

# BMWED

BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES DIVISION  
of the International Brotherhood of Teamsters

## JOURNAL



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## Northeastern Railroads Praise Response to Hurricane Sandy

### BMWED MEMBERS LAUDED FOR THEIR SKILL AND DEDICATION

At a meeting of the Northeast Corridor Advisory Committee held on January 30, 2013 in Philadelphia, company representatives praised the response of BMWED track, bridge and electric traction forces for their skill, dedication, and commitment in restoring rail service in the aftermath of Hurricane Sandy.

Hurricane Sandy, the largest Atlantic storm on record, struck the Northeast on October 29 and 30, 2012, causing widespread devastation to the tracks and infrastructure of Amtrak, New Jersey Transit, SEPTA and other railroads operating in the Northeast Corridor (NEC).

***In all, 910 Track employees, 455 Bridge & Building employees and 405 Electric Traction employees were involved in the restoration effort at Amtrak.***

As the super storm approached, the Northeast, rail service between Washington, DC and Boston, MA was suspended on October 29th. While the region hunkered down to ride out the storm, thousands of railroad employees reported for duty to implement contingency plans to protect assets and stage equipment necessary to restore service. Across the NEC, several thousand BMWED members reported for duty and remained on the job during and after the storm.

Infrastructure damage throughout the NEC was severe with major track, bridge, catenary, and signal damage. New York, New Jersey and Connecticut saw the most intense devastation and service was disrupted for days.

Four major tunnels in New York City were flooded by salt water up to 18 feet above the rail, causing significant damage to tracks and signals. Boats, shipping containers, cars and other debris obstructed

tracks, bridges and rights-of-way throughout the region.

Despite this widespread damage, Amtrak restored service between Washington, D.C. and Newark, New Jersey by October 31st. As tunnels were pumped out and tracks and bridges inspected, cleared of debris, and repaired, additional commuter and Amtrak service was restored incrementally throughout the NEC over the next several days.

At the January 30th meeting of the NEC Advisory Committee, representatives from Amtrak, New Jersey Transit, SEPTA, and other railroads praised the dedication and skills of BMWED members in restoring service to the NEC. Time and again, these railroad managers acknowledged the sacrifices made by their employees to get the job done. One manager said, "Even though their families were without power, heat and many other basic necessities, our engineering employees were out there putting themselves on the line to restore service. Without their skills and dedication, we could have never restored service so quickly and safely."

Other upper-level managers expressed similar sentiments in appreciation of BMWED-

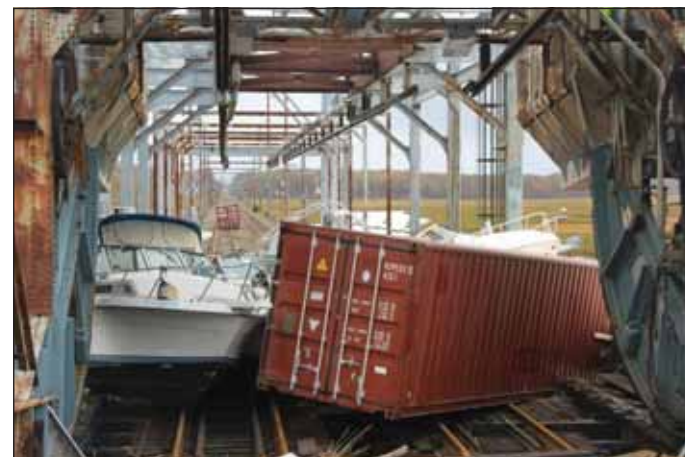
represented employees.

Joe Boardman, CEO of Amtrak, echoed the overall sentiments of the industry when he said in the February edition of *Amtrak Ink*, "Many of you worked tirelessly to restore service in the aftermath of Hurricane Sandy, and at the same time you had worries about the safety of your own families, neighbors and friends. Yet, you stood tall with honest, forthright commitment to your work and the work of your fellow Amtrak brothers and sisters.... I am proud of you, the Board is proud of us, and Transportation Secretary Ray LaHood called to say he was proud of Amtrak. Thank you!"

On Amtrak alone, approximately 100 trees fouled the right-of-way and damaged catenary wires throughout the NEC of at least; 13.6 million gallons of water flooded four main tunnels. Substations and power lines were damaged, tracks were washed out, and numerous debris slides (at least one measuring over four feet above the top of the rail) occurred across the rail system. BMWED members manned the pumps, repaired tracks, bridges and catenary, cleared debris, inspected bridges and tunnels, and patrolled over 2,300 miles of track before service was resumed in what was described as "in record time."

In all, 910 Track employees, 455 Bridge & Building employees and 405 Electric Traction employees were involved in the restoration effort at Amtrak. Similar challenges were met by BMWED members employed by SEPTA, New Jersey Transit and other railroads along hundreds of miles of additional track.

