1320	1977

Bradley A. Winter Retires

Bradley Winter will retire from his position as General Chairman of the Consolidated Rail System Federation effective April 1, 2011. Brother Winter's retirement caps a career that has spanned more than 35 years.

Brother Winter began his career on the Boston & Maine Railroad on August 15, 1975 in the Track Department as a Trackman. He also held positions as machine operator and truck driver. He was promoted to the position of foreman in 1978 and held that position until he became a full-time union officer.

He is a member of local lodge 987 in Dedham, Massachusetts, and served as Local Lodge Secretary-Treasurer from 1978 until the time of his retirement. He has also served in the past as the Massachu-

setts State Legislative Director. Having held a number of system federation positions, he was first appointed as Assistant General Chairman in September, 1983. He took over as General Chairman in 2005 and served in that capacity until the time of his retirement.

In 2009, Brother Winter worked with former Nickel Plate - Wheeling & Lake Erie Federation General Chairman Paul Beard in orchestrating a merger to consolidate the NPW&LE into the Consolidated Rail System Federation. During his tenure as General Chairman he has been instrumental in a number of major improvements for the CRSF membership.

National Division Secretary-Treasurer and former CRSF General Chairman Perry Geller offered,

"Brother Brad has been a good friend and ally both to me, and to the membership he has served for so many years. I wish him a well-deserved, long, happy and healthy retirement."

Brother Winter has expressed an interest in serving as an Arbitra-

tor after his retirement and plans to do volunteer work. He and wife Marcia will spend their retirement in Danvers, Massachusetts near their two children Jay and Rhonda, and their seven, soon to be eight, grandchildren.



BMWED National Division President Freddie Simpson, CRSF General Chairman Brad Winter, BMWED National Division Secretary-Treasurer Perry Geller.

