BMWED
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES DIVISION
Of The International Brotherhood Of Teamsters
JOURNAL
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Mountain & Plains Federation Dissolved

Members Assigned to Three Separate Systems

After months of negotiations, officers and board members of four federations met in Aurora, Colorado on April 27, 2011, in order to make effective the dissolution of the Mountain & Plains Federation (MT&PLS). Operating at a deficit, the MT&PLS officers decided that the necessary cuts in service to the members would be irresponsible. In order to assure proper representation, the decision was made to assign the members to the System Division or Federation which administers the collective agreement applicable to each individual member.

Western Region Vice President David Tanner, who assisted the General Chairmen throughout the process offered, "The Mountain & Plains Federation has had a long and rich history and this was a tough, but necessary decision for the officers. Fortunately, the members will be well served by their new systems which all have a record of doing excellent work for their members."

The three Systems that will be responsible for representing the Mountain & Plains Federation members effective June 1, are, Unified System Division (USD), Atchison, Topeka & Santa Fe Frisco System Federation (AT&SFF) and the Burlington System Division (BURL).

All but one MT&PLS local lodge will remain intact and retain its original charter. They will be distributed as follows;

- Lodges 779, 833, 968, 1501, 1516, 1517 and 1709 will be assigned to the Unified System Division.
- Lodges 204, 526, 732, 925, 1082, 1405 and 1732 will be assigned to the Atchison, Topeka & Santa Fe Frisco System Federation.
- Members of Lodge 14 located in Denver, Colorado will each be transferred to the System or Federation responsible for administering their particular collective agreement. Members subject to the AT&SF Agreement will be transferred to AT&SFF Lodge 2414, located in La Junta, Colorado. Members subject to the Burlington Northern Agreement will be assigned to BURL Lodge 0014 located in Denver, Colorado. Members subject to the Union Pacific agreement will be assigned to USD Lodge 941 located in La Salle/Denver, Colorado.

Mountain & Plains System Federation General Chairman Charlie Morgan joins President Simpson in signing dissolution agreement.

General Chairmen, System and National Division officers take time out for a photo.

MT&PLS General Chairman Charles Morgan will assume the duties of a USD System Representative and MT&PLS Vice Chairman/Secretary Treasurer Manuel Medina will assume the duties of Region 1, AT&SFF System Representative. The majority of the MT&PLS members will continue to be represented by the same officers that previously provided their representation.

A number of BMWED system, and national division officers and staff worked together with the MT&PLS Board to make sure that the interest of the MT&PLS members were protected, and that the transition of membership from the

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2010 DRIVE Awards Presented

Every year, the BMWED-IBT's Legislative Department, recognizes the various System Divisions or Federations, Local Lodges, and especially our membership for their support, dedication, and voluntary contributions to the Democrat, Republican, Independent, Voter, Education (DRIVE) program. As you know, the DRIVE program is our defense against those who oppose labor and our right to work because it helps us elect the right people, those who understand the working class, into office.

This year, like any other year, the Legislative Department is honored to present award plaques for voluntary contributions to the DRIVE program during 2010 in the following categories:

Highest Contributing Member **AND** Highest Contributing Officer	Awarded to **Gregory S. Kreie**
Highest Contributing Local Lodge	Awarded to **Atchison, Topeka & Santa Fe Frisco System Federation** Lodge 2417; award plaque presented to **Brother Gregory S. Kreie**, Secretary-Treasurer
Highest Contributing System Division or Federation	Awarded to the **Unified System Division**, award plaque presented to **Brother Wayne Morrow**, General Chairman
Highest Contributing Region	Awarded to the **Northwest Region**, award plaque presented to **Brother Thomas Cartwright**, Region Chairman
State with highest dollar amount per capita contributing	Awarded to **South Dakota**, award plaque presented to **Brother Joe Kraljic**, State Legislative Director on behalf of the South Dakota membership
State with highest percentage of members contributing	Awarded to **Minnesota**, award plaque presented to **Brother Mike DeRosa**, State Legislative Director on behalf of the Minnesota membership
System with highest dollar amount per capita **AND** System with highest percentage of members contributing	Awarded to the **Midwest System Federation**, award plaque presented to **Brother Mark Wimmer**, General Chairman
Lodge with highest percentage of members contributing	Awarded to **Midwest System Federation Lodge 0331** award plaque presented to **Brother David Blim,** Secretary-Treasurer
Lodge with highest dollar amount per capita contributing	Awarded to **Unified System Division Lodge 0799** award plaque presented to **Brother Collin Johnson**, Secretary-Treasurer
Highest contributing retiree	Awarded to **Malcolm B. Davison**

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Freddie N. Simpson *President and Editor* — **Perry K. Geller, Sr.** *Secretary-Treasurer* — **Randall Brassell** *Associate Editor*

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Democrat, Republican, Independent Voter Education

"Big Business" spends big money in Washington to influence members of Congress and push their anti-worker plans. They outspend working families on politics by more than 15-1.

Through grassroots political action and aggressive lobbying on Capitol Hill and in State Houses and City Halls across America, the BMWED and Teamsters have stopped some of the worst attacks on working people.

Just as "Big Business" is pushing their agenda stronger than ever, we have to fight back stronger than ever. By moving forward with our own programs, like improving job safety, fighting for affordable childcare, and stopping abuses by corporate health providers and insurance companies.

You can take a stand for working families by contributing to DRIVE – the Teamsters' political action committee. BMWED dues dollars cannot be directed toward these activities and DRIVE depends on voluntary contributions. Your contribution will support grassroots action by BMWED and Teamster families to stand up to Big Business interests.

And, your membership to DRIVE will help elect political candidates who care about working people. Contributions to DRIVE support a wide range of activities:

* Keeping members and their families informed on the key

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Rail Conference and the War on Workers

Dennis R. Pierce
Rail Conference President

Since becoming President of the Teamsters Rail Conference last summer, I have studied, discussed and considered various ways that the efforts of the Brotherhood of Locomotive Engineers and Trainmen and the Brotherhood of Maintenance of Way Employes Division can be coordinated under the Rail Conference umbrella to provide our members with more effective and more efficient representation.

Our great Brotherhoods already collaborate on numerous significant efforts, from collective bargaining as part of the Rail Labor Bargaining Coalition, to legislative efforts in partnership with the Teamsters Government Affairs Department, to development and enforcement of rail safety regulations along with the rest of Rail Labor. The past year has seen coordination of our work in support of high speed passenger rail transportation through the Conference's Passenger Rail Advisory Committee, as well as the exploration of joint arbitration and training efforts.

My goal as Rail Conference President is to unleash the focused power of the Conference — and with it the IBT as a whole — to make a difference for the men and women who belong to the BLET and the BMWED. I am fortunate to have BMWED President Freddie Simpson as a partner in these efforts, and to be supported by a Policy Committee comprised of some of the smartest, most dedicated and hardest working officers in all of Rail Labor.

Ours is a business marked by two steps forward and one step backward, even on the best of days. Furthermore, the industry has such an advantage over us in terms of resources that can be devoted to our various struggles that each of us finds ourselves battling on a number of different fronts at the same time. This year — above and beyond the fights that consume our day-to-day work lives — we are facing a challenge to our very existence that hasn't confronted us in generations.

Ronald Reagan's 1981 firing of nearly 12,000 members of the Professional Air Traffic Controllers Organization was a defining moment for anyone who is in a union leadership position or who has dedicated their lives to the American labor movement. Labor's failure to mount an effective response opened the door to a relentless attack on workers and the organizations that represent them that has lasted more than a generation now.

The percentage of the workforce represented by a union has plummeted from 23% to less than 12% since PATCO. This period also has seen the largest upward transfer of wealth in American history. Over the 22-year period from 1989 through the end of last year, worker compensation grew less than 20% — less than one percent per year — while worker productivity increased by more than 60%. At the same time, the ratio of average CEO compensation to average worker pay skyrocketed from 42:1 in 1980 to 263:1 in 2009, and corporate tax revenues as a percentage of gross domestic product fell from about 2% in 1981 to below 1% in 2009.

As a result, the wealthiest 5% of Americans today control 72% of America's financial wealth, while the poorest 80% — including you and me — control only 7%. The richest 400 Americans have more combined wealth than the poorer half of all Americans; these 400 have more wealth than over 150,000,000 Americans combined. And American corporations saw record profits last year, with big oil and the railroad industry at the head of the pack. In fact, nearly 80% of all economic gains made over the past thirty years have gone to the richest 1% of Americans.

Since last November's elections, the war on workers has been elevated to a level not seen in nearly a century, and is being fought on many fronts. This is truly a class war being waged by the union of capital — corporate America — and their political henchmen against workers and the labor unions that represent them. The battle getting the most attention from the media these days is the attack on public workers, especially at the state government level, where there is a propaganda war that tries to pit taxpayer against police officer, fireman and teacher.

You may not know this, but the members of the Teamsters Rail Conference who belong to the BLET and the BMWED are not immune from this onslaught. In addition to the carriers trying to gut our health care coverage, overturn key portions of the Rail Safety Improvement Act of 2008, and eviscerate FRA safety regulations, they have unleashed their legislative arm in an effort to deny our very rights to organize and operate.

Earlier this year the House of Representatives passed a transportation authorization bill that included a provision to deny railroad and airline workers the right to choose their representatives by majority vote; instead all non-votes would be counted as "no" votes as a matter of law. An effort by Representative Steve LaTourette, who bucked Republican leadership by proposing an amendment to strip this portion of the bill, failed on an almost straight party-line vote. At the present time, we do not believe this provision will pass in the Senate, and President Obama has threatened to veto the entire bill because of this provision.

But the carriers have not stopped there. Earlier this spring South Carolina Republican Senator Jim DeMint — on behalf of seven other Senators — introduced S. 504, which would among other things strip from the Railway Labor Act the legal right to enter into union shop agreements and to enter into dues deduction agreements. In other words, DeMint and his cronies want to do to us the same thing that the Governors of Wisconsin, Ohio and numerous other states are trying to do to public workers. While this proposal currently is buried in the Health, Education, Labor & Pensions Committee as a stand-alone proposition, there are indications that its supporters intend to offer it as an amendment to important legislation to sneak it out from under the Committee's jurisdiction.

Labor history, from the mass struggles of the 1930s to the ongoing fight for workers' rights in Wisconsin, Ohio and many other states, teaches us that the struggle to win and keep basic rights is not won by a handful of union leaders, lawyers and economists in a meeting room. When the union of capital goes "all in" and bankrolls an attack on core worker rights, they cannot be defeated except on the streets; they must be met by a counterforce made up of the workers, themselves. That means becoming personally involved in your union, supporting those political candidates who support us, and holding politicians accountable for the votes they cast.

Between now and Election Day 2012 the Rail Conference will carry out a plan to preserve the rights won by our forefathers at the point of a bayonet, and we will implement a plan to drive from office those agents of the union of capital who would turn the clock on our wages, benefits, working conditions and human rights back to where it was when our Brotherhoods were infants. Each member of the Teamsters Rail Conference will have an important role to fulfill if our plans are to be realized, and I hope each and every one of you answers the call when it comes.

Dennis R. Pierce is National President of the Brotherhood of Locomotive Engineers and also serves as President of the Teamster Rail Conference.

President Pierce began his railroad career on the Burlington Northern Railroad in the Maintenance of Way in 1977, transferred to a Clerk position in 1979, and transferred again in 1980 to the Firemen's craft prior to being promoted to Locomotive Engineer.

President Pierce has served the BLET in a number of positions beginning as a local officer in 1991. Prior to his elevation to the top post, he served in a number of key positions including General Chairman and National Vice President. His most recent position was as First Vice President and Alternate President.

Exhibit honors Black Track Workers of the Civil War

BMWED Sponsors Civil War Exhibit at B&O Museum

On April 14, 2011, the Baltimore and Ohio (B&O) Museum opened its new Civil War exhibit, "The War Came by Train." The exhibit commemorates the 150th anniversary of the Civil War which began on April 12, 1861. A BMWED-sponsored maintenance of way exhibit highlights the contribution of black track workers to the war effort.

During the Civil War, hundreds of freed and escaped slaves defiantly performed maintenance of way work for the Union Army reconstructing rail lines to supply the North, and dismantling/destroying rail lines vital to the Confederacy. In the parlance of the day, these black former slaves were referred to as "Contraband" labor, a term reflective of their uncertain legal status during the war.

From the onset of the Civil War, blacks joined up with the Union army seeking both protection and a chance to play an active role in the struggle against slavery. Escaped and freed slaves were employed by the North in various roles during the war, including railroad maintenance of way work. By the end of the conflict, more than 10,000 former slaves had served with the United States Military Railroad and played a vital role in the outcome of the war. These dedicated and motivated track workers allowed railroad supply lines to be established by the North and made vital repairs to tracks sabotaged during the course of the war. The exhibit highlights the untold story of the "Contrabands" contribution to the war effort and includes a life-sized diorama depicting black laborers as they repair rails that had been heated and twisted during one of Stonewall Jackson's raids against the B&O Railroad.

These men learned valuable maintenance of way skills and continued to be employed as track workers by the B&O and other railroads after the end of the war, forming highly-skilled teams of "Gandy Dancers" in the third quarter of the 19th Century. They and/or their descendants working for railroads in the maintenance of way department eventually became members of the BMWED as the Brotherhood grew and expanded nationwide at the turn of the 20th Century.

BMWED wants the world to know about the role these proud "Contraband" track workers played in preserving the Union and ending the Civil War. In his Reminiscences, Brigadier General Herman Haupt, who commanded

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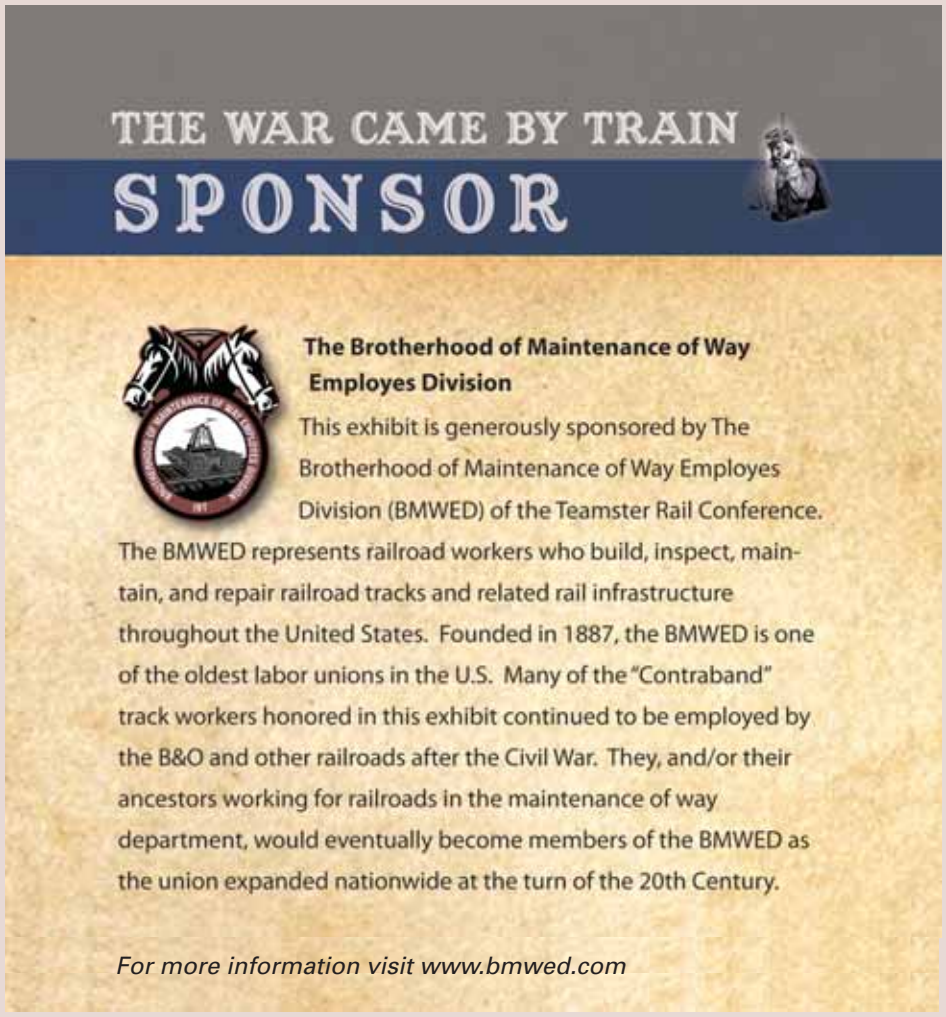

Left to right, Midwest System Federation General Chairman and BMWED Executive Board Member Mark Wimmer, Director of Government Affairs Leon Fenhaus, Southwest Region Vice President Roger Sanchez, Director of Strategic Coordination and Research Don Griffin, Director of Safety Rick Inclima and Staff Assistant—Government Affairs Charlie Hogue.