30 Year, Continued

Gary L Griffee	BURL	1108	1979	Mike R Krantz	BURL	1108	1973	Enrique C Pimentel	USD-NW	0377	1980	Roger W Stein	BURL	1316	1975	Garold L Ghrist	ICGF	1069	1970
Nickolas T Gruber	BURL	1316	1974	Kenneth S Kreta	BURL	1108	1980	Jameson Platero	USD-W	0508	1980	Richard F Stonger	BURL	1316	1977	William F Glandon	BURL	1832	1964
David G Gwinner	BURL	1888	1978	John W Krouse	BURL	1320	1977	Kevin G Powers	USD-NW	0377	1980	Todd J Storbeck	BURL	1108	1978	Jerry A Jobe	AF-SE	0112	1969
Michael S Halpin	BURL	1320	1980	Michael W Kuhnel	BURL	1108	1976	Larry G Pralle	BURL	1316	1975	ANTHONY C Storbeck	BURL	1108	1975	Larry D Kline	CRSF	1056	1970
Bradley C Hamilton	BURL	1105	1980	Lynn O Kunkel	BURL	1320	1977	Charles C Prescott	BURL	1888	1975	Richard A Strecker Sr	BURL	1316	1974	John A Mace	BURNOR	0104	1967
Kevin J Hammett	USD-W	1133	1980	Jerry M L'Heureux	BURL	1105	1979	Kelly D Rager	BURL	1108	1975	Gregory S Stutzman	BURL	1320	1977	Robert B Newby	BURL	1316	1968
Jon P Harkendorff	BURL	1316	1979	Richard J Larsen	BURL	1108	1979	Rick J Ramer	BURL	1316	1979	Michael J Sweet	USD-W	1133	1980	James W Philippi	BURL	1105	1970
Marty M Hawkins	USD-NW	1097	1980	Robert A Leaper	BURL	1316	1977	Gail E Rapp	BURL	1108	1974	Michael H Taphorn	USD-W	1133	1980	Arie E Poelstra	BURNOR	0104	1964
Charles D Hawley	USD-NW	0410	1980	George T Lee	PENN	3063	1979	Kevin W Rapp	BURL	1108	1978	Michael E Tennant	BURL	1316	1977	James N Stewart	BURL	1320	1969
David G Hay II	BURL	1105	1980	D D Leibhart	BURL	1108	1977	Greg L Rasmussen	BURL	1108	1977	Dave Thomas	USD-W	1020	1980	Walter R Thomas	AF-SE	0112	1969
Kirk D Hemphill	BURL	1320	1979	James B Lempka	BURL	1316	1977	James D Reents	BURL	1888	1974	Jerry A Tils	BURNOR	0104	1979	Rick L Wells	BURNOR	0104	1971
Steve J Hensel	BURL	1320	1979	Thomas P Long	BURNOR	0104	1981	Kyle W Reeves	BURL	1108	1973	Dave E Timmens	BURL	1108	1976				
Robert J Hess	USD-NW	0721	1980	Dale E Lothrop	BURNOR	0104	1980	Roger J Reimers	BURL	1320	1980	Daniel C Tinsley	BURNOR	0104	1979				
David C Heusman	BURL	1316	1974	James B Lyons	BURL	1105	1979	Keith W Retzlaff	BURL	1108	1979	Edward Troy	PENN	3063	1979				
James J Heusman	BURL	1316	1978	Terry Q Lyons	BURL	1	320	Raymond L Richards	BURNOR	0104	1976	Gilbert Tso	USD-W	1020	1980				
Timothy J Heusman	BURL	1108	1978	Paul W Maloney	USD-W	0227	1980	Michael G Riggert	BURL	1316	1975	Mike J Tucker	BURL	1888	1973				
Randy L Hill	BURNOR	0104	1979	James D Mammen	BURL	1320	1980	Joseph P Ringbauer	BURL	1108	1977	Michael J Vallejo	BURL	1108	1977				
Terry L Hill	USD-NW	0104	1979	Charles R Mandelko	BURL	1108	1976	Peter A Ripperger	BURL	1888	1974	Brett A Van Winkle	BURL	1320	1978				
Patrick D Hilliker	BURL	1108	1979	Frank R March	USD-NW	0377	1980	Refujio M Rivera	USD-W	0107	1980	Larry B Venable	PENN	3063	1979				
Brian D Hirschert	BURL	1105	1980	Gerald T Martinez	USD-W	0941	1980	Roy C Robinson	BURL	1108	1975	Paul A Vifquain	BURL	1316	1977				
Larry L Holcomb	BURL	1108	1976	James B Mashek	BURL	1108	1977	Michael P Robison	BURL	1108	1976	John H Waggoner	BURL	1316	1971				
Steve R Howe	BURL	1888	1973	Edward B Mason	BURL	1320	1978	Wayne R Rogman	BURL	1316	1972	John A Walentine	BURL	1320	1977				
Michael E Hoyt	BURL	1888	1973	Vincent K Mc Cann	BURL	1888	1974	Luis Rojas	USD-W	0918	1980	David P Walker	USD-NW	1148	1980				
Stephen A Hrenchir	BURL	1320	1979	John M Mc Guire	BURL	1320	1979	Richard W Ross	USD-NW	0343	1980	Ronald D Wall	BURL	1320	1979				
James M Hubler	PENN	3063	1977	Lyle W Mc Kinnon	BURL	1108	1976	Clinton W Rule	BURL	1316	1979	James E Warner	BURL	1320	1980				
Terry J Huddle	BURL	1108	1978	William E Meals	BURNOR	0104	1979	Dale M Ruleau	BURL	1108	1977	John R Weatherly	BURL	1888	1974				
Fay E Hughes	BURL	1108	1979	Santos G Melendez	USD-W	0941	1980	Richard A Rutledge	BURL	1888	1974	Gary A Wiedel	BURL	1316	1979				
Robert Huss	BURL	1108	1972	Kevin B Miller	USD-W	0899	1980	Bryan P Ruzicka	BURL	1108	1980	Ronald E Wieters	BURL	1316	1974				
Michael L Jackson	USD-NW	0377	1980	Jon P Miller	BURL	1888	1977	Tom L Ryan	BURL	1108	1975	Jerald D Wilkinson	BURL	1316	1977				
Etienne L Jackson	USD-W	0508	1980	David L Miller	BURNOR	0104	1979	Arthur Salinas	BURL	1320	1977	Michael A Williams	BURNOR	0104	1978				
Lawrence L Jacobs	BURL	1108	1975	Gary L Miller	BURNOR	0104	1979	John T Samter	BURNOR	0104	1979	Lawrence E Willmann	BURNOR	0104	1981				
Mark J Jakoubek	BURL	1320	1977	Lee D Miller	BURL	1108	1976	Arcadio S Sanchez	USD-NW	0377	1980	Charles E Wilson	BURL	1320	1978				
Jerry M Jensen	BURL	1320	1979	Ralph D Misita	BURNOR	0104	1979	Rob L Sandstrom	USD-NW	1071	1980	Gary L Witt	BURL	1108	1977				
Douglas L Johnson	BURL	1320	1977	L J Moloney	BURL	1108	1975	Richard L Santo	BURL	1316	1974	Gregg R Woods	BURNOR	0104	1979				
Kevin A Johnson	BURL	1105	1979	Mickey G Montgomery	BURNOR	0104	1976	William H Schenk	BURL	1320	1977	David J Worster	BURL	1320	1977				
Wayne C Jones	BURL	1316	1973	Spencer W Morrissey	BURL	1316	1974	George J Schilling	BURL	1108	1977	Gary Yazzie	USD-W	0922	1980				
Joseph B Jones	USD-NW	0377	1980	Dave A Motsch	BURNOR	0104	1979	Grant E Schnase	BURL	1108	1979	Samuel Yazzie	USD-W	1020	1980				
Mark L Kaelin	BURL	1108	1980	Charles A Moyer	BURL	1316	1974	Scott A Schrage	BURL	1320	1978	James L Zarybnicky	BURL	1316	1977				
Terry L Kaster	BURL	1316	1978	Robert M Musil	BURL	1316	1976	Marvin C Scott	BURL	1888	1973	Allan J Zavodny	BURL	1320	1977				
Calvin Kee	USD-W	0686	1980	Roger D Nason	BURL	1108	1978	Terry L Scott	BURL	1320	1977								
Bruce A Kehrer	BURNOR	0104	1979	Lee A Nelson	USD-W	1020	1980	Dale D Scott	BURL	1108	1978								
Charles R Kelley	BURL	1108	1980	Joseph C Noel	BURNOR	0104	1981	Neal E Shallenberger	BURL	1316	1976								
Kevin E Kelley	BURL	1888	1973	Richard G Nohrenberg	BURL	1108	1980	Michael D Shannon	BURL	1108	1974								
Alan D Kerner	BURL	1316	1976	R L Norgard	BURL	1108	1974	Dan R Shehan	BURL	1888	1971								
Daniel L Kerr	BURNOR	0104	1979	Stephen R Olson	BURNOR	0104	1979	Patrick J Sherlock	BURL	1108	1976								
Michael G Kettleborough	BURL	1108	1979	Mark W Palmer	BURL	1108	1976	K A Sherman	BURL	1108	1973								
Mark F Kildare	BURL	1320	1979	Norman J Parris	PENN	3063	1979	Ralph E Sickels	BURL	1832	1979								
Henry L King	USD-NW	0377	1980	David J Paul	BURL	1320	1978	DAVID W Sintek	BURL	1108	1973								
John D Kingery	BURL	1888	1975	Jerry L Paulsen	USD-W	0216	1980	Donald G Smart	BURL	1888	1992								
David L Klaus	BURL	1316	1975	Mark H Pearson	USD-W	1246	1981	Steve L Smith	USD-W	1133	1980								
Donald K Klein	BURL	1320	1980	Frank J Pearson	USD-NW	1757	1980	William J Smith	BURL	1108	1973								
Kevin R Klundt	BURL	1320	1979	Noel A Peine	BURNOR	0104	1974	Marcelino G Soto	USD-NW	0377	1980								
Michael J Kosman	BURL	1888	1975	Vincent S Pella	BURL	1316	1973	Anderson Spencer	USD-W	0508	1980								
Alan J Koss	BURL	1108	1978	Ronald E Pelton	BURL	1108	1975	Steven Staab	BURL	1108	1974								
				Robert L Pettit Jr	BURL	1105	1978	William A Stanowski	PENN	3063	1976								
				Joseph Pezzella	PENN	3063	1979	Jim J Steggall	BURL	1108	1972								



Arley M Bischoff	BURNOR	0104	1960
W E Broadsword	BURNOR	0104	1959
Vern L Drake	BURNOR	0104	1957
Marvin G Gould	BURL	1316	1951
Gary D Grimmett	BURNOR	0104	1958
Loren G Guenther	BURNOR	0104	1954
Lewis E Harrington	BURNOR	0104	1961
Eric W Johnson	BURNOR	0104	1959
Blair Ragan	BURL	1832	1953



Delbert M Alm	BURL	1316	1942
Lester F Ambelang	BURL	1832	1946
Eleroy C Ayers	BURL	1105	1950
Irvin D Froit	BURL	1888	1948
R W Mathiesen	BURL	1105	1947
Raymond J Meerian	BURL	1316	1946
Domingo A Mondragon	USD-W	0941	1950
Richard E Pierson	BURL	1888	1946
Clifford E Pilcher	BURL	1832	1942
Foy Rogers	SOU	0627	1949
Richard L Sphuler	BURNOR	0104	1951
Lester L Tawney	AF-SE	0075	1951
Donald E Tutor	BURL	1832	1949
Lester C Walden	SOU	0627	1948
Glenn D Ward	BURL	1108	1947
Jack Yeoumans	BURNOR	0104	1950
Norm Zimbelman	BURL	1320	1947



Gerardo A Arciga	USD-W	0227	1970
Thomas W Bartels	BURL	1316	1970
Terrence J Bradshaw	BURNOR	0104	1971
Ricky D Burger	USD-W	0914	1970
Neil E Christman	BURNOR	0104	197

BMWED Legislative Issues – 112th Congress

Fiscal Year 2011 Budgets

As previously noted, 111th Congress failed to enact one spending bill for FY2011. With only one exception, the 112th Congress has not improved upon that record. The exception is the passage of the "Surface Transportation Extension Act of 2011." This Act provides for funding surface transportation at the 2010 levels for March 5 through September 30, 2011, the end of fiscal year 2011.

Transportation leaders in the House and Senate have indicated their hope this extension will allow time to enact a full six-year authorization bill some time later this year.

The balance of the FY 2011 budget has been subjected to the passage of Continuing Resolutions (CR). In a February attempt to fund the federal government for the then remaining seven months of FY 2011, the House Republican leadership produced a list of 70 program spending cuts exceeding \$74 billion. The cuts included \$58 billion in non-security discretionary spending involving Amtrak (\$224 million), High Speed Rail (\$1 billion), clean coal technology, and job training programs. The leadership's intentions were overtaken in part by the Freshman Republican and Tea Party proponents who demanded the \$100 billion in cuts the leadership advocated during the 2010 election campaign. The result was a two week extension to March 18 that included \$4 billion in reductions, or \$2 billion per week.

On March 18, 2011, the President signed yet another stopgap, this time for three weeks which included an additional \$6 billion in spending cuts, \$2 billion per week. This latest extension is due to expire April 8, 2011 when the federal government will once again be subject to a government wide shut-down.

Leaders in both parties and chambers stated the April 8th extension should be the final short-term FY 2011 bill. Talks have begun to work out a solution, but no public agreement has been announced on which areas should be targeted for cuts. Senate Majority Leader Harry Reid, (D-NV) and Democratic Conference Vice Chairman Charles Schumer (D-NY) have stated future discussions with House Republicans and the White House must target a combination of domestic

discretionary spending, military spending and entitlement programs. At least 60 Senate members have signed a letter to President Obama calling for him to initiate a debt reduction debate that includes entitlements and the tax code.

With or without a settlement on the FY 2011 budget, a showdown is looming in the near future over increasing the statutory debt limit. Republicans in the House and Senate are demanding budgetary changes in exchange for their vote to increase the current debt limit.

Fiscal Year 2012 Budget

Despite the fact the FY 2011 budget has not been resolved, President Obama, as required by law, submitted his proposed budget for FY 2012, October 1, 2011 to September 30, 2012, in the amount of \$3.7 trillion.

The President's proposal is unexpectedly generous towards the various modes of transportation and requests \$129 billion for the U.S. Department of Transportation, including \$22.4 billion for public transportation and \$8 billion for high-speed rail in FY 2012. The budget also proposes \$556 billion for a six-year surface transportation reauthorization plan that includes \$119 billion for transit programs and \$53 billion for new high-speed rail. The intercity passenger rail programs and Amtrak's stand-alone subsidies would be moved from the annual appropriations process into the six-year plan. The change would require Amtrak to compete for rail grants through a high-speed rail "system preservation" initiative.

As expected, some of the Republican leaders were quick to criticize the President's transportation initiatives. Conversely, a number of prominent national organizations, including the American Public Transportation Associa-

tion, the Railway Supply Institute, the National Association of Railroad Passengers, and the Transportation Equity Network, among others, were openly supportive of the President's initiatives.

Also included, is a \$233 million request for the Federal Railroad Administration (FRA). Additional funding will permit hiring more safety inspectors and increasing the number of safety inspection. The budget includes the start of a safety user fee to be paid for by the railroad industry. The fee is

valued at \$80 million annually and it is anticipated the carriers will lobby heavily against it.

Amtrak

Separate from the President's budget request, Amtrak submitted a \$2.2 billion funding request for FY 2012. The request includes \$1.3 billion for capital improvements to tracks, equipment and other infrastructure needs on the Northeast Corridor (NEC), \$616 million for daily train operations and \$271 million to service debt.

On March 14, 2011, U.S. Transportation Secretary Ray LaHood designated the NEC as the 11th, and final, U.S. high-speed rail corridor. The designation was constructed in a manner that includes the existing NEC main line and any alternative service routings between Washington, D.C., Philadelphia, New York City and Boston.