Freddie N. Simpson

PRESIDENT'S PERSPECTIVE

If you voted for one of the politicians who are now attempting to kill funding for high speed rail, or are trying to privatize passenger rail, you may have voted against your own self-preservation.

A railroader voting with these politicians, many backed by the Tea Party, is like an Exxon/Mobile executive voting for the Green Party.

Maybe I'm wrong, but voting against one's own self-interest seems to mean one is either so enamored with their own political philosophy that his self preservation doesn't matter, or, just uninformed. If it is the latter, it might be that the facts haven't been presented clear enough.

There is a clear choice, one party believes rail passenger service shouldn't receive federal funding and the other does. One would completely privatize Amtrak out of existence and the other believes we need a healthy national passenger rail service.

Our very existence and livelihood depend on whether or not railroads prosper and grow. And, if you happen to work for Amtrak it also depends even more so on, let's face it, the government, and who sits in the seat of power. Right now, the person who sits in one of the most powerful seats of power is a Republican from Florida, House Transportation Committee Chairman John Mica. Just to give you the flavor of Mica's feelings about Amtrak in particular, he has referred to Amtrak as, "Amtrak - our nation's Soviet style passenger rail service." And then we have another Republican, Bill Shuster of Pennsylvania, who heads the Railroads Subcommittee. He likes to refer to Amtrak as, "...the black hole that is Amtrak."

Because of President Obama's High Speed Rail initiative, we are at a moment in history when there is an opportunity to see our industry grow. Study after study has suggested that the expansion of passenger rail service creates jobs and boosts the economy all along the tracks. With the price of gasoline at $4 a gallon and rising, what better way to combat the high cost of fuel than providing an alternative transportation. It has been estimated that the Midwest high speed rail initiative alone will create $23.1 billion in economic activity and 6,000 jobs over the next ten years. So why are the Republicans, and especially the Tea Party governors trying to kill high speed rail?

That seems to be the million dollar question. The only plausible answer is to try and thwart any idea that comes from the President that might improve the economy and hand the Democrats a victory – the public be damned. The conservative right-wing seems to be so alienated from reality that defeating the President on every measure trumps what is good for the country. Take for example what the Tea Party-backed Republicans are doing when it comes to accepting federal funds for high speed rail.

Governor Rick Scott of Florida, joining other Tea Party governors like Scott Walker of Wisconsin and John Kasich of Ohio, and others, cancelled plans for high speed rail in Florida and rejected the $2.4 billion in federal aid aimed at high speed rail for his state. His decision killed any prospect for additional jobs and a boost to Florida's economy, not to mention any relief to highway congestion, and providing his citizens an alternative to high gas prices. The excuse he gave was that he expected the federal government would give it away in tax cuts. Actually, what he did was punish his own constituents in favor of rail passengers in other States where the diverted funds are being put to good use.

When it is so obvious that right leaning politicians are so much more likely to vote, or act against our own interest, why do we continue to reward them with public office. Obviously, it is time to take a serious look at how we evaluate the issues and who we think

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B & O Museum

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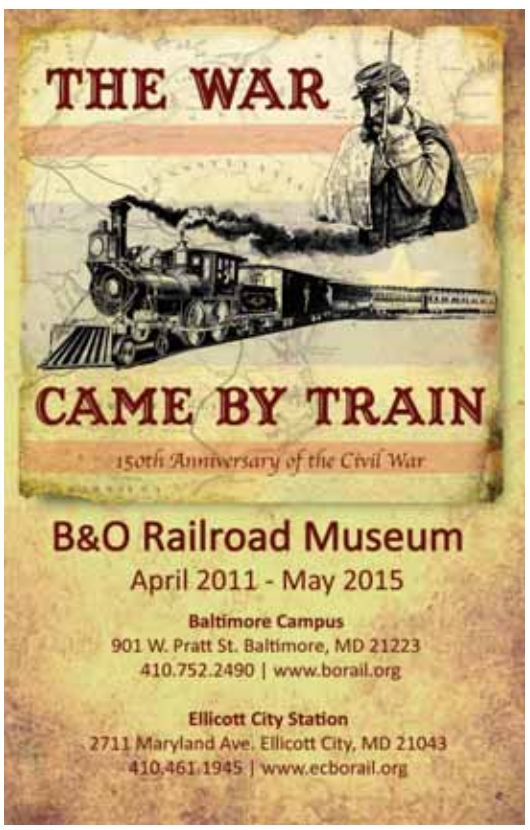
the U.S. Military Railroad Construction Corps, praised the contribution of Contraband track workers, writing "no other class of men would have exhibited so much patience and endurance under days and nights of continued and sleepless labor." BMWED is extremely proud of these men and their service to our nation and our freedom; a service provided by men of free will and at great peril to themselves and their families.

"I strongly encourage every member of the BMWED to visit the War Came by Train exhibit at the B&O Museum in Baltimore, Maryland," said BMWED President Freddie N. Simpson. "The Brotherhood is extremely proud of these 19th Century "Gandy Dancers" and their efforts to end slavery and preserve the United States of America. Their efforts and bravery serve as an enduring example to all of us of humankind's yearning for freedom and justice. This history is also a stark reminder that we must remain ever vigilant to confront and defeat oppression and discrimination whenever and wherever it occurs."

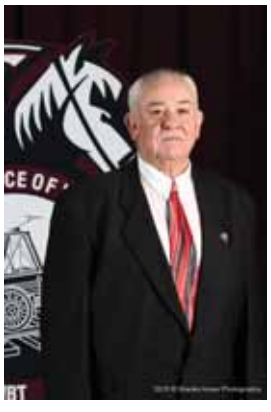
The Civil War Came by Train exhibit will be open to the public until December 2015 and is expected to be seen by more than one million visitors. The B&O Museum is located at 901 West Pratt Street, Baltimore, Maryland 21223, telephone 410-752-2490.

For Museum hours and directions, visit the B&O website at www.borail.org. Each BMWED member and one guest will be granted free admission to the B&O Museum upon presentation of the guest pass printed in this edition of the Journal. Simply cut out the coupon and present it at the Museum for free admission for two.



A Vice President Speaks

Teamsters Drive to End Hunger



According to the latest numbers from the Bureau of Labor Statistics, the unemployment rate currently sits at 9.0 percent. To put that in perspective, 13.7 million Americans are out of work, and that number doesn't factor in those who have dropped from the rolls or those who can only find work part-time.

Members in our craft can understand the pain of unemployment and remember how seasonal railroad work was at one time. Many who read this article no doubt were affected by seasonal furloughs and understand how it feels to have their income significantly reduced. That is not to say we do not still have furloughs in the rail industry, we do. But, we do work in an industry that cannot be shipped to China or a third world country. Obviously, we do have a number of other concerns that can affect our employment. However, we are enjoying a period of stable employment and steady growth in our industry. The simple truth is, there are those right now who are much less fortunate and are in need of our help.

Many of our neighbors and fellow Americans are suffering and in need of help. Many are unable to pay their bills and in some cases unable to even provide food. Food needs for the poor and unemployed have risen by 50 percent while available aid is dwindling. U.S.D.A. commodity allotments alone have been reduced by 25 percent while the need for food has risen. That is why the Teamster Human Rights Commission (HRC) has developed a program, TEAMSTERS DRIVE TO END HUNGER, aimed at relieving some of the suffering of our friends and neighbors who are currently out of work. The plan is simple.

As explained in a letter mailed to each local lodge officer, each member is being asked to bring a non-perishable food item each time their local lodge meets. As these items are collected, your local union HRC Representative can arrange for delivery, either monthly or quarterly, to a local food bank within your community. Many food banks are more than happy to pick up the food items that have been collected. This should be an ongoing practice and will aid in reducing the hardship on those in need in our own local communities.

If for some reason, your local lodge has not yet elected a local HRC Representative please encourage your officers to do so at your next local meeting, and volunteer to help.

Teamsters and the BMWED have a tradition of helping their neighbors in need. The BMWED was founded and chartered in July, 1887, as a benevolent and charitable society in an effort to alleviate the suffering of fellow workers during times of sickness and financial troubles. While the Order of Railroad Trackmen grew into today's union, the BMWED, those principals are still strong and can still be found in the preamble of our Bylaws. What better way to head into our 125th year as a union, still benevolent, still charitable, than to successfully launch this food drive.

One simple rule can be found in writings and texts, religious and non-religious, going back to the beginning of time, and is still applicable today. The Golden Rule has been expressed in a variety of ways but still comes down to the simple rule we were all taught as children, "Do unto others as you would have them do unto you."

No family in America should ever go hungry or lose their home due to no fault of their own. By making this small contribution you might be feeding a hungry child, or allowing a family to use their grocery money to pay a mortgage payment, rent, or utility bill that would otherwise go unpaid. Please participate in this important effort.

For more information about the food drive or the Human Rights Commission, please contact me, Roger Sanchez, by telephone at (281) 923-7960, or by email at lodge1507@aol.com.

Roger Sanchez
BMWED Vice President, Southwest Region
BMWED HRC Representative

Mountains & Plains

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MTPLS to the other systems went smoothly with as little disruption as possible. Those involved in formulating the dissolution and transfer of members were MT&PLS General Chairman Charlie Morgan, MT&PLS Vice Chairman/Secretary Treasurer Manuel Medina, BMWED National President Freddie Simpson, Western Region Vice President David Tanner, Director of Strategic Coordination and Research Don Griffin, Executive Assistant to the President Bill Hildenbrand, USD General Chairman Wayne Morrow, AT&SFF General Chairman Rick Sandlin and BURL General Chairman Dennis Craft.

"Once again, BMWED System Officers have come together in order to protect the interest of those we are charged with representing," said BMWED National Division President Freddie Simpson. "Change never comes easy but sometimes it is necessary in order to assure the best possible service for our members. I have no doubt the Mountain & Plains members will be well represented by their new systems."

Free Trade's Devastating Impact

Congress will soon be voting on whether to send good American jobs with good American benefits to countries with cheap labor and no benefits.

These so-called "free-trade agreements" with South Korea, Panama and Colombia will be sent to Capitol Hill for approval. What politicians are calling "free trade" is actually freedom for CEOs to trade our jobs for more big salaries and bonuses.

You'd think politicians would learn something from our experience with job-killing trade deals. We've seen with our own eyes the disappearance of auto plants that used to have 6,000 workers running three shifts and manufacturing companies that employed thousands more. We've struggled with the devastation of our cities and the communities left without hope for their kids.

I'm concerned about the trade deal with South Korea because it's likely to have an impact very similar to NAFTA. According to a recent study by the Economic Policy Institute (EPI), the two industries hurt most by NAFTA are computers and electronic parts and motor vehicles and automotive parts. Those are the same two industries that are being harmed already by South Korea. A trade deal would worsen our growing trade deficit with that country and cost 159,000 U.S. jobs in seven years, according to EPI.

Many of our cities were built by businesses that hired American workers and needed a well-trained American workforce. And they were built by the hard work of our parents and grandparents, and the strength in numbers that came from unions that represented them.

Let's send a message to Capitol Hill – show us you stand with American workers and vote against these job-killing trade deals. We need to keep and grow jobs here in America!

James P. Hoffa, General President,
International Brotherhood of Teamsters

Perry K. Geller, Sr.

SECRETARY-TREASURER'S REPORT

The Brotherhood is preparing for the future in many deliberate and concrete ways. We have established a 10-year plan to train upcoming officers and activists, we have consummated strategic voluntary mergers among system federations/divisions, and we have taken an active role in the support and development of high speed rail. Last month, National Division took another bold step towards the future by purchasing a new headquarters building in Novi, Michigan to house the operation of the National Division.

The new building in Novi is a sound investment for the BMWED. The building is a two story modern structure that encompasses approximately 18,000 square feet of office space. The property is situated on 3.5 acres of prime real estate and includes ample parking. The building is approximately 9 years old and meets all building codes and American with Disability Act (ADA) requirements.

National Division is currently working with its union contractors to lay out the floor plan and furnish the office space. President Simpson and I have asked several young members of our staff to assist us in laying out the office space. We are soliciting their ideas and views with the goal of maximizing the floor design for employee productivity and functionality. After all, these folks and their predecessors will be servicing our members and the Brotherhood from our new building for years to come. Included in our plans is a state-of-the-art high-tech training facility which will be used for training officers, activists, and employees from National Division, System Federation/Divisions, and Local Lodges. This stage of the planning work is in full swing and we anticipate moving into our new location by the end of 2011.

From a historical perspective, this is not the first time BMWED owned its headquarters building. In fact, BMWED had owned its headquarters building for most of its history, first in St. Louis, Missouri and later in Highland Park, Michigan within the City of Detroit. The Brotherhood's Highland Park building was sold in the mid-1990s due to its ageing and costly infrastructure, falling property values, and concern for our employees' safety at that location. Since selling the old "Grand Lodge," we have rented office space in the Detroit suburb of Southfield, Michigan. Recently, our need for more modern facilities coupled with falling real estate prices has combined to set the stage for our purchase of our new National Division headquarters in Novi, Michigan.

The building was constructed in 2002, at a cost of approximately $3 million. With the economic downturn and the precipitous decline in the Michigan real estate market, the asking price for the building was $1.6 million. Through intense negotiations with the broker, National Division was able to purchase the property for the rock bottom price of $1.05 million.

While this is still a lot of money, it is also a great investment for BMWED and the membership. We will no longer be paying rent and will once again be building equity in our own property. We purchased this building at the bottom of the market, and got a great piece of property at a very good price. I and the National Division officers are confident that this is a wise and prudent investment that will pay dividends and save dues dollars well into the future.

Some have asked, "Why stay in Michigan?" My answer is straight forward. We have one of the most skilled and dedicated labor workforces amongst all of rail labor. Our Michigan-based unionized workforce has demonstrated its commitment to our membership and our union for decades. Our career employees continue to serve this Brotherhood with distinction and integrity. Therefore, the National Division officers determined that it is in the best interest of both BMWED and our dedicated workforce to stay in Michigan and once again put down our roots for the long term. This investment is a win-win for the membership, BMWED employees, and the future of our great Union. Since 2004, our administration has been building for the future. Now, we will have a building to house that future for the next generation of Maintenance of Way Employes.

Future home of BMWED, 41475 Gardenbrook Road, Novi, Michigan 48375

Perspective

Continued from Page 5

will support our interests. If one is supporting politicians like those mentioned in this article, is it time to rethink issues and consider who is interested in aiding working men and women, or just continue supporting those only interested in rewarding their wealthy supporters?

There is absolutely no doubt that supporting Amtrak and high speed passenger rail will benefit not only rail workers and passengers, but the public in general. Passenger rail is efficient and protects our environment while reducing traffic congestion and raising transportation standards. The high speed rail initiative will provide good paying jobs at a time when we need them the most, and improve our economy. We should all be encouraging our political representatives, whether local, state or federal, to support high speed rail funding and rail service in general.

Call or write your representatives today and ask them to support President Obama's high speed rail initiative and vote against any effort to privatize Amtrak. And, the next time you go to the polls weigh the facts and decide who supports the issues that most reflect the interest of working men and women.

A sample letter to members of Congress supporting high speed rail can be viewed on the BMWED website at www.BMWE.org.

Gary E. Kinney Retires

BMWED Staff Assistant Gary Kinney retired effective May 31, 2011, leaving a career that spanned more than 40 years. Brother Kinney has served in the BMWED Arbitration Department in Chicago, Illinois for the past eight years.

Brother Kinney began his career on the former Missouri Pacific Railroad in the Memphis Terminal as a welder helper on April 12, 1971. He was promoted to the position of welder on October 5, 1977 and then to track foreman/track inspector June 11, 1993.

Brother Kinney is a member of Local Lodge 514 headquartered in Memphis, Tennessee. He served Lodge 514 in a number of positions including, Local Chairman, Vice President, President and Secretary-Treasurer.