This designation guarantees the states in NEC will be eligible to apply for funding from existing federal high-speed and intercity passenger rail programs. It also will enable Amtrak to apply for high-speed rail grant funding, including the \$2.4 billion recently rejected by Florida Governor Rick Scott.

While much attention has been given to the Wisconsin, Ohio and Florida Governor's decisions to

reject the ARRA money awarded by the FRA for intercity and high speed rail projects in their respective states, the readers are reminded that 33 additional states have accepted their awards and are proceeding with plans to better serve the traveling public. There will be no shortage of applicants for the \$2.4 billion rejected by Governor Scott and the FRA is aggressively advancing the application process in order to redirect this money so the job creation and benefits to the traveling public can begin as soon as possible.

National Mediation Board

The National Mediation Board (NMB) issued a final rule on May 11, 2010 that allows a majority of those voting in aviation and rail union elections to decide the outcome. Prior to this new rule, workers who did not vote were automatically counted as votes against the union.

The Federal Aviation Administration Reauthorization and Reform Act of 2011 (H.R. 658) was introduced into the 112th Congress and assigned to the House Transportation and Infrastructure Committee Chaired by Congressman John Mica (R-FL). Less than one-year after the issuance of the rule, Chairman Mica included a provision that would reverse the May 2010 NMB rule and restore the provision that workers who fail to participate in the election process will once again be counted as votes against the union.

Rep. Jerry Costello (D-IL) offered an amendment during the full T&I Committee's consideration of H.R. 658 to remove the NMB provision. The amendment failed by one vote, 29 to 30, and the bill is awaiting floor consideration by the House. A floor amendment is expected to be offered that would protect the democratic election rules issued by the NMB.

Representatives of the BMWED, BLET, IBT, the Transportation and Trades Department of the AFL-CIO and affiliated rail and airline unions have been meeting with House Members and staff in an effort to educate them about the history of the NMB election rules, the purpose for the change and to solicit their support for the floor amendment. Floor action is expected in late March or early April.



Director of Government Affairs
Leon Fenhaus

Increased Federal Income Tax Withholding for Many RRB Annuitants

The Railroad Retirement Board (RRB) has adjusted the railroad retirement benefits of over 140,000 beneficiaries to apply new Federal income tax withholding rates. The Internal Revenue Service (IRS) revised the income tax withholding rates and tables that are used to calculate Federal income taxes for United States citizens based on provisions of the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010.

The RRB implemented the new tax tables beginning with monthly payments received in February 2011. The new rates apply to withholding from the non-social

security equivalent benefit (NSSEB) portion of tier I, tier II, vested dual benefit, and supplemental annuity payments. The revised tax tables will remain in use for the remainder of 2011.

In the absence of a request not to withhold Federal income tax or to withhold tax at specific amounts, the RRB will withhold taxes only if the combined portions of the NSSEB portion of tier I, tier II, vested dual benefit, and supplemental annuity payments are equal to or greater than an annual threshold amount. In that case, the RRB withholds taxes as if the annuitant were married and claiming 3 allowances. The annual threshold

amount for 2011 is \$1,587.99. The threshold amount for 2010 was \$2,063.51.

Form RRB W-4P, *Withholding Certificate For Railroad Retirement Payments*, is used by U.S. citizens or legal residents for U.S. tax purposes. Annuitants can use Form RRB W-4P to request:

- no Federal taxes be withheld from their railroad retirement payments,
- Federal taxes be withheld based on the marital status and the number of allowances they want to claim,
- an additional amount be withheld from their railroad retirement payments.

Annuitants who wish to adjust withholding from their NSSEB and tier II benefits, vested dual benefits, and supplemental annuity payments must complete Form RRB W-4P and send it to the RRB. An annuitant is **not** required to file Form RRB W-4P. Copies of the form are available by visiting the RRB's website at www.rrb.gov, clicking on "Benefit Forms and Publications," and then clicking on "Income Tax."

Annuitants who have questions regarding their tax liability should contact the nearest office of the IRS or visit their website at www.irs.gov.

The Self-Made Man

On Monday, February 28, 2011, Joe gets up at 6 a.m. and fills his coffeepot with water to prepare his morning coffee. The water is clean and good because some tree-hugging liberal fought for minimum water-quality standards. With his first swallow of water, he takes his daily medication. His medications are safe to take because some stupid commie liberal fought to ensure their safety and that they work as advertised. All but \$10 of his medications are paid for by his employer's medical plan because some liberal union workers fought their employers for paid medical insurance - now Joe gets it too. He prepares his morning breakfast, bacon and eggs. Joe's bacon is safe to eat because some girly-man liberal fought for laws to regulate the meat packing industry.

In the morning shower, Joe reaches for his shampoo. His bottle is properly labeled with each ingredient and its amount in the total contents because some crybaby liberal fought for his right to know

what he was putting on his body and how much it contained. Joe dresses, walks outside and takes a deep breath. The air he breathes is clean because some environmentalist wacko liberal fought for the laws to stop industries from polluting our air. He walks to the subway station for his government-subsidized ride to work. It saves him considerable money in parking and transportation fees because some fancy-pants liberal fought for affordable public transportation, which gives everyone the opportunity to be a contributor.

Joe begins his work day. He has a good job with excellent pay, medical benefits, retirement, paid holidays and vacation because some lazy liberal union members fought and died for these working standards. Joe's employer pays these standards because Joe's employer doesn't want his employees to call the union. If Joe is hurt on the job or becomes unemployed, he'll get a worker compensation or unemployment check because some stupid liberal didn't think he should

lose his home because of his temporary misfortune.

It's noontime and Joe needs to make a bank deposit so he can pay some bills. Joe's deposit is federally insured by the FDIC because some godless liberal wanted to protect Joe's money from unscrupulous bankers who ruined the banking system before the Great Depression. Joe has to pay his Fannie Mae-underwritten mortgage and his below-market federal student loan because some elitist liberal decided that Joe and the government would be better off if he was educated and earned more money over his lifetime. Joe is home from work.

He plans to visit his father this evening at his farm home in the country. He gets in his car for the drive. His car is among the safest in the world because some America-hating liberal fought for car safety standards. He arrives at his boyhood home. His was the third generation to live in the house financed by Farmers' Home Administration because bankers didn't want to

make rural loans. The house didn't have electricity until some big-government liberal stuck his nose where it didn't belong and demanded rural electrification.

He is happy to see his father, who is now retired. His father lives on Social Security and a union pension because some wine-drinking, cheese-eating liberal made sure he could take care of himself so Joe wouldn't have to.

Joe gets back in his car for the ride home, and turns on a radio talk show. The radio host keeps saying that liberals are bad and conservatives are good. He doesn't mention that the beloved conservatives have fought against every protection and benefit he and Joe enjoys throughout his day. Joe agrees: "We don't need those big-government liberals ruining our lives! After all, I'm a self-made man who believes everyone should take care of themselves, just like I have."

—Author unknown

High-Speed Rail

Continued from Page 1

crossties with new rail and ballast, and renew 82 crossings. The plan is to have this stage of the construction completed by 2012 with train speeds allowed at 110 miles per hour. Long term goals are to have the tracks interconnect with tracks that will be allowed speeds up to 220 miles per hour.

The TRT 909 installs rail and concrete ties in one pass. It can install up to 5,000 ties in a twelve-hour day. It consists of approximately 30 rail cars, with each car capable of carrying 210 concrete ties. Three sets of gantry cranes move the concrete ties forward for the TRT to drop in place and the machine then threads the new rail

onto the ties. The old wooden ties are picked up and loaded onto rail cars for transport to a sorting facility while the old rail is threaded out as the machine works its way down the track. In 2010, the TRT 909, with its BMWED crew, installed 76.5 miles of track, 201,000 new concrete ties, spread 390,000 tons of ballast, renewed 73 crossings and approaches, and installed 7 switches.

The TRT 909 is operating under a special agreement between UP railroad and the BMWED that was entered into on November 16, 2010. That agreement allows UP to operate the TRT 909 Concrete Production Crew across these Divisions while providing certain protections and opportunities for both the UP North and South

BMWED employees. The agreement also provides opportunities for both UP and BMWED members to take advantage of opportunities available due to President Obama's stimulus plan, the American Recovery and Reinvestment Act of 2009 (Recovery Act).

The intent of the recovery act is to jump start the economy and create or save millions of jobs. Democrat Senator Dick Durbin of Illinois has said, "...the Midwest high-speed rail network will create an estimated \$23.1 billion in economic activity and create 6,000 jobs over the next ten years."

The culmination of securing the agreement between Union Pacific and the state of Illinois is the result of efforts by both Union Pacific and rail labor. And, months of negotia-

tions and finally partnering between Union Pacific Railroad and the BMWED that resulted in a labor agreement that allows Union Pacific freedom to operate the TRT 909 while protecting BMWED members and securing additional work.

BMWED National Division President Freddie Simpson offered, "I'm proud of the partnership between BMWED and Union Pacific. This agreement, and hopefully others like it, will make railroads like UP more prosperous, increase ridership for Amtrak and make inter-city travel more available for the traveling public. It will also benefit our members with additional work opportunities and job security, while helping put all of America back to work."

DEATH BENEFIT DEPARTMENT

REPORT OF DEATH BENEFIT CLAIMS PAID DURING JANUARY AND FEBRUARY, 2011

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
LOUIS E. ANDERSON	PHILLIPSBURG, KS	1214 BURL/LIFE	12/15/10
GEORGE D. BROWELL	WESTERN, MO	0230 BURL/LIFE	04/10/10
ROBERT C. BRYAN	DOUGLAS, AZ	0227 USD/LIFE	02/29/08
HARRY W. DE HAVEN	NAMPA, ID	1381 USD/LIFE	11/14/10
HENDERSON DUNN JR.	CORDELE, GA	2067 SEAB/LIFE	12/01/10
ALBERT P. FIUTEM	ADENA, OH	2307 CRSF/LIFE	01/15/11
NAPOLEON R. GAMACHE	EWING, NJ	2800 CRSF/LIFE	10/24/09
EDGBERT HICKS	FOREST, OH	1900 CRSF/LIFE	02/03/10
ANTHONY P. LAGANA	TRENTON, NJ	3014 PENN/LIFE	12/28/10
MAURICE H. LEHMKUHL	BEARDSTOWN, IL	0788 BURL/LIFE	01/02/10
GLENN H. MARBURGER	LINCOLN, TX	1338 AF/LIFE	11/27/10
ANGELO J. MARGONI	CASPIAN, MI	0721 USD/LIFE	01/01/11
CARL E. PETREY	CORBIN, KY	0139 AF/LIFE	11/21/10
JOHN B. SANBORN	BURNHAM, ME	0633 N E/LIFE	01/11/11
JACK L. SMITH	IOWA PARK, TX	1082 MT&PLS/LIFE	11/17/10
LEO E. TAYLOR	TAHLEQUAH, OK	2717 AF/LIFE	10/21/10

PAID JANUARY 1, 2010 TO FEBRUARY 28, 2011	\$ 8,000.00
AMOUNT PREVIOUSLY PAID	\$45,336,807.75
TOTAL AMOUNT PAID TO DATE	\$45,344,807.75
NUMBER OF CLAIMS PAID - 16	

REPORT OF DEATH NOTICES RECEIVED DURING JANUARY AND FEBRUARY, 2011

RICHARD F. BARTEN	VERGAS, MN	1490	MIDW/SOO	02/28/11
ROBERT BERTE	MALDEN, MA	0201	CRSF/MBCR	02/17/11
JAMES J. DALTON	PORTAGE, WI	2643	MIDW/SOO	01/17/11
STEPHEN J. FALZONE	S. BOSTON, MA	0228	N E/CSXT	12/18/10
JOHN F. HINDMAN	HERRIN, IL	0017	ICGF/IC	02/07/11
WILLIAM LOPEZ	GROVE, OK	0227	USD/UP	01/25/11
SYLVESTER MC CRORY	PHILADELPHIA, PA	2910	CRSD/SPTA	01/20/11
GARY L. ROBOTHAM	PLEASANT DALE, NE	1320	BURL/BNSF	01/11/11

LOCAL LODGES

Please notify the BMWED National Division of the passing of any retired BMWED members.
Call (248) 948-1010, extension 636.