On February 7, 1995 brother Kinney was appointed to fill a vacant position for the former Missouri Pacific System Federation as Second Vice Chairman. He was re-elected to that position for two additional four-year terms.

Brother Kinney was appointed to the Staff Assistant position in the BMWED Arbitration Department by former President Mac Fleming on April 1, 2003.

BMWED National Division President Freddie Simpson offered, "Gary has served this brotherhood well and now deserves a chance to enjoy retirement. Gary and his wife Denise are looking forward to traveling and seeing new places. I speak for all of BMWED when I say we wish them good health and happy travels."

BMWED Assistant to the President Steve Powers presents retirement plaque to Gary Kinney with wife Denise.

Four Generations of Railroaders and Still Going Strong

If one visits Liberal, Kansas they might discover two things, Dorothy's house from "The Wizard of Oz", and the Rock Island Depot. Thanks in large part to BMWED member Tony Martinez and his family, the depot has been completely restored and houses a number of railroad artifacts and pictures from the former Rock Island Railroad's early days.

John A. "Tony" Martinez, a fourth generation railroader employed as a foreman for Union Pacific Railroad, is also Vice President of the Liberal Depot Heritage Board. Tony has been instrumental in every facet of the efforts in Liberal to restore and improve the old Rock Island Depot. The depot and museum will soon have an expanded parking lot and hopefully a park which will allow space for a century old steam crane, caboose and other rail cars. Tony has been instrumental in securing all of the proposed equipment for display.

Tony Martinez left, with father John Martinez.

Tony is proud of Liberal and his railroad heritage and it only takes a short conversation with him before he turns the conversation to one or the other. He has worked tirelessly to promote and improve the depot and museum, and no doubt, he will continue to make it something his neighbors in Liberal can visit and enjoy for years to come.

Tony's love for railroad history stems from his experiences as a railroader and the stories and history of the railroad passed down from his ancestors. Tony's great-grandfather S. G. Delgado moved to Kansas more than a century ago to help build the Southern Pacific and Rock Island Railroads. His other great-grandfather M. Serrato worked as a section laborer for the Atchison, Topeka and Santa Fe Railroad. Grandfathers W. M. Delgado and J. F. Martinez both worked on the Rock Island lines for more than 40 years. His father John C. Martinez worked for the Rock Island, Southern Pacific and finally the Union Pacific Railroad until his retirement after 37 years of service.

Both Tony's brother and brother-in-law work for Union Pacific. His Brother Carlos Martinez is a locomotive engineer and brother-in-law Scott Beeson is a machine operator in the track department.

Tony began his career in 1981, in the track department of Southern Pacific Cotton Belt Railroad and has worked as a laborer/driver, assistant track inspector, machine operator, welder, welder helper, assistant foreman and foreman. He currently holds the position of section foreman in Liberal for Union Pacific Railroad, the same position his father, grandfather and great-uncle had held. Tony also serves as Safety Captain for Union Pacific.

A member of Allied Federation Lodge 1254, Tony currently holds the positions of President, Local Chairman and local Legislative Representative. He also serves on the Allied Federation Joint Protective Board.

Tony follows in his father John's footsteps who retired in March, 1998, as a track foreman. John also served as Secretary-Treasurer for Lodge 1254 for a number of years and is an active retired BMWED member.

Obviously, Tony is an asset to the BMWED, Union Pacific, and the city of Liberal, Kansas. His efforts on behalf of preserving the history of our craft and his efforts on behalf of the BMWED membership are a testament to his character and to his family.

Thomas J. Nemeth to Serve as CRSF General Chairman

Thomas J. "TJ" Nemeth assumed the duties of General Chairman of the Consolidated Rail System Federation effective April 1, 2011,upon the retirement of former General Chairman Brad Winter. Brother Nemeth brings 32 years of experience as a local and system officer to his new position.

Brother Nemeth began his railroad career as a track repairman at Conrail in 1976, on a production gang in Erie, Pennsylvania. He was first elected to the position of Local Lodge Secretary-Treasurer for CRSF Lodge 1657, headquartered in Cleveland, Ohio, on January 1, 1979, and held that position for six years. In 1997, he was again elected to that position and still serves in that capacity. He has also served as Vice President, Local Chairman, and on both the audit and grievance committees for Lodge 1657.

Brother Nemeth was first elected to a full-time system officer position October 1, 1995, and served as Assistant General Chairman until August 31, 2006. He was then elected to serve as Assistant General Chairman/Secretary-Treasurer and held that position until December 31, 2009, when he took over as First Vice Chairman. He held that position until his recent move to the position of General Chairman. Brother Nemeth has also been active in Ohio politics as the BMWED Ohio State Legislative Director.

Brother Edward W. Long assumed the vacant First Vice Chairman position on April 1, 2011. Brother Long began his railroad career in 1974 and has had a long career, serving both Local Lodge 482, and the Consolidated Rail System Federation.

"The CRSF couldn't be in better hands than with TJ, Ed and the rest of the CRSF officers," offered BMWED National Division Secretary-Treasurer and former CRSF General Chairman Perry Geller. "I have no doubt that Brother Nemeth will be a great leader. He brings the right amount of experience and know-how to the position and will prove to be a very effective General Chairman."

Both Secretary-Treasurer Geller and President Simpson offered their congratulations and best wishes to Brother Nemeth upon his assuming the new duties.

DEATH BENEFIT DEPARTMENT

REPORT OF DEATH BENEFIT CLAIMS PAID DURING MARCH AND APRIL, 2011

NAME	CITY/STATE	LODGE/SYSTEM/RR		D.O.D.
BERNARDO BENAVIDES	COUNCIL BLUFFS, IA	0626	ICGF/LIFE	01/29/11
FRED E. BOREM	TOMAHAWK, WI	0893	MIDW/LIFE	03/18/11
DONALD BOWMAN	DUBUQUE, IA	0099	MIDW/LIFE	12/30/10
RALPH E. BUKOSKEY	RYEGATE, MT	0735	BURNOR/LIFE	03/08/11
CARNLEE E. COLLINS	DRAGOON, AZ	0508	USD/LIFE	03/04/11
HERBERT E. DONTEN	LEBANON, PA	1923	CRSF/LIFE	02/14/11
MIKE FELIX	ABERDEEN, SD	1071	USD/LIFE	02/26/11
PAUL C. GAMBREL	SPRINGFIELD, IL	0694	ICGF/LIFE	03/27/11
OTIS HUBBARD	LEWISBURG, TN	0725	AF/LIFE	03/17/11
HARRY C. JAVINS	SHIPMAN, VA	0153	AF/LIFE	02/27/11
ALFRED E. KANKELFITZ	FARGO, ND	0249	BURNOR/LIFE	12/27/10
HAIRM E. MC KENZIE	FLATWOODS, KY	1038	AF/LIFE	02/13/11
DONALD J. MORGAN	SHINNSTON, WV	0061	AF/LIFE	10/11/10
GEORGE T. NOVAK	PISEK, ND	1280	BURNOR/LIFE	04/01/11
FLOYD T. O'BRYAN	GRAND RIVERS, KY	0654	ICGF/LIFE	12/02/09
ARNOLD OWENS	FRANKTON, IN	3017	PENN/LIFE	03/02/11
ERNEST C. REIBERG	VANCOUVER, WA	1763	BURNOR/LIFE	02/23/11
JESSE V. SPURLIN JR.	VIRGINIA BEACH, VA	0075	AF/LIFE	02/28/11
RAY S. ST. CLAIR	LA HARPE, IL	0798	BURL/LIFE	11/02/10
CHARLES J. THEOBALD	BALDWIN, IL	0017	ICGF/LIFE	06/01/10

PAID MARCH 1, 2011 TO APRIL 30, 2011 . . . . . $ 10,000.00
AMOUNT PREVIOUSLY PAID $45,344,807.75
TOTAL AMOUNT PAID TO DATE $45,354,807.75
NUMBER OF CLAIMS PAID - 20

REPORT OF DEATH NOTICES RECEIVED DURING MARCH AND APRIL, 2011

DAVID A. AGUILAR	KANSAS CITY, KS	1365	AF/UP	03/29/11
MATTHEW T. BEELER	GARY, IN	0463	EJ&E/GRY	12/01/10
DAVID A. DAVIS	WISCONSIN DELLS, WI	2643	MIDW/SOO	03/28/11
RAUL M. GOMEZ	CHICAGO, IL	0591	USD/BRC	02/18/11
KENNETH M. HARBERT	NILES, MI	2225	CRSF/NRPC	02/14/10
MAX LEFKO JR.	OKLAHOMA CITY, OK	2717	AF/UP	03/24/11
JOHN REARDON	BILLERICA, MA	1081	CRSF/MBCR	03/28/11

LOCAL LODGES SEND US YOUR PICTURES

If your local lodge has a special event that you would like covered, or you would just like to see your local lodge members in the Journal, send us a picture with a brief description of the meeting or event. The details should include your name, telephone number, local lodge number and system federation.

The picture – along with the details – may be sent by e-mail or U.S. mail to the following addresses:

Rbrassell1@aol.com
or
BMWED Journal
c/o Randall Brassell
242 West Main Street, #394
Hendersonville, TN 37075

OSHA® FactSheet

Protecting Workers from the Effects of Heat

At times, workers may be required to work in hot environments for long periods. When the human body's unable to maintain a normal temperature, heat-related illnesses can occur and may result in death. This fact sheet provides information to employers on measures they should take to prevent worker illnesses and death caused by heat stress.

Factors that May Cause Heat-related Illness

- High temperature and humidity
- Low fluid consumption
- Direct sun exposure (with no shade) or extreme heat
- Limited air movement (no breeze or wind)
- Physical exertion
- Use of bulky protective clothing and equipment
- Poor physical condition or ongoing health problems
- Some medications
- Pregnancy
- Lack of previous exposure to hot workplaces
- Previous heat-related illness

Health Problems Caused by Hot Work Environments

Heat Stroke is the most serious heat-related health problem. Heat stroke occurs when the body's temperature regulating system fails and body temperature rises to critical levels (greater than 104°F). ***This is a medical emergency that may result in death!*** The signs of heat stroke are confusion, loss of consciousness and seizures. Workers experiencing heat stroke have a very high body temperature and may stop sweating. If a worker shows signs of possible heat stroke, ***get medical help immediately***, and call 911. Until medical help arrives, move the worker to a shady, cool area and remove as much clothing as possible. Wet the worker with cool water and circulate the air to speed cooling. Place cold wet cloths, wet towels or ice all over the body or soak the worker's clothing with cold water.

Heat Exhaustion is the next most serious heat-related health problem. The signs and symptoms of heat exhaustion are headache, nausea, dizziness, weakness, irritability, confusion, thirst, heavy sweating and a body temperature greater than 100.4°F. Workers with heat exhaustion should be removed from the hot area and given liquids to drink. Remove unnecessary clothing including shoes and socks. Cool the worker with cold compresses to the head, neck, and face or have the worker wash his or her head, face and neck with cold water. Encourage frequent sips of cool water. Workers with signs or symptoms of heat exhaustion should be taken to a clinic or emergency room for medical evaluation and treatment. Make sure that someone stays with the worker until help arrives. If symptoms worsen, call 911 and get help immediately.

Heat Cramps are muscle pains usually caused by physical labor in a hot work environment. Heat cramps are caused by the loss of body salts and fluid during sweating. Workers with heat cramps should replace fluid loss by drinking water and/or carbohydrate-electrolyte replacement liquids (e.g., sports drinks) every 15 to 20 minutes.

Heat Rash is the most common problem in hot work environments. Heat rash is caused by sweating and looks like a red cluster of pimples or small blisters. Heat rash usually appears on the neck, upper chest, in the groin, under the breasts and in elbow creases. The best treatment for heat rash is to provide a cooler, less humid work environment. The rash area should be kept dry. Powder may be applied to increase comfort. Ointments and creams should not be used on a heat rash. Anything that makes the skin warm or moist may make the rash worse.

Engineering Controls to Prevent Heat-related Health Effects

The best way to prevent heat illness is to make the work environment cooler. In outdoor situations, this may be done by scheduling activities during the cooler times of the day. However, very early starting times may result in increased fatigue. Also, humidity tends to be higher in the early morning hours. Provide air conditioned or shaded areas close to the work area and allow frequent rest breaks.

Indoor workplaces may be cooled by using air conditioning or increased ventilation, assuming that cooler air is available from the outside. Other methods to reduce indoor temperature include: providing reflec-

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RRB Issuing Statements of Service

Each year, the U.S. Railroad Retirement Board (RRB) prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee who received creditable railroad compensation in the previous calendar year. The forms will be mailed to employees by the RRB during the first half of June. While every effort has been made to maintain current addresses for all active railroad employees, anyone with compensation reported in 2010 who has not received Form BA-6 by July 1, or needs a replacement, should contact the nearest RRB field office by calling the agency's toll-free number, 1-877-772-5772.

Form BA-6 provides employees with a record of their railroad retirement service and compensation. While the form has no cash value, the information shown is used to determine whether an employee qualifies for benefits and the amount of those benefits.

It is important that employees review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form. In checking the 2010 compensation total, employees should be aware that only annual earnings up to $106,800 were creditable for railroad retirement purposes in that year, and that $106,800 is the maximum amount shown on the form. To assist employees in reviewing their service credits, the form also shows service credited on a

Continued on Page 11

tive shields to redirect radiant heat, insulating hot surfaces, and decreasing water vapor pressure, e.g., by sealing steam leaks and keeping floors dry. The use of fans to increase the air speed over the worker will improve heat exchange between the skin surface and the air, unless the air temperature is higher than the skin temperature. However, increasing air speeds above 300 ft. per min. may actually have a warming effect. Industrial hygiene personnel can assess the degree of heat stress caused by the work environment and make recommendations for reducing heat exposure.

Work Practices to Prevent Heat-related Health Effects

- Train workers and supervisors about the hazards leading to heat stress and ways to prevent them.
- Allow workers to get used to hot environments by gradually increasing exposure over a 5-day work period. Begin with 50% of the normal workload and time spent in the hot environment and then gradually build up to 100% by the fifth day. New workers and those returning from an absence of two weeks or more should have a 5-day adjustment period.
- Provide workers with plenty of cool water in convenient, visible locations close to the work area. Water should have a palatable (pleasant and odor-free) taste and water temperature should be 50-60°F if possible.
- Remind workers to frequently drink small amounts of water before they become thirsty to maintain good hydration. Simply telling them to drink plenty of fluids is not sufficient. During moderate activity, in moderately hot conditions, at least one pint of water per hour is needed. Workers should drink about 6 ounces or a medium-sized glass-full every 15 minutes. Instruct workers that urine should be clear or lightly colored.
- Be aware that it is harmful to drink extreme amounts of water. Workers should generally not drink more than a total of 12 quarts of fluid in 24 hours.
- Reduce the physical demands of the job, such as excessive lifting, climbing, or digging with heavy objects. Use mechanical devices or assign extra workers.
- Monitor weather reports daily and reschedule jobs with high heat exposure to cooler times of the day. When possible, routine maintenance and repair projects should be scheduled for the cooler seasons of the year.
- Schedule frequent rest periods with water breaks in shaded or air-conditioned recovery areas.
- Workers are at an increased risk of heat stress from personal protective equipment (PPE), especially from wearing semi-permeable (penetrable) or impermeable clothing (such as Tyvek or rubber), when the outside temperature exceeds 70°F, or while working at high energy levels. These types of clothing materials trap heat close to a worker's body. Workers should be monitored by establishing a routine to periodically check them for signs and symptoms of overexposure.

Specialized Personal Protective Equipment to Reduce Heat Exposure

- For more information on this, and other health-related issues affecting workers, visit OSHA's website at www.osha.gov.

Additional Information

- For more information on this and other health-related issues affecting workers, visit the following OSHA web pages:
  www.osha.gov/SLTC/heatstress/recognition. html
  www.osha.gov/dts/osta/otm/otm_iii/otm_iii_ 4.html

This document is advisory in nature and informational in content. It is not a standard or regulation, and it neither creates new legal obligations nor alters existing obligations created by OSHA standards or the Occupational Safety and Health Act. Pursuant to the OSH Act, employers must comply with safety and health standards and regulations issued and enforced either by OSHA or by an OSHA-approved State Plan. In addition, the Act's General Duty Clause, Section 5(a)(1), requires employers to provide their employees with a workplace free from recognized hazards likely to cause death or serious physical harm.