BMWED Job Opening

National Division Headquarters is seeking applicants for a Staff Assistant, Information Services. Candidates should have a well rounded background in Support Services, Microsoft operating systems, Network infrastructure and a basic understanding of .Net and SQL Server. This position offers an individual with basic programming experience the ability to develop their skill level.

Duties will include:

- Work with end users to analyze problems and provide solutions
- Help keep network hardware running efficiently
- Provide program maintenance support
- Provide technical assistance to staff
- Support remote locations
- Other support duties as assigned

Please send resume to:

Job Opening, BMWED
20300 Civic Center Dr.
Suite 320
Southfield, MI. 48076-4169

Email:
jobopening@bmwe.org

BMWED Job Opening

The Brotherhood is seeking applicants to fill the position of Director of Government Affairs – Washington, D.C.

The person filling this position will work under the direction of the National Division President and will be responsible for lobbying activities related to federal legislation affecting the members. The Director of Government Affairs is also responsible for maintaining relations with various agencies in connection with matters of interest to the BMWED. This person also directs the State Legislative Directors' activities and is responsible for supervising the daily operations of the National Division Washington, D.C. Legislative Department office.

The ideal candidate must have a good working knowledge of the legislative process, strong organizational, administrative, and writing skills, including computer and keyboarding skills, strong oral and written communications skills, and the ability to articulate BMWED positions on a number of issues as directed by the President. The candidate must be a self-starter with the ability to handle multiple tasks in a fast paced and high intensity work environment. The candidate must have excellent interpersonal skills and the ability to represent BMWED before the membership, the public, and the various agencies/entities with which the BMWED interacts. Experience in employee protective issues, publications and public relations, legislation, railroad safety, and adult education is desirable.

Starting salary is commensurate with skills and includes a full benefits package. This position will be headquartered in the Washington, DC, office located at the International Brotherhood of Teamsters headquarters.

If you are a BMWED member and desire to be considered for this position, please provide a detailed resume that includes the following information:

- Railroad employment history.
- BMWED offices and positions held.
- A brief description of your experience in any of the following areas: employee protection, publications and public relations, experience in the political arena, railroad safety, and adult education.
- Samples of writing ability.
- Level of computer skills [Micro Soft Office Suite (Word, Excel, Outlook and Power Point) Word Perfect are a plus].

Interested applicants should send their resumes to:

Freddie Simpson, President
C/O Job Openings
BMWED
20300 Civic Center Drive, Suite 320
Southfield, MI 48076-4169

Around the Brotherhood

Local Lodge 996 Holds Annual Christmas Party

Allied Federation Local Lodge 996 held its annual Christmas party in conjunction with their quarterly meeting. The gathering was held in Jefferson City, Missouri, December 11, 2010.



Lodge 966, members and guests

Lodge President Brady Donaldson, Lodge Secretary-Treasurer Randy Bonnarens, Recording Secretary Tony Hendricks, members and guests, were joined in the festivities by Allied Federation Vice Chairman Brian Thies.

Teamster Rail Conference Officers Meet

Officers elected to the Teamster Rail Conference last summer met recently with other members of the Conference.



Left to right, BLET First Vice President and Teamster Rail Conference Vice President E. Lee Pruitt, BLET National President and Teamster Rail Conference President Dennis R. Pierce, and BMWED National Division Secretary-Treasurer and Teamster Rail Conference Secretary-Treasurer Perry K. Geller Sr.

Local Lodge 425 members and guests

Unified System Division Local Lodge 425 held their quarterly meeting on December 18, 2011, in Green Bay, Wisconsin.

The meeting was the last for retiring USD Vice Chairman William

C. "Bill" Jorde and Lodge 425 member Gary Holtz, as active members.

Congratulations to Bill and Gary, good luck in the New Year. Local 425 meetings are held one block from Lambeau Field, the home of the Superbowl Champion Green Bay Packers.



Shaking hands with Bill (right) is Gary Holtz (left).

Allied Federation Celebrates Retirements

On February 26, 2011, members of Allied Federation Local Lodge 885 met in Florence, Kentucky, to celebrate the retirement of Joseph L. Minges Jr. after a career that spanned 41 years.

Right: Allied Federation General Chairman Dennis Albers honors Joseph Minges with a commemorative plaque



On February 17, 2011, Allied Federation Local Lodge 670 met in Nashville, Tennessee, and celebrated the retirement of Robert C. Pope after 37 years of service. BMWED National Division President Simpson attended and briefed members on national bargaining efforts.

Allied Federation Vice Chairman Andrew Shelton presents Robert Pope with a commemorative clock from Local Lodge 670.

Local Lodge 44 Holds Quarterly Meeting

Allied Federation Local Lodge 44 held their regular quarterly meeting on January 29, 2011, in Del Rio, Texas.



Allied Federation Local Lodge 44 members.



Local Lodge 670 members and guests.



Around the Brotherhood
Continued from page 17



On January 29, 2011, members of Allied Federation Local Lodge 1507 met in Magnolia, Arkansas, and celebrated the retirement of Floyd C. Pree after nearly 37 years of railroad service.

Floyd Pree poses with Allied Federation commemorative plaque, marking his retirement.

Local Lodge 1993 Holds Quarterly Meeting

Allied Federation Local Lodge 1993 met February 26, 2011, in Concord, North Carolina. Most of the members of Lodge 1993 are employed by the Winston-Salem Southbound Railway, jointly owned by CSX and Norfolk Southern Railroad.

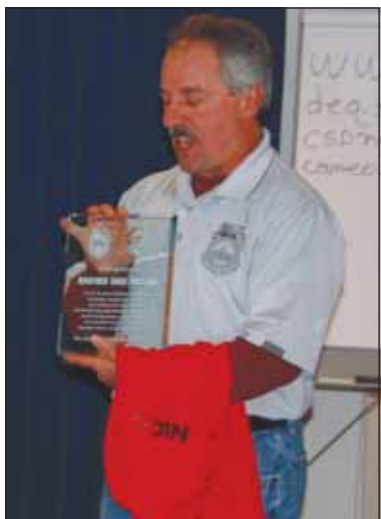
Allied General Chairman Dennis Albers and Vice Chairman Roy Griffith were in attendance and addressed the group.

Allied Federation Local Lodge 1993 members and guests.

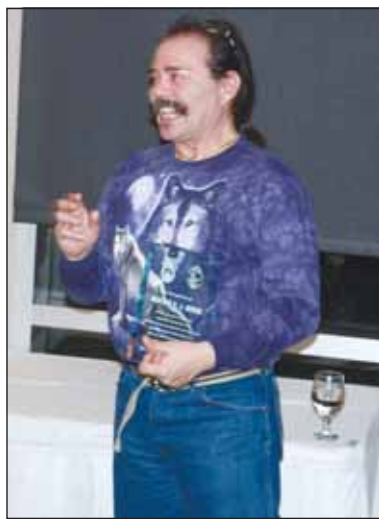


BMWED Hazardous Materials Instructors Honored

In recognition of their contributions to the Rail Workers Hazardous Materials Program at the National Labor College, BMWED Director of Safety Rick Inclima, and BMWED Peer Instructor B. J. Greigo were presented with awards on January 27, 2011.



(Left)
Rick Inclima



(Right)
B. J. Greigo

BMWED Member's Son Earns Eagle Scout Honors

Brandon Bryant, son of Southern System Division member Gene E. Byant, recently achieved Eagle Scout status with Troop 37, Blue Ridge Council. Brandon, who lives in Easley, South Carolina with his parents, attends Tri-County Technical College, and is studying in criminal justice for a career in law enforcement.

Brandon missed much of his senior year in high school and a number of Scout meetings due to an extended illness, which makes his achievement all the more significant.

Brandon's father Gene began working for the Norfolk Southern Railroad in 2005 and is a member of Southern System Division's Local Lodge 673.

Brandon Bryant flanked by his father Gene, mother Angie, with sister Reese.



Local Lodge 1100 Holds Educational

Members of Allied Federation Local Lodge 1100 met in Metairie, Louisiana, for a special meeting on February 1, 2011. Members employed by the New Orleans Public Belt Railroad gathered for an educational concerning rights in the work place.



Local Lodge 1100 members and guests.

Local Lodge 1056 Holds Quarterly Meeting

Consolidated Rail System Federation met on March 4, 2011, in Kendallville, Indiana and held its regular quarterly meeting. CRSF Second Vice Chairman Mike Flowers was on hand for discussion.

During the meeting members observed a moment of silence for Brother Raymond Waldron, age 88, who passed away in February. Brother Waldron was the former Local Lodge 1056 Secretary Treasurer and had a 44 year railroad career employed by New York Central, Penn Central and Conrail.

Local Lodge President Mark Hay presented Larry Kline with his 40 year merit award. Also, elections were held for Local Legislative Representative and Alternate.



Left to right, Mark Hay, Larry Kline, Fred Young, Mike Flowers, Jim Leffel and Mike McDowell.

Local Lodge 891 Holds Quarterly Meeting

Consolidated Rail System Federation Local Lodge 891 met on March 25, 2011, in Syracuse, New York and held their regular quarterly meeting. Both CRSF General Chairman T. J. Nemeth and Assistant CRSF General Chairman Ed Long were on hand to discuss issues with the members.

CRSF Local Lodge 891 members and guests.



A Vice President Speaks

By now everybody in America should know who the Koch brothers are and their role in right-wing politics. David and Charles Koch are probably the most influential figures in Republican politics today. One could argue that the billionaire Koch brothers have near single-handedly molded the current political landscape in this country, funneling money into self-promoting organizations that in turn supply millions to the campaigns of anyone who will promote their agenda. Unions in America are under attack and the Koch brothers are leading the charge.

Right now, their agenda seems to be focused on destroying public unions but, they have a big list they would like to accomplish. According to some, less environmental regulation of industry is near the top of their list. This is no surprise since they own goliath conglomerate Koch Industries, a hundred billion dollar a year enterprise that owns oil refineries in several states, including Alaska, and controls 4,000 miles of pipeline. They also own Brawny paper towels, Dixie cups, Georgia-Pacific lumber, Stainmaster carpet, and Lycra, among other products. Also important to them are lower personal and corporate taxes, minimal social services for the needy, and apparently, the destruction of anyone who stands in the way of their right-wing views. That would obviously include unions and anyone who supports unions. Their intentions seem to be nothing less than war on the poor and middle-class.

The Kochs have furnished more than 100 million dollars to right wing organizations and front groups, some of which are almost completely funded by the Kochs.



BMWED Vice President David D. Joynt

One of those groups is the Americans for Prosperity Foundation, the group most associated with the Tea Party movement. It is a common held belief that the Koch brothers had plenty of chiefs but no Indians, so they created the Tea Party movement in order to promote their own personal agenda. When the economy is bad and many people are jobless it is easy to manipulate and stir the wrong emotions in people. Apparently, if you repeat something over and over again, no matter how absurd, it can have an impact on people who are struggling.

The Koch brothers influence and power can only be compared to the robber barons of the 19th century. Charles Lewis, the founder of the Center for Public Integrity, a nonpartisan watchdog group, said, "The Kochs are on a whole different level. There's no one else who has spent this much money. The sheer dimension of it is what sets them apart. They have a pattern of lawbreaking, political manipulation, and obfuscation. I've been in Washington since Watergate, and I've never seen anything like it. They are the Standard Oil of our times."