For more complete information:

OSHA® Occupational Safety and Health Administration

U.S. Department of Labor

www.osha.gov

(800) 321-OSHA

DTSEM 4/2011

RRB Issuing Statements of Service,
from page 10

month-by-month basis for 2009, 2008, and 2007, when the creditable compensation maximums were $106,800, $102,000, and $97,500, respectively. In addition, the form identifies the employer(s) reporting the employee's 2010 service and compensation.

Besides the months of service reported by employers, Form BA-6 shows the number of any additional service months deemed by the RRB. Deemed service months may be credited under certain conditions for an employee who did not work in all 12 months of the year but had creditable tier II earnings exceeding monthly prorations of the creditable tier II earnings maximum for the year. However, the total of reported and deemed service months may never exceed 12 in a calendar year, and no service months, reported or deemed, can be credited after retirement, severance, resignation, discharge, or death.

Form BA-6 also shows the number of months of verified military service creditable as service under the Railroad Retirement Act, if the service was previously reported to the RRB. Employees are encouraged to submit proofs of age and/or military service in advance of their actual retirement. Filing these proofs with the RRB in advance will streamline the benefit application process and prevent payment delays.

For employees who received separation or severance payments, the section of the form designated "Taxable Amount" shows the amounts reported by

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ROLL OF HONOR

10 year MERIT AWARD

Michael J Adams	AF-SE	0671	2000
Phillip W Adams	AF-SE	2606	2001
M W Adamson	AF-SE	0667	2000
Justin B Akins	AF-SW	1540	2001
Jerry M Anderson	AF-SW	1025	2001
Lyndon B Anderson	AF-SE	0702	2001
Marvin P Anderson	AF-SE	2167	2001
Michael B Anderson Jr	AF-SE	0670	2000
Jason J Antolini	AF-SE	2912	2000
Park Z Apodaca	BURL	2852	1995
John L Bagwell	AF-SE	0670	2000
Alex J Bailey	AF-SE	0992	2000
David W Baine	AF-SE	0547	2000
Demetris T Baines	AF-SW	1048	2001
Daniel A Baker	AF-SE	0992	2000
Bryan A Baker	AF-SE	1028	2001
Tracy E Balenger	AF-SE	0992	2000
DarrinBarnard	AF-SE	0665	2000
Robert L Bates Jr	AF-SE	0702	2000
Dexter J Battle	AF-SE	1643	2000
Jessie L Bell	AF-SW	0601	2001
Robert R Bellew	BURL	1351	1997
Barry D Benson	AF-SE	2912	2000
Timothy A Berry	AF-SE	0112	2001
Warren A Berry	AF-SW	0450	2001
James R Bethea	AF-SE	0562	2000
Eddie L Bibbins Jr	AF-SW	1176	2000
Bryce A Birdsall	BURNOR	0144	1993
James E Black	AF-SE	1049	2000
Douglas R Blum	AF-SW	1011	2001
William P Bohannan	AF-SW	0366	2001
Larry Z Bondley	BURNOR	0144	1995
Warren J Bone	AF-SW	1058	2001
Greg M Bonnell	BURL	1302	1999
Shawn J Boudreaux	AF-SW	1176	2000
Lhoussaine A Bouggarne	AF-SE	2912	2001
Brandon R Bowen	AF-SE	0025	2000
Jason W Bowling	AF-SE	0992	2001
Tommy L Boyd	AF-SE	2163	2001
Jason R Bradford	AF-SW	1058	2001
Jonathon S Brandon	AF-SE	0153	2000
Stanley B Brannon	AF-SE	1857	2001
Steve C Brennemann	BURL	1351	1994
Floyd N Bridges	AF-SW	2762	2001
George M Brock	AF-SE	2163	2000
JeffreyBrooks	AF-SE	0725	2001
Gene A Brown	AF-SE	0624	2000
Timothy C Brown	AF-SE	1643	2000
K E Brown	AF-SE	0667	2000
Marvin B Bryant	AF-SE	0992	2001
Charles R Bryant	AF-SW	1011	2001
Brian K Burkham	AF-SW	2286	2001
Kenneth R Burnley	AF-SW	0601	2001
Charles S Burrell	AF-SE	2912	2000
John C Burton	BURL	1302	1998
Derrick R Button	AF-SE	0583	2000
Henry W Cain	AF-SW	0601	2001
WCaldwell	AF-SW	1100	2000
Rodney K Callier	AF-SE	0665	2000
Derrick D Callier	AF-SE	1643	2001
AdamCampbell	AF-SE	0665	2001
Michael R Campbell	AF-SE	0547	2000
Chad D Cannistraci	AF-SW	0675	2000
Charles D Cannistraci Jr	AF-SW	0675	2001
NoahCapps Jr	AF-SE	0563	2000
Dwayne A Carter	AF-SW	1058	2001
James S Carter	AF-SW	0564	2001
Rick A Carter	AF-SE	1035	2000
Abel E Castellano	BURL	1142	1996
Joshua A Cawthon	AF-SE	0676	2000
J D Ceravola	AF-SW	1100	2000
Yapphet J Chambers	AF-SW	1715	2000
Terrance L Chesefske	AF-SE	1745	2000
Swan J Clemens	AF-SW	1365	2001
John W Coker	AF-SE	0992	2000
RonaldColes	AF-SE	0075	2000
Dale E Conaway	AF-SW	2286	2001
David S Craig	AF-SE	1028	2001
MichaelCroft	AF-SE	0702	2000
Joshua L Crowder	AF-SE	0665	2001
Jeremy J Crutchfield	AF-SE	0916	2000
Ruben D Cuellar	BURL	1302	1994
Thayer E Currie	BURL	1302	1994
Henry H Currington	AF-SE	0725	2000
Dedric T Davenport	AF-SW	1176	2000
K R Davis	AF-SW	0688	2000
Jeremy P Davis	AF-SE	0916	2001
Joshua C Davis	AF-SE	0665	2001
Bradly W Davis	AF-SE	0667	2000
Chad S De Board	AF-SE	0665	2001
Derrick B De Priest	AF-SE	0547	2001
Ivory L Dean	AF-SW	1127	2001
Charles D Deaton	AF-SE	1155	2000
Isaac H Delaney	AF-SW	0601	2001
Robert L Deter III	AF-SE	1028	2000
Talmadge J Dial	AF-SW	1715	2000
Kerwin L Downing	AF-SE	2161	2000
MichaelDudek	BURL	1351	1997
Carey W Eastridge	AF-SE	1643	2000
Gerald J Edwards	AF-SW	1011	2001
Eben J Elston	BURL	1142	1997
Matthew E Emerick	AF-SE	1556	2000
Charles A Engler	AF-SE	0992	2000
Jerry L Ezzell Jr	AF-SE	0563	2000
Joseph G Farrell	AF-SE	1643	2001
James P Farris	AF-SW	2762	2001
Stevan R Faucett	AF-SW	1041	2001
Brian L Faulknier	AF-SE	0153	2000
Brian C Favre	AF-SE	0916	2000
Craig J Ferrier	AF-SW	0564	2000
Daniel C Findley	AF-SE	0702	2000
Dedrick D Finister	AF-SW	1058	2001
Michael P Fontenot	AF-SW	1715	2001
Ricky E Ford	AF-SW	1540	2000
Christopher J Ford	BURL	1302	1995
WayneForeman	AF-SE	0665	2001
JodyFortenberry	AF-SE	0992	2001
Lawrence G Fowler	AF-SE	0562	2000
David M Franklin	AF-SE	0992	2000
Jarrad A Frazier	AF-SE	0992	2000
Marvin G Fuller	AF-SW	2762	1998
Eric T Futral	AF-SE	0670	2001
Laurence J Gahr	AF-SE	0547	2001
LeoGalvan	BURL	1142	1996
Anthony L Gardner	AF-SW	0366	2001
Fred P Garrett	AF-SW	0212	2001
HoracioGarza Jr	BURL	1302	1998
Steven D Gattis	AF-SE	0992	2000
SedrickGavin	BURL	1302	1994
Joshua P Gholson	AF-SW	0366	2000
Gregory R Gibbon	AF-SE	0025	2000
Joseph M Gibbons	AF-SE	2912	2000
Roy P Gibbs	AF-SE	2606	2001
Bill J Glaze	AF-SE	1509	2000
Gregory D Glaze	AF-SE	1155	2000
Bernard H Glover	AF-SE	2912	2000
GeraldGolden	AF-SE	1377	2000
ErnestGonzalez	AF-SW	0366	2001
Troy A Grace	AF-SE	2163	2000
Charles B Graham	AF-SW	1175	2001
Brandon N Green	AF-SW	1353	2000
Armand T Grimble	AF-SW	1058	1997
Anthony L Grubbs	BURL	1142	1996
Chet A Hafley	AF-SE	0992	2001
James L Hailey	AF-SE	0665	2001
Andre M Hall	AF-SE	0563	2000
Dirk L Hall	AF-SW	0944	2001
Judd A Hankins	AF-SW	1193	2001
James L Harper	AF-SE	2161	2001
Stephen C Hart	AF-SE	0702	2000
Donald C Harvill	AF-SE	0916	2000
DanaHayden	AF-SW	2286	2001
Glen R Hayes	AF-SE	1155	2000
Darren W Haynes	AF-SE	1643	2000
George D Haynes III	AF-SE	0562	2000
William E Heath	AF-SE	0665	2001
Scott A Hennrich	AF-SW	0965	2001
Michael W Hester	AF-SE	1643	2001
Jeffry R Hester	AF-SE	1155	2000
DennisHester	AF-SE	0916	2001
Jeremy P Hill	AF-SE	0992	2001
Silvester S Hill	AF-SE	0665	2001
James H Hinkle Jr	AF-SE	0225	2001
Cody D Hofer	BURL	2852	1998
Matthew E Hoffman	AF-SE	1028	2001
Joseph M Holcombe	AF-SE	0665	2001
David B Hollingshead	AF-SE	0682	2001
Charles Z Hollis	AF-SE	2912	2000
James T Holt	AF-SE	1854	2001
William D Honeycutt	AF-SE	0992	2000
Jesse S Horak	AF-SE	0338	2001
LeeHornbostel	AF-SW	0965	2001
Reginald D Horstead	AF-SE	0682	2001
Ray A Howard	AF-SE	0025	2001
Colby J Hulin	AF-SW	1176	2001
Glenn A Hulsey	AF-SE	0583	2001
Gary D Hunt	BURL	1351	1998
Patrick B Hutchinson	AF-SE	0682	2000
Lenton D Jackson	AF-SE	0665	2001
LupeJalomo	AF-SW	0675	2001
Billie J James	AF-SW	0996	2001
Teinne J James	AF-SE	2161	2001
William H Jeffers	AF-SE	2163	2000
Jose C Jimenez	AF-SW	1058	2001
Marvin R Johnson	AF-SE	0992	2000
Richard C Johnson	AF-SE	0130	2000
Jerry L Johnson	BURL	1142	1992
Randy D Johnson	AF-SW	0366	2001
John B Johnston	AF-SE	0702	2000
Jeremy W Joiner	AF-SE	0992	2000
Jeffery R Joines	AF-SE	0670	2000
Ronnie B Jones	AF-SE	0547	2001
Bill A Jones	AF-SW	1011	2001
Blake J Jones	AF-SW	1011	2001
Giovanni J Jones	AF-SW	1601	2000
Antoine D Jones	AF-SW	2762	2001
Samuel L Jordan	AF-SE	0153	2001
Randall L Jordan	AF-SE	0916	2001
William C Kaelin	AF-SE	0695	2000
Joseph D Karl	AF-SE	0698	2000
Clinton S Kauffman	AF-SE	1028	2001
John P Kelton	AF-SE	0725	2000
Jonathan R Kennell	AF-SE	1556	2000
Michael A Kennell	AF-SE	1556	2000
Bryant D Kimbrough	AF-SW	0450	2001
Devan K Kissun	AF-SE	1643	2000
James A Knight	AF-SW	0564	2000
Jeffrey C Knitt	AF-SE	0547	2000
David B Knott	AF-SE	1155	2000
Luke A Kozak	AF-SE	0409	2001
Larry J Kyser Jr	AF-SE	0460	2001
Joshua O La Fontaine	AF-SE	0916	2000
Patrick D Landry	AF-SW	1176	2001
Jason H Lantz	AF-SE	1556	2000
Kenneth P Laramore	AF-SE	0702	2001
William W Laufhutte	AF-SE	0916	2000
David E Law	AF-SE	0992	2001
Chad J Leahew	AF-SW	1025	2001
Joseph K Lee	AF-SE	0682	2001
Christopher J Lee	AF-SE	0547	2000
James K Lewis	AF-SE	0075	2000
Keith T Lewter	AF-SE	0695	2000
Robert J Lisk Jr	AF-SE	0562	2000
Ray D Lovelace	AF-SW	0601	2001
Richard W Lovell	AF-SW	0688	2001
Jody A Loza	BURL	1351	1994
UlyssesLykes Jr	AF-SE	0562	2000
Joe J Macias	AF-SW	1012	2000
Carl L Madison	AF-SW	1048	2000
AlvinMagee	AF-SW	1100	2000
Robert L Mager	BURL	1302	1997
Juan M Mares	AF-SW	0675	2001
Juan A Marquez	AF-SW	1058	2001
Nicholas D Martin	AF-SE	1643	2000
Michael E Martin Jr	AF-SE	0130	2000
Ray J Martinez	BURL	1302	1992
Michael J Mason	AF-SE	0702	2000
Darryl M Mathis	AF-SE	0547	2001
Christopher D Mayfield	AF-SW	1353	2001
George B Mayle	AF-SE	0698	2000
Jimmy D Mc Bryde	AF-SE	1857	2000
Scott W Mc Cann	AF-SW	0688	1997
Christopher T Mc Clellan	AF-SE	0665	2000
Brett A Mc Coy	AF-SE	1038	2000
R S Mc Curley	AF-SE	0992	2000
Scott D Mc Lane	AF-SW	2286	2001
Hector A Mejia	AF-SW	0366	2001
John W Mellott	AF-SE	0695	2000
Curtis T Melton	AF-SE	1993	2000
Timothy L Miesner	AF-SW	0965	2001
StevenMiller	AF-SE	0562	2000
Ricky A Miracle	AF-SE	2606	2000
Jerry R Mohr	AF-SE	0916	2000
Dennis A Morgan	AF-SE	1854	2000
Ricky D Morgan	AF-SE	0665	2001
Randy L Morris	AF-SW	0688	2001
Gary L Morrison	AF-SW	2286	2001
Jason C Morton	AF-SW	1193	2001
Lance J Motsinger	AF-SE	2912	2000
Jose D Munoz	AF-SW	1715	2000
Nathan P Musgraves	AF-SW	2729	2001
Terry L Nance	AF-SW	0944	1998
Jose J Navarrette	BURL	1302	1992
ChrisNeal	AF-SE	0563	2001
Paul S Nelms	AF-SE	2163	2000
Joshua D New	AF-SE	2619	2000
MichaelNino	AF-SE	0025	2000
Michael A Norris	AF-SE	1857	2001
Michael J Norris	BURL	1351	1992
Edward E Nuckols	AF-SE	2624	2000
Jeffrey J Ohmer	AF-SE	2167	2000
Joseph M Olmedo	BURL	1351	1994
Clement J Orsak Jr	AF-SW	1021	2000
Dennis D Osborn	AF-SW	0450	2001
Richard A Oster	AF-SE	2167	2000
David A Ostrum	AF-SE	1643	2001
C R Owen	AF-SE	0670	2000
Harold U Owen III	AF-SE	0992	2001
Jason T Pappas	AF-SE	0153	2001
Richard E Paul	AF-SE	0409	2000
Cyle M Penrod	AF-SE	0466	2000
Charles W Perry	AF-SE	0916	2000
Christopher S Pickel	AF-SE	0665	2001
Kevin J Pickel	AF-SE	0665	2001
Robert A Pinkston	AF-SW	1127	2001
Matthew L Pipkin	AF-SE	0682	2001
Windell D Ploof Jr	AF-SE	0665	2001
John F Porter	AF-SE	1556	2000
Cicero H Porter	BURL	1302	1997
Jonathan D Pouncey	AF-SE	0682	2001
Mark G Powell	AF-SE	2161	2001
Robert L Preston	AF-SE	0025	2000
AdolphPrice	AF-SW	2762	2001
Stephen W Proctor	AF-SE	0563	2000
Alberto U Puertas	AF-SW	1175	2001
Dameion R Pugh	AF-SW	1058	2001
Doyle S Ragsdale	AF-SE	0992	2001
Carl R Ragsdale	AF-SW	1193	2001
Jacob H Rainwater	AF-SW	1176	2000
Nicholas O Ralston	BURL	1351	1998
JayRamsdell	BURNOR	0144	1998
John E Randle	AF-SW	1715	2000
Michael A Reese	AF-SE	2624	2000
Cletus M Rein	BURNOR	0144	1994
Vornie C Rhoden	AF-SE	2163	2000
Jason B Richardson	AF-SW	1058	2001
Kevin B Richardson	AF-SE	0665	2001
Bradley N Rittel Jr	BURL	1142	1995
Gary L Robertson	AF-SW	1176	2000
Paul T Rodriquez	AF-SW	0366	2001
Jason B Rogers	AF-SE	0682	2000
Michael A Romero	AF-SW	0564	2000
Bobby A Rudley	AF-SW	0601	2001
RicardoRuiz	BURL	1302	1992
Michael W Russell	AF-SW	1176	2000
CarlRussell Jr	AF-SE	1155	2001
Jeffery B Rust	AF-SE	0818	2000
Bruce E Rutkoski Jr	AF-SE	0409	2000
UrbanSalazar	BURL	1351	1995
JaimeSandoval	AF-SW	0366	2001
William L Sanner	AF-SE	0993	2001
John L Sapp	AF-SE	0670	2000
Geoffrey A Sasser	AF-SE	0682	2000
Herbert G Savell	AF-SE	0916	2000
Ronald J Schwiebert	AF-SE	2705	2000
Trevis M Scoles	AF-SW	1365	2000
Gary D Sears	AF-SW	1540	2001
Jessie R Shearin	AF-SW	1137	2001
George K Sheetz	AF-SE	1028	2000
Robert A Sherrill	AF-SW	0601	2001
William O Shipley	AF-SE	1556	2000
John A Silarski	AF-SW	0450	2001
N P Simeri	AF-SE	0667	2000
Brock L Simmerman	AF-SW	2717	2001
Jason F Skipper	AF-SE	0682	2000
Jason E Smith	AF-SW	0564	2000
Carlton A Smith	AF-SE	1028	2001
TyroneSmith	AF-SE	1993	2001
Anthony L Smith	AF-SE	0916	2000
John D Smith	AF-SW	0675	2001
Jerome A Smith Jr	AF-SW	0601	2001
Martin A Smyth	BURL	1351	1994
Anthony E Solomon	AF-SE	0818	2001
Eric M Sondgeroth	BURL	1302	1995
Adam H Sondgeroth	BURL	1302	1997
Clayton J Sowa	AF-SW	1021	2000
Josh W Speake	AF-SE	0992	2001
Tommy L Speer Jr	AF-SE	0992	2000
Thomas A Spires	AF-SE	0583	2001
Matthew S Sponaugle	AF-SE	1028	2001
Robert E Spradling	AF-SW	0450	2001
Milo A Squires	AF-SW	0564	2000
Jonathan M Stanley	AF-SE	1643	2000
Joseph M Steffan	AF-SW	2729	2001
Ronald P Steponik	BURL	1302	1995
William N Stewart	AF-SE	1643	2001
Fletcher S Stewart	AF-SE	0702	2000
Jack L Stonehocker	AF-SW	1175	2000
Remone E Stratton	AF-SW	0601	2001
Robert D Strickland	AF-SE	0702	2001
David A Stucks	AF-SW	0944	2001
David E Suggs	AF-SE	0563	2001
Terry J Swanberg	BURNOR	0144	1994
Jason D Taylor	AF-SE	0563	2000
John G Taylor	AF-SE	0153	2000
David L Taylor	AF-SE	1857	2000
Lori A Teniente	BURL	1142	1997
W R Thomas	AF-SE	0670	2000
Brian P Thompson	AF-SE	0409	2000
Jamie D Thompson	AF-SE	0698	2000
Ronald W Thompson	AF-SE	1745	2000
Rabon A Thurmond	AF-SE	0665	2001
Rodney G Toole	AF-SE	0563	2001
Timothy R Tracy	BURL	1351	1992
John J Tyler	AF-SW	1025	2001
David W Vick	AF-SE	0547	2000
CarlVinson	AF-SE	1162	2000
Jeromy C Wade	AF-SE	0818	2000
Jonathan M Walker	AF-SE	0153	2000
James A Walker	AF-SE	1028	2001
Erick G Wallace	AF-SE	1993	2000
Byron D Wallace	AF-SE	0562	2000
Russell A Warnke	BURL	1351	1999
W M Watkins	AF-SE	1643	2000
Robert A Wawerski Jr	AF-SE	0409	2001
William W Weatherford	AF-SW	1193	2001
Michael A Weathersby	AF-SW	1011	2000
CWeems Jr	AF-SW	1100	2000
Jody A Weimer	AF-SE	1049	2000
Scott A Welsch	BURL	1351	1994
Ryan M West	AF-SE	2705	2000
Jamie L Westerfield	AF-SE	0139	2000
David D Wheatley	AF-SE	1038	2000
Wilmer White	AF-SE	162	2000
Brett White	AF-SE	0992	2001
Edward L White Jr	AF-SE	0667	2000
William J Whitehurst	AF-SE	0466	2000
Christopher R Wiggins	AF-SE	0916	2001
Paul A Wiggins	AF-SE	1643	2001
William L Williams	AF-SE	0676	2000
Richard T Williams	AF-SE	0702	2000
Patrick J Williams	AF-SW	1176	2000
Terry L Williams	AF-SW	2286	2001
Adam K Williams	AF-SW	2729	2001
GilesWillis	AF-SW	1127	2001
Darrell G Windle	AF-SW	1365	2000
John P Wollenberg Jr	AF-SE	0670	2000
Jonathan D Wood	AF-SE	0676	2000
LarryWooten	AF-SE	0665	2000
Rick J Wooten	AF-SW	1540	2001
Judd A Worrell	AF-SW	1540	2001
Scott C Yates	AF-SE	0547	2001
Nolan S Yates	AF-SE	1643	2001
David A Zembower	AF-SE	1028	2001

20 year MERIT AWARD

Carlos A Archuleta	BURL	1351	1990
JamesArmstrong	BURNOR	0144	1990
Bernard B Blackmon	BURL	1302	1990

20 Year, *Continued*

Robert S Conner	BURL	1351	1990
John D Crowley Jr	BURNOR	0144	1989
David A Dees	AF-SW	1365	1990
Bryant K Dillon	BURL	1302	1989
Julian Q Dunn	AF-SW	0965	1991
Ricky D Ford	AF-SW	0675	1991
Eric J Genovese	BURL	2621	1990
Gregory G Grant	AF-SE	2167	1991
Coy L Hill	AF-SW	1540	1991
Richard W Hinnant	AF-SE	0153	1990
Richard A Jennings	BURL	1302	1990
Alejandro G Moreno Jr	AF-SW	0675	1990
Kevin M Rieland	BURNOR	0144	1990
Daniel J Ryan	BURNOR	0144	1990
Rick J Schupp	AF-SW	1041	1991

30 year MERIT AWARD

Tracy S Abbott	AF-SE	1349 1	980
Timothy N Adkins	AF-SE	0112	1980
John O Aiton	BURNOR	0144	1974
Danny L Alexander	BURL	1351	1977
NicolasAraiza	AF-SW	2286	1981
William C Babington	AF-SE	0547	1980
Sonchai P Ballowe	AF-SE	0153	1980
William L Barnhart	AF-SE	0112	1980
Cory J Bays	BURL	1351	1978
Rodney Bechdoldt	AF-SW	1540	1980
Timothy E Bell	BURNOR	0144	1978
Aaron R Bell	BURL	1302	1974
Larry P Benner	BURL	1302	1976
Roy M Bennett	BURL	1142	1977
Ronald A Berube	BURNOR	0144	1976
Norman C Bess	AF-SE	0670	1981
Gregory A Bivens	AF-SE	0698	1980
Jeffery T Blackmon	AF-SE	0916	1980
Carl R Blankenship	AF-SE	0112	1980
GusBlanks Jr	BURL	1302	1978
Jeffrey A Blue	AF-SE	2163	1980
Mark S Boggs	BURL	2852	1979
Patrick J Bohnenkamp	BURL	1142	1980
Michael L Bourgeois	BURNOR	0144	1978
Ira M Bourland	BURL	2852	1976
Paul D Bratt Jr	BURL	1142	1976
R D Brawner	BURL	1302	1979
William B Brendel	AF-SW	1041	1980
Larry R Brickles	AF-SE	1038	1980
Jerry L Briggs	BURL	1351	1977
Tab B Brown	AF-SW	0450	1981
Michael D Brueberg	BURNOR	0144	1977
Donald W Bryant	AF-SE	0075	1980
AlvinBuckhalter	AF-SE	2912	1980
Daniel J Burga	AF-SE	0885	1980
Teddy W Burggraf	AF-SE	0424	1980
Robert D Burkitt	BURL	1351	1976
RolandoBustinza Sr	AF-SW	2754	1981
Larry D Butts	BURL	2852	1978
BrianCadwell	BURL	1142	1979
Troy D Caine	AF-SW	1176	1981
Jackie W Calvert	AF-SE	0725	1981
ManuelCano Jr	AF-SW	2754	1981
Alan W Carlson	BURL	1351	1978
Robert C Case	BURL	1142	1978
Alan W Case	BURL	1142	1977
Dennis J Casey	BURL	1142	1978
Benjamin G Castellanos	BURL	1302	1972
Albert T Castillo	BURL	1351	1974
Raymond D Catton	BURL	1302	1976
Ronald D Chunestudy	AF-SW	2717	1979
Steven R Clackler	AF-SE	0916	1980
Billy A Cockrell	AF-SW	2286	1981
Terry L Cofer	AF-SE	0992	1980
Patrick M Collins	AF-SE	0698	1980
Brent E Collins	AF-SE	0466	1980
Robert I Combs	AF-SE	1038	1981
Adam F Combs	AF-SE	1745	1980
Joseph A Consiglio	AF-SE	1376	1980
StevenCooper	AF-SE	2705	1980
Larry R Cooper	BURL	1351	1979
Jon W Cornell	BURL	1351	1979
Douglas C Coutee	AF-SW	1176	1981
Donovan D Criner	BURL	1142	1979
James N Crum	AF-SE	0225	1980
Mickey L Curtis	AF-SE	0725	1981
Larry D Cyrus	AF-SE	0112	1980
Roger D Daniel	AF-SE	0670	1981
Rick R Daniel	BURL	1351	1979
RaymondDavis	AF-SW	2286	1981
Napoleon Davis	AF-SE	0562	1981
Bruce D Deuel	BURL	1142	1977
Francisco A Diaz	BURL	1302	1973
Garry Dixon	AF-SE	0665	1980
Jimmy E Dixon	AF-SE	0702	1980
A C Draine	AF-SW	1011	1981
Leslie R Duke	BURL	1351	1979
Floyd G Duncan	AF-SE	0130	1973
Robert J Durham	BURL	1302	1976
Dwane M Ebeling	AF-SE	0885	1981
Phillip M Edmonds	AF-SE	0695	1980
Bennett D Edwards	AF-SW	2762	1981
Jackie D Ehlers	AF-SW	1353	1978
Robert B Elder	AF-SW	1137	1980
Howard R Evans Jr	AF-SE	0112	1980
Henry A Facemire	AF-SE	1300	1981
Gerald D Farr	AF-SE	1509	1980
Louis H Fell	AF-SE	0695	1980
Rick A Fenhaus	BURL	2852	1979
Ernie T Flores	BURL	1302	1974
Fletcher E Flowers	AF-SE	2167	1981
Larry A Flowers	AF-SE	1155	1974
Russell Fountain Jr	AF-SE	0702	1980
Charles F Freeman	AF-SE	1509	1981
James F Freeman	AF-SE	1509	1980
Paul A Furar	BURL	1302	1977
Darrell F Furar	BURL	1302	1976
Charles I Futrell Jr	AF-SW	2729	1981
Derryl L Gallien	AF-SW	0944	1981
Glenn P Gallowicz	BURL	1351	1979
Fidel O Garcia	BURL	1302	1974
Juan R Garcia	BURL	1302	1975
David Garcia	AF-SE	1376	1981
James H Gardner	AF-SE	0460	1980
Marty E Gascoigne	BURL	1302	1979
Stephen F Gibson	AF-SE	1745	1980
Stephen S Gibson	AF-SW	1058	1981
Timothy D Gillespie	AF-SE	0696	1980
Donald L Ginn Jr	AF-SW	0601	1981
Marcus L Glasscock	AF-SW	2762	1980
Jeffrey A Goben	AF-SW	1041	1980
Alton J Gobert	AF-SW	1048	1981
Paul M Goin	AF-SW	1193	1974
Onesimo C Gomez	BURL	1302	1975
Daniel C Gonzales	BURL	1351	1979
Patrick M Green	BURL	1302	1979
Robert H Griffin	AF-SE	0737	1980
RubenGriffith	AF-SE	1038	1980
Terry J Gunnink	BURL	2852	1978
Greg A Hagen	BURL	1142	1977
M A Hammonds	AF-SE	2161	1981
Larry B Hansel	AF-SE	0139	1980
Kenneth A Hardesty	AF-SE	1155	1980
Michael E Hardman	BURL	2852	1979
Francis H Harrison	BURL	1142	1979
Perry L Harsh	AF-SE	0993	1980
DavidHatfield	AF-SE	0112	1980
RaymondHayes	AF-SE	0992	1981
Kevin M Hellman	BURL	2852	1979
John B Helmick	AF-SE	0993	1980
David D Henderson	AF-SE	0139	1980
Michael E Henning	BURNOR	0144	1975
CHernandez	AF-SW	1058	1981
Donald L Herring	AF-SE	0563	1980
Edward A Hewett	BURL	1351	1978
Steve R Hill	BURL	2852	1978
G W Hill	AF-SE	1643	1981
Gary L Himle	BURL	1142	1976
James L Holloway	AF-SE	0992	1980
Harrison B Holman Jr	AF-SE	0671	1980
James T Hooper	AF-SE	2161	1981
Brock Horn	BURL	1302	1975
Todd A Horstman	AF-SW	1058	1981
Norris A Hunt	AF-SE	1643	1981
John R Hutson	BURL	1142	1978
Jimmy C James	BURL	1351	1978
Gary R Jameson	AF-SW	2729	1981
David A Janulewicz	BURL	1351	1975
Steven C Jarmin	BURL	2852	1976
Martin L Jensen	BURL	1142	1976
Samuel L Jensen	BURL	1142	1976
Craig O Johnson	BURL	1142	1976
Bradley R Johnson	BURNOR	0144	1974
Greg S Johnson	BURNOR	0144	1976
Timothy R Jones	AF-SE	0671	1980
CarsonJones	AF-SE	1376	1977
Edward N Jones	BURL	1142	1977
Robert J Julius Jr	BURL	2852	1978
Harold D Kerr	BURL	1142	1980
Winfred C Kincaid	AF-SE	0130	1980
Davison King	AF-SW	0601	1981
Jack A King	BURL	1142	1977
Steven D Kirtley	AF-SE	0885	1980
Robert Knotts	AF-SE	1064	1980
Karl P Knutsen	BURNOR	0144	1974
Jerry R Kramer	BURL	1142	1980
John A Lamb	AF-SE	0665	1981
Thomas J Lancaster	AF-SE	0695	1980
John C Landes	BURL	1142	1974
Mc Arthur Larkin	AF-SE	0665	1980
Richard L Lauer	BURL	2852	1978
Dan C Leach	BURL	1142	1979
Clifford Lee	BURL	1302	1974
Timothy W Lewis	BURL	1142	1979
Joseph D Lewis	AF-SW	1011	1981
Delbert Lewis	AF-SW	2921	1981
William W Liles	AF-SE	2163	1980
David B Lohr	BURL	1142	1976
Frank Lopez	BURL	1351	1978
Jesus A Lopez	BURL	1351	1979
Michael A Lopez	AF-SW	0366	1980
John D Lovejoy	AF-SE	1643	1980
Maynard H Lowe	BURL	1302	1975
Jorge A Luna	AF-SW	1563	1980
Steven M Lyons	BURL	1351	1977
Randy K Mace	AF-SE	2162	1980
John S Marintzer	BURL	1351	1978
Bernard R Maroney	AF-SE	1649	1977
Edward Marshall	AF-SW	0514	1981
Manuel M Martinez	BURL	1302	1976
Bradley S Masters	BURL	1302	1979
Tony R Mawharter	AF-SE	0466	1980
Kevin D Maynard	AF-SE	0460	1980
Gerald L Mc Call	AF-SE	2912	1980
Jerry J Mc Creery	BURL	1351	1973
Scott T Mc Cullah	BURL	1302	1978
Michael J Mc Donald	BURL	1142	1978
Andrew V Mc Gannon	BURL	1142	1977
Jeffery J Mc Gowan	BURL	2852	1978
James P Mc Invale	AF-SE	0682	1981
Gregory L Mc Millan	AF-SE	0698	1980
Gustavo H Medrano	BURL	1302	1976
Erwin E Meier	AF-SW	0675	1981
Terry L Meiners	BURL	1302	1976
Keith L Merritt	AF-SE	1028	1980
Roy L Miller	BURL	1142	1976
Thomas F Miller	BURL	1142	1977
Louis H Miracle	AF-SE	0885	1980
Stanley C Mitchell	BURL	2852	1980
Steve E Mohr	BURL	2621	1980
Jose A Mojica	BURL	1302	1975
Charles L Monroe	AF-SW	1011	1981
Jeffrey L Monson	AF-SE	0916	1980
Jon C Moore	AF-SW	2729	1981
Gilbert C Moore Jr	AF-SE	1035	1980
Jerry A Moos	BURL	1351	1979
Magdaleno M Moreno	BURL	1302	1974
BaltazarMosqueda	BURL	1302	1976
Daniel S Mullins	AF-SE	0424	1980
Hemmie J Murdaugh	AF-SE	2167	1980
Jack W Myers	AF-SW	1048	1981
RonaldMyers	AF-SE	0695	1980
Charles E Nash	AF-SW	1058	1980
Gary Naylor	AF-SW	1540	1981
Rex A Nelson	BURL	1302	1976
James D Nicely	AF-SE	0075	1980
Frederick D Nickel	AF-SE	1377	1980
Leo M Niedziela	BURL	1302	1976
John Noble	BURL	1302	1978
Lauro G Nunez	BURL	1302	1975
Salvador M Nunez	BURL	1302	1975
Douglas A Olbricht	BURL	1142	1977
William Oliver	AF-SE	2161	1980
John W Olson	BURNOR	0144	1976
Bill R Palmer	AF-SW	0688	1981
Terry E Pancake	AF-SE	1038	1981
Alfred W Parker	AF-SW	1048	1981
Wallace E Parrish	AF-SE	0676	1981
Leon J Paulson	BURNOR	0144	1979
Shedrick Pears	AF-SE	0916	1980
Jeffrey T Perry	AF-SE	1643	1980
Gary G Pfortmiller	BURL	0961	1979
Terry G Pocock	BURL	1351	1977
Mario Porras	BURL	1142	1979
Mark A Portmess	AF-SE	0993	1980
John J Powell Jr	AF-SE	2161	1981
Roy L Powers	AF-SE	1857	1980
David P Radack	BURL	1351	1979
Stephen B Reed	AF-SW	1176	1981
Washington Reese	AF-SE	0682	1980
Joseph A Reeves	AF-SE	1355	1980
Kenneth D Reeves	BURL	1142	1980
Larry L Remley	BURL	2621	1973
David J Rennick	BURL	1142	1979
Tab L Rinehart	BURL	1142	1978
Duaine E Rote	BURL	1302	1976
James E Runyon	BURL	1302	1975
Dennis W Russell	AF-SE	0671	1980
Mark A Rust	AF-SW	1365	1978
Ervin L Sala	AF-SW	2921	1981
Teodoro Salazar	AF-SW	2754	1981
Douglas E Salisbury	AF-SE	1300	1980
Richard A Sanchez	BURL	1351	1979
Jeffrey T Schmidt	BURNOR	0144	1974
Douglas C Schmitz	BURL	2852	1978
Gerald L Schnase	BURL	1142	1979
Jim A Schulte	BURL	2852	1978
Willie J Scott	AF-SE	0682	1980
Frank C Sears	AF-SE	1643	1981
Guadalupe J Segura	BURL	1302	1976
Arturo Segura	BURL	1302	1980
Carlos J Sepulveda	AF-SW	2286	1981
Rick A Shacklett	BURL	2852	1979
David A Shaffer	AF-SE	1064	1980
William B Shanholtzer	AF-SE	1028	1980
Thomas Shay	AF-SE	1064	1980
William J Sherman	BURL	1142	1976
Charlie D Shirley	AF-SE	0498	1980
Terry J Shoop	BURNOR	0144	1976
James E Siler	AF-SE	1857	1980
Richard D Simmons	AF-SE	0695	1980
James M Sisneros	BURL	1142	1980
Gregory A Skelly	AF-SE	2705	1980
Chris Slater	AF-SE	1993	1980
Andrew E Slaughter	BURL	1351	1979
JoeSlone	AF-SE	0112	1980
J L Smiley	AF-SE	0992	1980
Roger L Smith	AF-SE	0624	1980
William C Smith	BURL	1351	1978
Keith W Smith	AF-SE	1745	1980
Benjamin D Smith	AF-SE	1745	1980
Barry E Smyth	BURL	1351	1979
Donald J Snider	BURL	1302	1976
Milton W Snodgrass	AF-SW	1041	1981
BraulioSotelo Jr	BURL	1302	1976
Gary S Sparks	AF-SE	0671	1980
Randall S Spencer	BURNOR	0144	1976
Duane P Spiczka	BURNOR	0144	1978
Daniel S Spivey	AF-SE	2163	1980
M L Stakes	AF-SW	1048	1980
James R Standifer	AF-SE	1745	1980
Joseph E Stegmaier	AF-SE	1028	1980
James M Stephens	AF-SE	0885	1977
William S Strickland	AF-SE	2163	1981
Stan J Susinka	BURL	1302	1977
John P Swenson	BURNOR	0144	1978
Johnny C Taylor	AF-SE	2619	1980
James A Tetzlaff	AF-SW	1563	1980
James R Tew	AF-SE	0563	1980
Steven L Thacker	AF-SE	0112	1980
RickeyThomas	AF-SE	0112	1980
Ralph D Thompson	AF-SW	2762	1980
Gordon D Thompson	BURL	1302	1976
Eric E Thornton	BURL	1351	1978
Donald P Tipton	BURL	1142	1978
R L Toombs	AF-SE	0676	1980
D L Trammell	AF-SE	1643	1980
Rufus G Trevillion	AF-SW	1048	1980
Kenneth A Trusclair	AF-SW	1176	1981
L H Tudor	AF-SE	1643	1980
Steven E Turgeau	AF-SE	0702	1981
Charles A Turner	AF-SE	1745	1981
Raymond L Twyman	AF-SE	1028	1980
Robert H Tyler Jr	AF-SE	0992	1980
Gildardo G Valencia	BURL	1302	1975
Maximilian M Valencia	BURL	1302	1975
Ruben M Valencia	BURL	1302	1975
Francisco A Valerio	BURL	1302	1975
Sabino Z Villafuerte	BURL	1302	1978
C W Vinson	AF-SE	0676	1980
Dennis A Wagner	AF-SE	0737	1980
David T Walmsley	BURL	1142	1977
Raymond A Warnick	AF-SE	0695	1980
Bill M Warren	AF-SE	0563	1980
Charles B Weatherspoon	AF-SW	1011	1981
Russ R Webster	BURL	2852	1980
Arlen Weisheit	AF-SE	1035	1980
Danny K Welch	AF-SE	0061	1981
James E Werner	BURL	1351	1980
Mark A West	AF-SE	2619	1980
Timothy C Whitley	AF-SE	1643	1980
Thomas S Wilhelm	BURL	1351	1976
Thadeus A Williams	AF-SE	1432	1981
Raymond T Williams	AF-SW	0601	1981
Joseph Wingrove	AF-SE	1049	1980
Charles P Wischhusen	BURL	1351	1979
Herbert H Wiseman Jr	AF-SE	0153	1980
Gary J Wonsewicz	BURNOR	0144	1978
Ronald C Woodrum	AF-SE	0499	1980
Robert E Woodson	AF-SE	0153	1980
BruceYazzie	AF-SW	0601	1981
Chris D Yeoman	BURL	2852	1979
David E Young Jr	AF-SE	0025	1980
David A Zaiser	BURL	2852	1979
Steve M Zetterberg	BURL	1302	1975