The Koch brothers got their money the hard way - it was inher-

ited. They got their money, and apparently much of their political ideology, from their father Fred. Fred Koch's business benefited from helping build oil refineries for the Stalin Regime in the 1930s. Much later he became one of the founding members of the John Birch Society which believed, among other things, that President Dwight Eisenhower was a communist agent. He was so paranoid about communism that his writings included his admiration for Benito Mussolini's suppression of communists in Italy and his distaste for the American civil rights movement, writing, "The colored man looms large in the Communist plan to take over America."

It is no surprise that the Koch brothers were big contributors to Scott Walker, the Governor of Wisconsin. His views, if not molded by the Koch's and the Tea Party, certainly are aligned. Providing 64 million dollars in tax giveaways to businesses while expecting state workers to foot the bill is typical of that kind of thinking. Governor Walker lowered taxes for the rich while stealing it from the pockets of middle-class workers. Add to that the fact that he wants to eliminate their bargaining rights so they can never hope to compete for a fair deal.

It is really a simple idea; the Kochs fund the Tea Party and Republicans who in turn destroy unions, which eliminates the top contributors to the Democratic Party, eliminating any competition to the Republicans, which allows big business to run rampant. Thereby allowing the Kochs to go completely unchecked while destroying the working class and what is left of the American economy.

After reading the boot-licking transcript of a conversation between Walker and someone he thought to be David Koch, no one could possibly doubt the influence the Kochs have on politicians and Walker in particular. Hidden within Walker's union-busting bill are provisions that would allow him to sell the states power plants without taking bids. It is no secret that the Kochs already operate in Wisconsin and are in the power business.

Let's get real, there is no budget crisis in Wisconsin and Walker has no interest in creating jobs. Walker gave away 64 million dollars to big business when he came into office, he is now ready to forfeit another 46 million in federal funds under "Section 13C Arrangements" by eliminating collective bargaining, and has forfeited 810 million dollars in federal funds for high speed rail. His interest is in destroying unions and eliminating any political opposition.

The silver lining to the outrageous actions in Wisconsin is that it has awoken the middle class and the workers in this country, hopefully to the point where they now realize just how threatened their way of life is in today's political climate. The workers and middle class in Wisconsin have let it be known they are not going to take this type of beating without a fight and while it may take some time to repair the damage that has been done by this renegade governor, I am confident in the end Governor Walker's political career will be short-lived. But we all know he has a place to land and will be well taken care of by the Koch brothers.

This is also a reminder for all union members that we cannot take any election for granted and we must work hard to get out the vote of the middle class and participate in every election; local, state, or national.

NATIONAL BARGAINING UPDATE

The Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters (BMWED) and the Railway Bargaining Coalition (RLBC) met with the National Carriers' Conference Committee (NCCC) and finished another round of bargaining March 30th, with additional meetings scheduled to begin April 12th. The parties continue to exchange proposals and counter-proposals on wages, health and welfare benefits and craft-specific rules in their continuing attempt to reach a voluntary settlement. "While progress has been slow, I believe the parties are narrowing the issues in dispute, which is the first step in reaching an agreement," said BMWED President F. N. Simpson. In addition to scheduled meetings on April 12 and 13, the RLBC and NCCC have also reserved May 5 and 6, 2011 for additional meetings.

The RLBC, which includes Teamster Rail Conference members, BMWED and the Brotherhood of Locomotive Engineers and Trainmen (BLET), and four other unions, have been meeting with the NCCC with a federal mediator present since February. The RLBC invoked mediation on January 11, 2011, without protest from the NCCC. The National Mediation Board assigned Mediator Terri Brown who had previously served in the same capacity for the RLBC and NCCC during the last round of bargaining.

Around the Brotherhood

Continued from page 18

Local Lodge 482 Holds Quarterly Meeting

Consolidated Rail System Federation Local Lodge 482 met on March 26, 2011, in Northeast, Pennsylvania and held their regular quarterly meeting. Both CRSF General Chairman T. J. Nemeth and CRSF Assistant General Chairman Ed Long were on hand to discuss issues with the members.



CRSF Local Lodge 482 members and guests.

BMWED Diversity Committee Convenes in Dallas

Members of the BMWED Committee on Diversity joined other members of the Teamster Human Rights Commission in Dallas, Texas for the celebration of Dr. Martin Luther King Jr. The celebration, which was held January 13 -18, 2011, included a number of different events.

On January 15, the BMWED Diversity Committee performed local community service at Dallas Parkland Hospital. Members worked on the "Urban Community Garden Coalition," a project which assist young people on how to grow vegetables that in turn allow diabetic hospital patients to pick fresh vegetables and improve their diet.

On January 17, members of the BMWED Diversity Committee joined with other members of the Teamster Human Rights Commission and Teamster Black Caucus for

a two mile march in recognition of Dr. King.

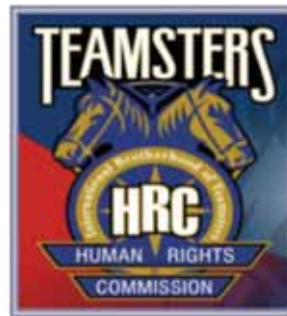
The BMWED Committee on Diversity is a division of the BMWED/IBT and works in coordination with the Teamster Human Rights Commission. The Committee acknowledges that the BMWED represents an extensive membership, and that every member has distinctive qualities such as race, age, ethnicity, religion, sex, sexual orientation, disabilities or national origin worthy of dignity and respect.

The committee's function is to ensure direct approaches to erase discrimination and prejudice of such qualities that make the BMWED membership unique within the work place. The Committee energetically strives to cross the barriers of division that could weaken the ranks of the BMWED.

This is done through member

involvement and by understanding the different cultural and physical qualities of our members. The committee also strives to advance

the communication and unity between our Union memberships to preserve the foundation of diversity for future BMWED Teamsters.



Change of Address Request

Please remember to notify your Federation or the National Division of any change of address or telephone number. It is vital that this information be kept current. Railroad employers do not always provide this information to the BMWED.



Brotherhood of Maintenance of Way Employees Division
20300 Civic Center Drive
Suite 320
Southfield, Michigan 48076-4169



Periodicals Postage
PAID
Southfield, Michigan
and additional offices



recycled paper