40 year MERIT AWARD

Steven K Adams	AF-SW	1025	1971
Wilton S Alexander	AF-SW	1048	1969
Larry W Anglin	AF-SE	0075	1970
Gary L Arnold	AF-SE	0460	1969
Jerry A Ball	AF-SE	2619	1970
Phillip W Barker	AF-SE	0225	1970
Charles R Barker	AF-SE	0153	1970
SamBatiste	AF-SW	1176	1970
Paul D Becker	AF-SE	0460	1970
Meldon R Beebe	AF-SW	1176	1970
Harold W Boyce	AF-SE	1064	1970
Gregory D Brunson	AF-SE	1063	1969
Martin J Burditt	BURNOR	0144	1971
Tony R Burns	AF-SW	2729	1969
August R Caldwell	AF-SW	1058	1970
Clarence E Carr	AF-SE	2161	1970
Gary W Carter	AF-SE	0993	1970
RafaelCasanova Jr	AF-SW	1058	1970
Gary L Cook	AF-SW	1176	1971
Paul E Cousino	AF-SE	2624	1970
David S Daniel	AF-SE	0563	1971
ArthurDavis Sr	AF-SW	1176	1971
Juan V Del Real	AF-SW	0675	1971
Glenn S Deshotel	AF-SW	1100	1970
Donald I Dewey	BURL	1351	1970
ElesterDoyer	AF-SE	1155	1965
Horace J Ezzell Jr	AF-SE	0563	1966
R J Fitzwater	AF-SE	1376	1971
Willie H Fleming	AF-SE	0338	1970
Ronald D Friend	AF-SE	1509	1971
EdwardGee	AF-SW	2921	1969
C S Gill	AF-SE	0139	1969
Ronald S Grissette	AF-SE	1857	1971
SalvadorGuerrero	AF-SE	0409	1971
Robert D Hadley	AF-SE	0498	1970
Larry L Hammond	AF-SE	0025	1970
DannyHampton	AF-SE	0818	1970
Thomas L Hardison	AF-SE	0676	1971
Leonard L Harris	AF-SE	1063	1971
Kenny E Haynes	AF-SE	0818	1971
Leroy P Hennen	BURNOR	0144	1971
James H Hinkle	AF-SE	0225	1970
LeroyHoward	AF-SE	1857	1970
Michael K Hurst	AF-SE	0025	1969
DonaldHustedde	AF-SE	1162	1971
Ronald F Hustedde	AF-SE	1162	1971
Earl W Ivey	AF-SW	2286	1970
Charles D Johnson	AF-SW	0564	1970
Michael W Johnson	BURL	1302	1967
William D Jones	AF-SE	0818	1970
Merrit L Kent	AF-SE	0702	1970
Gary E Kinney	AF-SW	0965	1971
Larry Kuykendall	AF-SW	1127	1970
Terrell O La Fontaine	AF-SE	0916	1970
LannyLance	AF-SW	0601	1970

40 Year, *Continued*

Charles D Lewis	AF-SE	1028	1971
Willie T Lewis	AF-SE	0547	1970
Darrell E Lindamood	AF-SE	1038	1969
Wayne Lisenby	AF-SE	0702	1969
Bobby G Lockett	AF-SE	0665	1970
Jackie L Lucas	AF-SE	0225	1970
George R Madden Jr	AF-SE	1155	1969
Rodney May	AF-SE	0916	1969
Donald E Mc Cleese	AF-SE	1038	1969
James E Mc Coy	AF-SW	1507	1971
Garold M Mc Gowan	AF-SE	0025	1969
William H Mc Invale	AF-SE	0682	1970
Thomas M Mc Nary	AF-SE	0885	1971
Clyde Meadows	AF-SE	1038	1969
James O Miller	AF-SE	0547	1969
Raymond A Miller	BURL	2621	1971
Mark G Minerd	AF-SE	0025	1970
Rudolph Moment	AF-SE	0547	1969
Oraldean Munson	BURL	1302	1969
Terry L Neal	AF-SE	0112	1970
Ronald L Payne	AF-SE	0153	1971
L D Peacock	AF-SE	0667	1970
Jose Perez	AF-SW	1058	1970
Greg L Piker	AF-SW	2729	1970
Timothy M Primus	AF-SE	2167	1970
Armando V Renteria	AF-SW	0675	1970
Robert L Rentfro	AF-SE	0696	1969
Gerald F Ribbing	AF-SW	0450	1971
Etharl Richardson	AF-SE	2161	1971
Michael J Ritter	BURNOR	0144	1971
Jerre L Roberts	BURL	1302	1969
Roger Roelofs	BURNOR	0144	1971
Michael J Roschi	BURL	1302	1969
Robert J Seymour	AF-SE	1377	1970
Michael S Silver	AF-SE	0993	1971
Kenneth Simmons	AF-SW	1365	1971
Michael W Sledge	AF-SE	1049	1970
James M Smith	AF-SE	0139	1970
J R Solares	AF-SW	1100	1970
B K Stiefel	AF-SE	0667	1970
Richard R Stine	BURNOR	0144	1969
Danny L Stratton	AF-SE	1377	1969
Thomas R Sumner	AF-SE	1643	1969
David A Swonger	AF-SE	0466	1970
Samuel Thomas	AF-SW	0688	1970
George E Thompson	BURL	1302	1961
William M Tunks	AF-SE	2388	1968
Sonny R Walters	AF-SE	0225	1970
William E Ward	AF-SE	1028	1969
Oscar D Webb	AF-SW	1127	1970
John R Wells	AF-SE	0562	1968
Lawrence M Whetzel	AF-SE	1028	1971
Clarence D Whitaker	AF-SE	0698	1970
Terry L White	AF-SE	1028	1969
Homer Williams Jr	AF-SW	1176	1971
David Wilson	AF-SW	0688	1971
George E Wood	AF-SE	0682	1970

50 year MERIT AWARD

Emery R Anderson	AF-SE	0130	1953
Robert O Bowles	AF-SE	1509	1960
Jose B Cantu	AF-SW	1058	1953
W Childress	AF-SE	0818	1961
Jimmie Cruz	BURL	1351	1955
Leodias R Dulaney	AF-SE	0112	1952
James F Etienne	AF-SW	1100	1956
Leo L Fields	AF-SW	0450	1953
Joseph W Guillory	AF-SW	1048	1955
Henry P Jones	BURNOR	0144	1955
Delbert R Kendrick	AF-SW	1353	1953
Lester L Lee	BURL	2621	1953
Freddie D Lewis	AF-SW	1058	1953
DericPayne	AF-SE	0025	1953
Pedro R Perales	BURL	1302	1956
Floyd L Sheppard	AF-SW	2717	1953
BennieThomas	AF-SW	1193	1953
JoseUrbina	BURNOR	0144	1953

60 year MERIT AWARD

Vernon M Bailey	BURNOR	0144	1948
Edward G Griffith	BURNOR	0144	1947
Anthony T Krawczeski	BURNOR	0144	1949
Joseph Marfiz	BURNOR	0144	1942
Charles R Mitchell	BURL	1302	1947
NickPrehar	BURNOR	0144	1951
Carl Soderberg	BURNOR	0144	1949
Earhart J Stich	BURNOR	0144	1946
Dean E Thompson	BURL	2621	1948
Ray Warzeka	BURNOR	0144	1942

RRB Issuing Statements of Service,
from page 11

employers of any separation allowance or severance payments that were subject to railroad retirement tier II taxes. This information is shown on the form because a lump sum, approximating part or all of the tier II taxes deducted from such payments made after 1984 which did not provide additional tier II credits, may be payable by the RRB upon retirement to qualified employees or to survivors if the employee dies before retirement. The amount of an allowance included in an employee's regular compensation is shown under "Compensation Amount."

Form BA-6 also shows, in the section designated "Employee Contributions," the cumulative amount of tier II railroad retirement payroll taxes paid by the employee over and above tier I social security equivalent payroll taxes. While the RRB does not collect or maintain payroll tax information, the agency computes this amount from its compensation records in order to advise retired employees of their payroll tax contributions for Federal income tax purposes.

Employees should check their name, address, birth date and sex shown at the top of the form. If the form shows the birth date as 99- 9999 and the gender code is "U" (for unknown), it means the RRB is verifying his or her social security number with the Social Security Administration. Otherwise, if the personal identifying information is incorrect or incomplete (generally cases where the employee's surname has more than 10 letters and the form shows only the first 10 letters) or the address is not correct, the employee should contact an RRB field office. The field office can then correct the RRB's records. This is important in order to prevent identity or security-related problems that could arise if the employee wants to use certain Internet services available on the RRB's website at www.rrb.gov.

Employees may view their railroad retirement service and compensation records; get annuity estimates; apply for or claim railroad unemployment benefits; claim sickness benefits; and access their railroad unemployment insurance account statements through the RRB's website. To use these online services, an employee must first establish an RRB Internet Services account. For security purposes, first time users must apply for a Password Request Code, which they will receive by mail in about 10 business days. To do this, employees should click on "requesting a Password Request Code (PRC)" in the "Benefit Online Services Login" section on the home page.

Employees can also request that printouts of their individual railroad retirement records of service months and compensation be mailed to them. A PIN/Password is not required to use this service. It can be accessed by visiting www.rrb.gov, moving the cursor over the "Beneficiaries & RR Employees" category and then clicking on "Request Service & Compensation History."

If the employee's name was incomplete on Form BA-6, and he or she has not yet contacted an RRB field office to correct it, the employee should enter his or her first and middle initials and his or her surname just as it appears on the Form BA-6 or a previously furnished printout of service and compensation, along with the other requested information.

Any other discrepancies in Form BA-6 should be reported promptly in writing to: Protest Unit-CESC, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611-2092. The employee must include his or her social security number in the letter. Form BA-6 also explains what other documentation and information should be provided. The law limits to four years the period during which corrections to service and compensation amounts can be made.

The regular BA-6 forms issued in June 2011 are prepared by a contract printer using card stock. Starting this year, any corrected or replacement BA-6 forms subsequently issued by the RRB will be printed in-house using laser printers and regular stationery. As a result, the replacement BA-6 forms will look and feel different than the originals, but they will still be official RRB documents.

For most employees, the address of the RRB office serving their area is provided on the form along with the RRB's nationwide toll-free number (1-877-772-5772). Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.

New Benefit Year Begins July 1 for Railroad Unemployment and Sickness Benefits

A new benefit year under the Railroad Unemployment Insurance Act begins July 1, 2011. The maximum daily benefit rate payable for claims under this Act remains at $66 in the new benefit year. Benefits are normally paid for the number of days of unemployment or sickness over four in 14-day registration periods, so maximum benefits for biweekly claims will continue to total $660.

During the first 14-day claim period in a benefit year, benefits are payable for each day of unemployment or sickness in excess of seven, rather than four, which, in effect, provides a one-week waiting period. Initial sickness claims must also begin with four consecutive days of sickness. However, only one waiting period is required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year. Claimants already on the rolls will, therefore, normally not be required to serve another waiting period because of the onset of the new benefit year.

To qualify for normal railroad unemployment or sickness benefits in the benefit year beginning July 1, 2011, an employee must have had railroad earnings of at least $3,325 in calendar year 2010, not counting more than $1,330 for any month. Those who were first employed in the rail industry in 2010 must also have at least five months of creditable railroad service in that year.

Under certain conditions, employees who do not qualify in the new benefit year on the basis of their 2010 earnings may still be able to receive benefits after June 30, 2011. Employees who received normal benefits in the benefit year ending June 30, 2011, might still be eligible for extended benefits. Ten-year employees may be eligible for accelerated benefits, if they have rail earnings of at least $3,325 in 2011, not counting earnings of more than $1,330 a month.

Application forms for unemployment and sickness benefits may be obtained from railroad employers, railroad labor organizations, any Railroad Retirement Board (RRB) office, or the agency's website at www.rrb.gov. Also, as an alternative to applying for unemployment benefits

See **New Benefit** on Page 16

RLBC Rejects Notion That NCCC/UTU Tentative Agreement Sets A Pattern for the Freight Rail Industry

The Rail Labor Bargaining Coalition ("RLBC") was created by six rail labor organizations: Brotherhood of Locomotive Engineers and Trainmen, IBT; Brotherhood of Maintenance of Way Employes Division, IBT; Brotherhood of Railroad Signalmen, AFL-CIO; International Brotherhood of Boilermakers, AFL-CIO; National Conference of Firemen & Oilers, SEIU; and the Sheet Metal Workers International Association, AFL-CIO. The RLBC's mission is to bargain on behalf of its member organizations with the National Carriers' Conference Committee, which represents the Class I rail carriers in negotiations for a modified national labor agreement. In the last bargaining round, true multi-union, multi-employer bargaining was very successful. The RLBC's agreement with the Carriers led to industry-wide voluntary agreements between all organizations with the NCCC. The wage and health benefit provisions of those agreements were both highly favorable for employees and realistic for the Carriers in light of the industry's financial and operating successes which continue today.

Recent developments in the current bargaining round, unfortunately, have demonstrated that a voluntary agreement with the NCCC cannot occur. Last week, therefore, the RLBC requested the National Mediation Board to end mediation and allow our dispute with the NCCC to enter the final dispute-resolution process under the Railway Labor Act. An end to mediation was earlier requested by five other rail labor organizations – the Transportation Communications Union (TCU), American Train Dispatchers Association (ATDA), International Association of Machinists (IAM), International Brotherhood of Electrical Workers (IBEW) and the Transport Workers Union – which bargain together as an informal coalition.

What has unified nearly all of rail labor is the Carriers' assertion that the NCCC's June 2 tentative agreement with the United Transportation Union (UTU) sets the pattern for an industry-wide agreement. Along with the rest of rail labor, other than the UTU, the RLBC rejects categorically the notion our members should accept a smaller wage package than we negotiated in the last bargaining round when the Carriers' profits have more than doubled since then. We are even more troubled by the prospect of concessionary changes in our health plan.

The facts underlying our disagreement with the wage and health benefit provisions of the NCCC/UTU tentative agreement are straight-forward. The current National Agreement negotiated during the last round provided for wage increases totaling 17 percent (18.2% compounded) over five years. From 2000 to 2004, the period leading up to the negotiations that resulted in the 2007-09 National Agreements, railroad profits were $15.9 billion in 2009 constant dollars. In a comparable period preceding the current negotiations, 2005-2009, railroad profits were $32.7 billion in 2009 constant dollars. The profits of the four largest freight railroads, NS, CSX, BNSF and UP soared to $8.5 billion in 2010. Despite record profitability, the NCCC/UTU tentative agreement provides for wage increases totaling 14 percent over five years. Another 3 percent will be added during what effectively becomes, in wage terms, the sixth year of the agreement. This tentative wage settlement is far short of what the RLBC achieved last time.

See **RLBC** on Page 16

Last National Freight Agreement Compared to the Current Tentative UTU Deal

	RLBC Pattern National Freight Agreement 2005-2010 applied to UTU Rate	UTU Tentative Agreement 2010-2016 – see note 1 below
President in Office	Bush	Obama
Contract Term	5 years	5 years – for comparison purposes
Total Class 1 Freight Profits 5 years previous to settlement	**15.9 billion dollars**	**32.7 billion dollars**
Gross General Wage Increase (GWI)	18.2%	14.9%
Average GWI per year	3.4%	2.8%
Health and Welfare Cost Sharing	start: $100.00 per month 7/1/05: $106.11 1/1/06: $131.96 1/1/07: $166.25 1/1/09: $170.96 1/1/10: $200.00	$200/month – no change
Costs on Health and Welfare design plan changes and extra payments on average user	minimal – not calculated	$77.77 per employee per month on average health and welfare user, much more for the sick
Average GWI over five years after Health and Welfare Cost Sharing and average design cost shifting deducted	**16.5%**	**13.3%**
Average GWI per year after health and welfare cost sharing and average design cost shifting deducted	**3.1%**	**2.5%**
Extra Payments (certification allowance and arbitrary payments)	0	$5.00 per start certification pay
Average gross salary increase per employee over five years based on 40 hours per week deducted	$20,076/per employee	$16,506/per employee (excludes certification pay but is much lower if you get sick and have to use the health benefits)

Note 1: For comparison purposes only the first five years of the UTU tentative agreement are compared to the last agreement as that was also five years. With the UTU agreement, there is an additional 3% negotiated for the sixth year but in the RLBC deal there will be comparable wage increase in what would be its sixth year so by dropping the last 3% for comparison purposes it becomes a wash.

RLBC

Continued from Page 15

The most objectionable changes in the NCCC/UTU tentative agreement are to the health care provisions of the UTU Health and Welfare Plan. Those changes shift insurance costs to the most vulnerable employees, those who are sick or have sick family members and actually have to use their insurance. While the current managed care plan pays 100 percent of hospital and medical costs, the UTU tentative agreement will require employees to pay deductibles and 5% co-insurance. In the drug plan, members will get zero reimbursement for drugs not authorized by Medco (the insurance company) and could pay up to $90.00 for a three month supply of non-generic drugs. If the NCCC/UTU tentative agreement is applied to all crafts, it is estimated that health care savings to the railroads will exceed a half billion dollars over five years. Almost all of the savings will come from increased costs to employees who need to access health care for themselves or their sick family members. The prosperity of our industry and fairness to our most vulnerable members require rejection of this thoroughly bad idea.

The freight railroads say the NCCC/UTU tentative agreement constitutes a "pattern." We say a union that represents only 25 percent of the workforce and has its own healthcare plan cannot and does not set a pattern for any other union. The RLBC and the TCU-led Coalition will continue to fight for a fair contract, one that gains for members a fair share of the immense profits the railroads continue to reap and one that protects those who fall ill or are injured from the economic burdens of their health conditions. If we do not stand together on this point, we can look forward to additional burdens being put on those of us who are least able to shoulder them, while the railroads continue to obtain record profits. Brothers and sisters, the RLBC will resist that result with all of its collective might and with the assistance of every union in the coalition led by the TCU. United, we cannot be defeated.

Brotherhood of Locomotive Engineers & Trainmen, A Division of the Rail Conference, IBT

Brotherhood of Maintenance of Way Employees, A Division of the Rail Conference, IBT

Brotherhood of Railroad Signalmen

International Brotherhood of Boilermakers, Blacksmiths, Iron Ship Builders, Forgers and Helpers

National Conference of Firemen and Oilers, District of Local 32BJ, SEIU

Sheet Metal Workers International Association

New Benefit

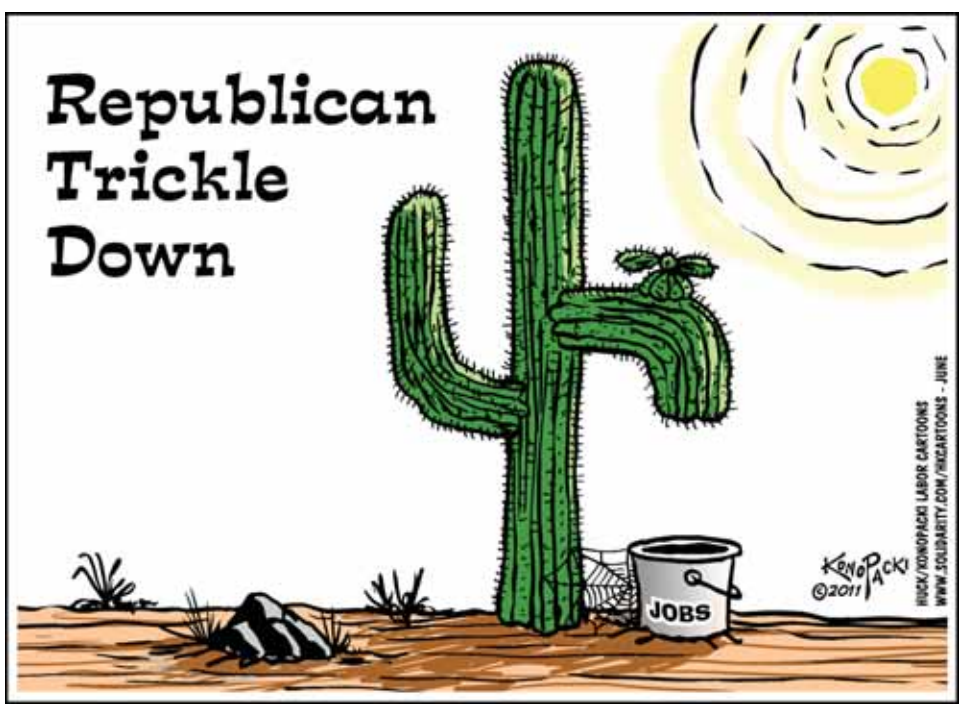
Continued from Page 14

through the mail, unemployment claimants can instead file applications online. Likewise, subsequent biweekly claims for unemployment benefits may be filed online rather than through the mail and employees can also access information about their individual railroad unemployment insurance account statements online. These account statements provide a summary of the unemployment and sickness benefits paid under the Railroad Unemployment Insurance Act to rail employees.

To access these online services, employees must first establish an RRB Internet Services account. For security purposes, first-time users must apply for a Password Request Code, which they will receive by regular mail in about 10 business days. To do this, employees should click on "requesting a Password Request Code (PRC)" in the "Benefit Online Services Login" section of the www.rrb.gov home page. Once employees establish their online accounts, they will be able to file their applications and biweekly claims for unemployment benefits as well as conduct other business with the RRB over the Internet. Employees are encouraged to initiate an online account while still employed so the account is established if they ever need to use these or other select RRB Internet services. Employees who have already established online accounts do not need to do so again.

Since November 2010 claimants have been able to file biweekly claims for sickness benefits over the Internet as well. However, rail employees who miss work due to illness or injury still have to file a paper form that serves as their initial application for sickness benefits.

Claimants with questions about unemployment or sickness benefits should contact an RRB office by calling toll free at 1-877-772-5772. Claimants can also find the address of the RRB office servicing their area and get information about their claims and benefit payments by calling this toll-free number. Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. Field office locations can also be found online at www.rrb.gov.



Around the Brotherhood

BMWED Members Attend Hazardous Materials Training

BMWED Members from around the country recently attended Hazardous materials training at the National Labor College in Silver Spring, Maryland. The students gathered for a photo on May 25, 2011.

Front row, left to right; Bill Fletcher, Daniel Huggins, Loren Hoff, Mark Essner, Bryan Brown, Rick Inclima, Lamar Sosobee and Travis Toot. Back row, left to right; James Stith, Robert Anderson, Karen Turner and Rick Engleken.

Burlington System Division Holds Membership Educational

The Burlington System Division held an educational in Hastings, Nebraska in March and provided members with instructions in a number of areas, including DOT hours of service regulations.

Members attending the BURL educational listen intently as Nebraska State Trooper gives instructions on hours of service regulations.

Roy Morrison Stands up for Workers Rights

Unified System Division Local Lodge Secretary-Treasurer Roy Morrison joined the fight against the war on workers on a rainy April 4, 2011, in Spokane, Washington.

Roy Morrison joins the fight against the war on workers

Local Lodge 063 Holds Elections

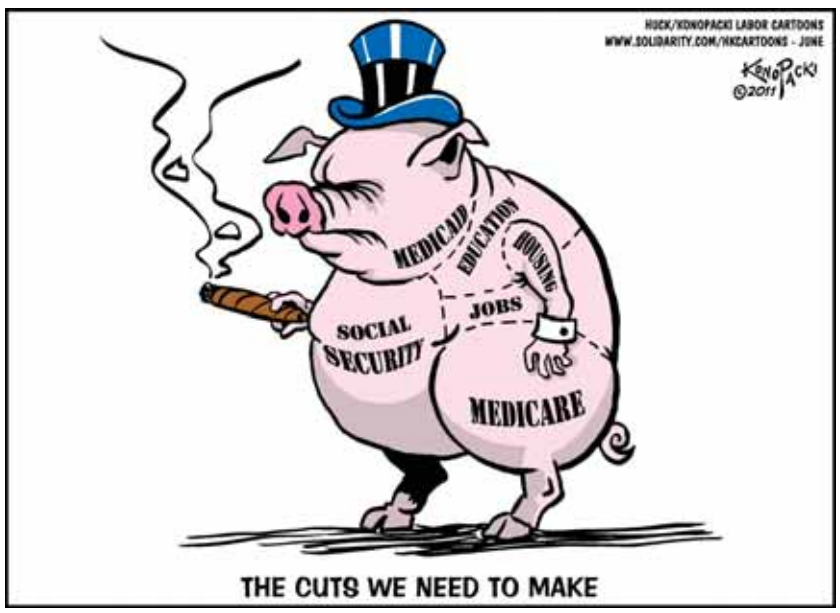
Chicago & Eastern Illinois Local Lodge 063 held a special election for Local Chairman during their regular quarterly meeting on May 14, 2011, in Bourbonnais, Illinois. Dan Sanor was elected to serve as the new local chairman. The members also elected local legislative representatives for Illinois and Indiana. C&EI General Chairman L. D. Riley and Vice Chairman Tom Cartwright were both on hand to discuss issues with the members and guests.

C&EI Local Lodge 063 members and guests

Local Lodge 866 Holds Quarterly Meeting

Consolidated Rail System Federation Local Lodge 866 held their regular quarterly meeting on April 28, 2011 in Buffalo, New York. CRSF Vice Chairman Ed Long was on hand to discuss issues with the members and guests.

CRSF Local Lodge 866 members and guests



Continued on Page 18

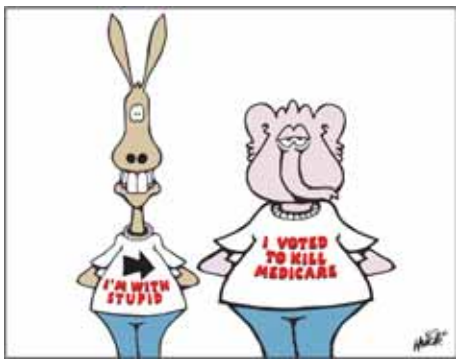
Local Lodge 2405 Hosts Regional Meeting

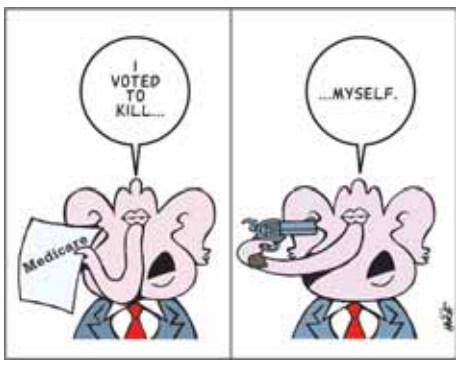
On April 16, 2011, Atchison, Topeka & Santa Fe Frisco System Federation Local Lodge 2405 hosted a regional meeting in Wichita, Kansas, that drew more than 80 members and guests. Local President Kriston Pohlman, along with Secretary-Treasurer Scott Kelllog, scheduled the meeting and invited members from several different local lodges. Members attended from a number of different states and federations.

President Freddie Simpson, Vice President David Tanner, and a number of system officers and national division staff were in attendance. Local President Kriston Pohlman conducted the meeting along with AT&SFF Vice Chairman Gary Marquart.

After presentations and discussions with a number of guests, including President Simpson, an informal question and answer session was conducted with President Simpson, Vice President Tanner and BMWED Director of Government Affairs Leon Fenhaus fielding questions from the members.

Left to right, President Freddie Simpson, Vice President David Tanner and Director of Government Affairs Leon Fenhaus





BMWED Holds National Association Meeting

National Division and System Officers gathered in Charleston, South Carolina on May 25, 2011 for the annual BMWED National Association meeting. Discussions included a number of issues including a presentation on the current round of national bargaining. High speed rail and its impact on the BMWED membership was another subject of special interests to the attendees.

Left to right, BMWED Director of Government Affairs Leon Fenhaus, Secretary-Treasurer Perry Geller and President Freddie Simpson

Voter Education

Continued from Page 2

issues that affect our future, including voter guides that show the records of our Senators and Representatives in Congress.

* Rallies, news conferences, advertisements, and phone banks to build support on issues of concern to working people.

* Voter registration, and financial support for political candidates who will stand up for working families. DRIVE is non-partisan and independent from any political party.

If you ever doubt the impact of political decisions on the lives of railroad workers and their families, here are four important reasons why you should think again…and why DRIVE is so important.

* The Railway Labor Act
* The Railroad Retirement System
* The Railway Unemployment System Insurance Act
* The Federal Employers' Liability Act

DRIVE contribution forms can be accessed at the BMWED website at www.bmwe.org, or by contacting the BMWED National Legislative Department.

FISCAL YEAR 2011 BUDGETS

BMWED Legislative Issues – 111th Congress

As previously reported, the FY 2011 budget has been the subject of multiple Continuing Resolutions (CRs). On April 14, the U. S. House of Representatives and the Senate passed H.R. 1473, the Department of Defense and Full Year Continuing Appropriations Act, 2011, funding the government through September 30, 2011.

At the beginning of the budget process, $2.5 billion was included for the President's High-Speed and Intercity Passenger Rail (HSIPR) initiative. Earlier CRs reduced the funding level to $1 billion. HR 1473 cut the remaining $1 billion in funding and included an additional take back of $400 million from fiscal year 2010 appropriations for a net reduction of $2.9 billion. The Federal Railroad Administration announced the $400 million will come from the $2.4 billion funding Florida rejected.

President Obama signed the legislation on April 15, 2011.

Fiscal Year 2012 Budget

All agree that federal spending needs to be addressed. The challenge is how? Possibilities include a combination of reduced spending, increased revenue and economic growth. However, a solution has yet to emerge. One way to help would be by raising the national debt limit, allowing for the payment of bills already incurred. The House rejected this idea on May 31 on a bipartisan vote.

President Obama's proposal would lower the deficit by $4 trillion over the next 10 years through a combination of spending reductions and tax increases. The Republicans, particularly the House members, are refusing to accept any tax increase as part of the solution. As a result, progress on the FY 2012 budget is stalled waiting a deal on debt reductions. Led by Vice President Biden, White House and congressional leadership have been negotiating for 8 weeks with the goal of reaching a compromise package by July 1 in advance of the August 2, 2011 date Treasury Secretary Geithner states the government will risk default if the debt ceiling is not increased.

A final solution requires big decisions on entitlements and taxes, including reducing tax expenditures. Many House Republicans and conservative groups view the reduction in tax benefits (expenditures) as tax increases further challenging the negotiation process.

The assault against the HSIPR initiative did not stop with the FY 2011 budget. On June 15, the House Appropriations Committee approved $1 billion in emergency funding for recent Mississippi and Missouri River flood damage. An amendment proposed by House Subcommittee on Energy and Water Development Chairman Rep. Rodney Frelinghuysen (R-NJ) and adopted by the full Committee rescinds $1 billion of the $2.3 billion in unobligated HSIPR stimulus funds.

The House Republican majority elected in November 2010 has targeted $3.9 billion in cuts for HSIPR in the first five months of the 112th Congress. In the process, thousands of jobs for current and future highly skilled professional railroad employees have been eliminated. Tens of thousands of jobs producing American made components, such as the ballast, rail, ties and rolling stock necessary for HSIPR have also been eliminated. Obviously, elections and who is elected does make a difference.

Amtrak

Amtrak did not escape the budget knife with the passage of FY 2011 budget. HR 1473 included an $80 million (8 percent) cut in Capital and Debt Service Grants leaving $921.8 million. Additionally, the 0.2 percent across-the-board revision contained in HR 1473 applied to Amtrak Operating Subsidy grants.

On May 26, 2011, the House Committee on Transportation and Infrastructure held a hearing titled "Opening the Northeast Corridor (NEC) to Private Competition of High-Speed Rail." During that hearing Chairman John Mica (R-FL) and Congressman Bill Shuster (R-PA), Chairman of the Subcommittee on Railroads, Pipelines, and Hazardous Materials presented information that Amtrak has experienced a decline in ridership and employment since 1976 . This information was submitted as evidence that 40 years of federal support has failed and it is time to allow private, for profit operations of the NEC.

Representative Nick Rahall (D-W. VA.), Ranking Democrat, Committee on Transportation and Infrastructure, and Representative Corrine Brown (D-FL), Ranking Democrat, Subcommittee on Railroads, Pipelines, and Hazardous Materials took the "facts" as presented to task. They pointed out that the 1976 baseline was a misrepresentation due to the fact Amtrak operated more trains over more track miles then than it currently does. Rep. Rahall also correctly pointed out that two years ago the U. S. Department of Transportation invited proposals from the private sector to develop high-speed rail. Not one proposal was submitted for developing the NEC. To view Representative Rahall's press release and Representative Brown's letter visit the BMWED legislative page at www.bmwed.org.

Based upon the oldest available information, the National Association of Railroad Passengers (NARP) entered the fray stating Amtrak's 2010 ridership increased 26 percent and passenger miles jumped 83 percent from 1981 to 2010. NARP's analysis is an "apples to apples" comparison which takes into consideration the figures for the lines operated in 1981 that are no longer a part of the Amtrak system today.

Despite these glaring discrepancies, Chairmen Mica and Shuster moved forward with their plan to privatize Amtrak's assets. On June 15, 2011 they jointly held a briefing to introduce their plans for a "new direction" for high-speed and intercity passenger rail. The key points of their "new direction" include: Amtrak becoming an operating department under the U.S. Department of Transportation; open competition and bidding of NEC services through the separation of the infrastructure from operations; permitting Amtrak to bid and operate the NEC; establishing the NEC Infrastructure and Operations Advisory Committee empowered with deciding on a NEC operator, and allowing private-sector companies to bid to operate and maintain Amtrak's least successful long-distance routes. To view a copy of the introduced bill visit the BMWED legislative page at www.bmwed.org.

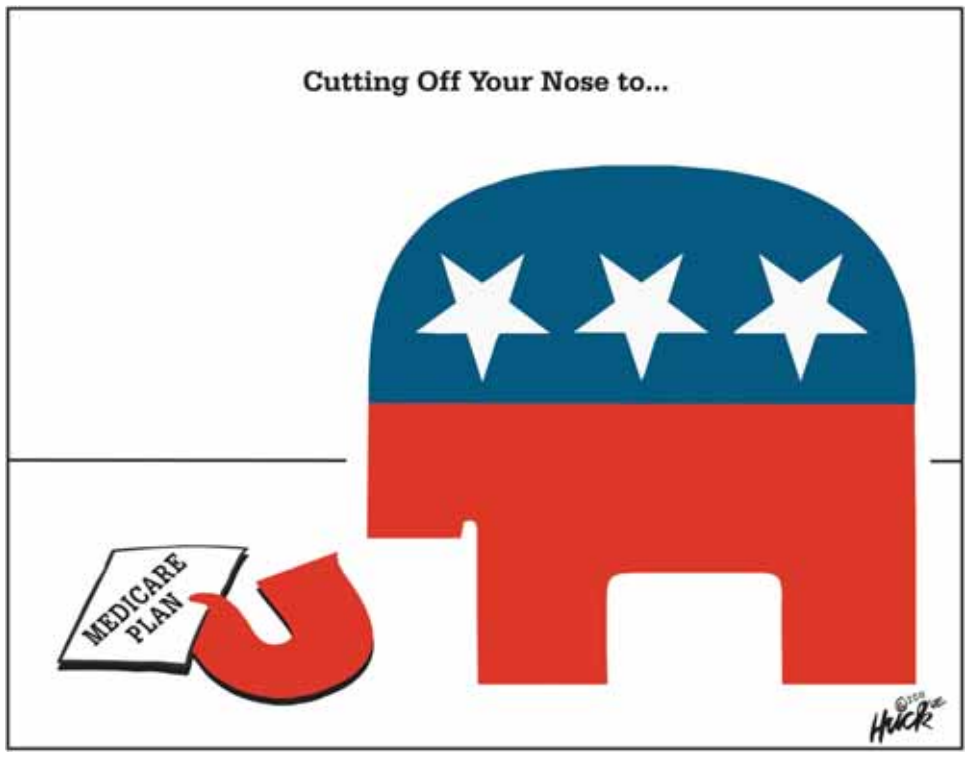
Chairman Mica announced the bill would be quickly scheduled for Markup on June 22. The Markup was cancelled and a full hearing of the Committee on Transportation and Infrastructure has been announced in its stead. The BMWED, BLET and IBT along with rest of Rail Labor have rallied around this threat and are actively working to prevent this legislation from advancing beyond the Republican controlled T&I Committee. The BMWED has prepared a brochure for the purpose of educating the membership, members of Congress, passengers and the general public. You can view the brochure on the BMWED legislative page at www.bmwed.org. Copies have been sent to the General Chairmen for distribution.

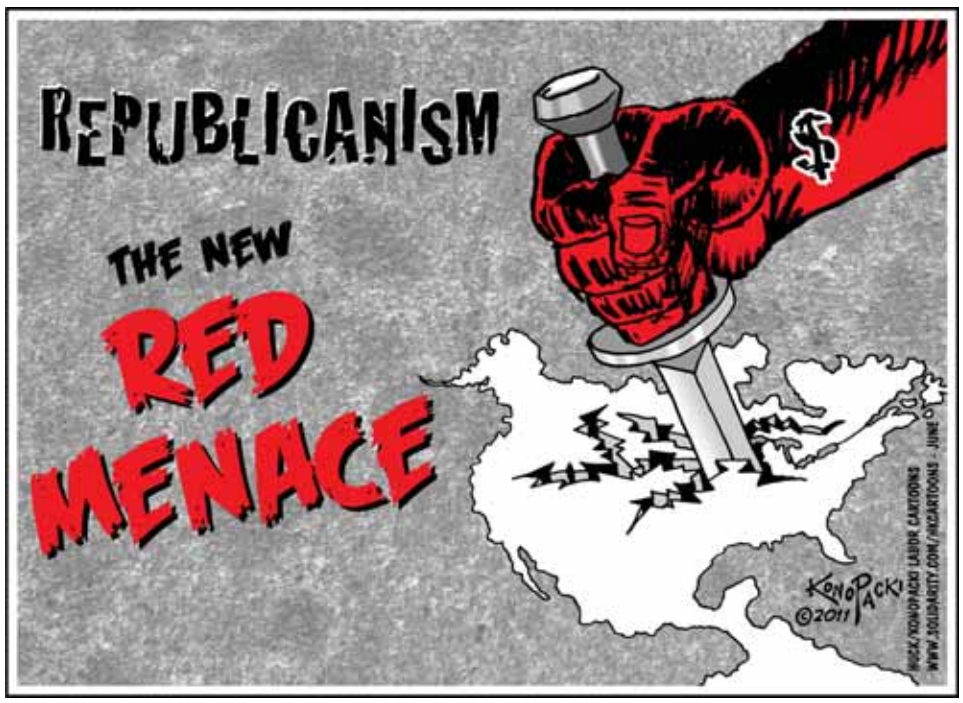
Not all the Amtrak news is bad news. On March 14, 2011, U.S. Transportation Secretary Ray LaHood designated the NEC as the 11th, and final, U.S. high-speed rail corridor allowing the states in NEC to apply for funding from existing federal high-speed and intercity passenger rail programs. On May 9, Secretary Lahood announced the allocation of an additional $2.02 billion in HSIPR funding. FRA selected 15 states and Amtrak as recipients, with Amtrak receiving $795 million to upgrade some of the most heavily used and critical segments of the NEC.

May marked the 19th consecutive month of increased ridership setting a new monthly record of 2.6 million passengers. Amtrak is also celebrating its 40th Anniversary this year with a special anniversary train making visits across the country promoting Amtrak.

National Mediation Board

The Federal Aviation Administration Reauthorization and Reform Act of 2011 (H.R. 658) was passed by the House on April 1 with the provision by Chairman Mica that reverses the May 2010 NMB rule allowing for a majority of those voting in aviation and airline rail union representation elections to determine the outcome. The House and Senate passed different versions requiring a conference committee to work out the differences. In addition to reconciling the NMB issue, language must be worked out to resolve differing authorization timetables, taxes for air traffic control modernization, the number of long distance flights at Washington National Airport, and subsidies for Essential Air Service for small, rural communities. Additional extensions will continue to occur until a final bill is adopted by the House and Senate. President Obama has issued a veto threat if the repeal of the NMB rule remains.





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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.

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