BMWED President Freddie Simpson said, "BMWED is very proud of the thousands of members who worked tirelessly in the cold and rain to restore train service to the NEC. Your dedication and skills were on full display during and after the storm, and your efforts exemplify the professionalism and expertise that is associated with our craft. You have proven once again that BMWED members rise to every challenge, no matter how daunting. Well done Brothers and Sisters!"



Above two pictures: The aftermath of super storm Hurricane Sandy.

Left: Mobilizing for recovery.





# BMWED Legislative Issues—113th Congress



Director of Government Affairs  
Charlie Hogue

Budget sequestration is a procedure in United States law that limits the size of the federal budget. Sequestration involves setting a hard cap on the amount of government spending within broadly-defined categories. If Congress enacts annual appropriations legislation that exceeds these caps, an across-the-board spending cut is automatically imposed on these categories, affecting all departments and programs by an equal percentage. The amount exceeding

the budget limit is held back by the Treasury and not transferred to the agencies specified in the appropriation bills. The word sequestration was derived from a legal term referring to the seizing of property by an agent of the court, to prevent destruction or harm, while any dispute over said property is resolved in court.

The term "budget sequestration" was first used to describe a section of Gramm-Rudman-Hollings Deficit Reduction Act of 1985 (GRHDRA). The hard caps were abandoned and replaced with a PAYGO system by the Budget Enforcement Act of 1990, which was in effect until 2002. Sequestration was later included as part of the Budget Control Act of 2011, which resolved the debt-ceiling crisis. The bill set up a Congressional debt-reduction committee and included the sequestration as a disincentive to be activated only if Congress did not pass deficit reduction legislation. However, the committee did not come to agreement on any plan, activating the

sequestration plan. The sequestration was to come into force on January 1, 2013 and was considered part of the fiscal cliff, but the American Taxpayer Relief Act of 2012 delayed it until March 1 of that year.

**Question:** Does sequestration affect my railroad retirement?

**Answer:** No. Railroad retirement, both Tier 1 and Tier 2, is expressly exempt from the budget control act or sequestration. The Railroad Retirement Act is a stand-alone act that is self-funded with employer-employee contributions and is considered a private pension for purposes of federal budget control legislation or sequestration.

**Question:** Does sequestration affect my railroad unemployment or short-term sick benefits?

**Answer:** Yes. The Railroad Unemployment Insurance Act, RUIA, was an offshoot of the Social Security Act or Unemployment Insurance Act.

RUIA was implemented because railroad employees worked in numerous states and needed a uniform unemployment benefit. The Railroad Unemployment Insurance Act is a stand-alone federal law and is not a part of the Railway Labor Act or Railroad Retirement Act.

**Financing of RUIA—**Federal taxes are assessed and paid by railroad employers and finance our railroad unemployment/sickness benefits program. Railroad employees are not taxed and do not contribute.

All railroad unemployment insurance taxes are paid into the national unemployment trust fund "held" by the US Treasury. Specifically, The Railroad Retirement Board administers railroad employee benefits, but funds or taxes are deposited into an account that is part of the national unemployment insurance trust fund. Unfortunately, our unemployment and sick benefits are not exempt from sequestration.

## Virginia

American passenger rail is in the midst of an undeniable resurgence. Ridership has grown over the years and is now at record levels, with over 31 million travelers annually. If the recent passing of the Virginia Intercity Passenger Rail Operation and Capital Fund is any indication of the prospected future, passenger rail is finding itself in a position to continue to thrive.

On February 23, 2013 the Virginia State Senate, on a vote of 25-15, passed historic bipartisan legislation to fund transportation. With this legislation, Virginia stands to be the first state to attach a dedicated, sustainable, long-term funding source to the advancement of intercity and high speed passenger rail systems.

Virginia is poised to invest \$568 million in the passenger rail system, via Intercity Passenger Rail Operating and Capital Fund,

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## Centenarians

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

### William A. Lehman

A Merrimac, Wisconsin resident, Brother Lehman celebrated his 100th birthday on February 13, 2013. He last worked for the Chicago and North Western Transportation Company as a Track Repairman. Brother Lehman retired in 1974.

### Miguel Martinez

A Santa Rosa, New Mexico resident, Brother Martinez celebrated his 100th birthday on February 26, 2013. He last worked for the Southern Pacific Company as a Track Repairman. Brother Martinez retired in 1978.

### Chris Robinson

A Monticello, Florida resident, Brother Robinson celebrated his 100th birthday on March 11, 2013. He last worked for the Seaboard Coastline Railroad Company as a Track Repairman. Brother Robinson retired in 1975.

The BMWED extends its sincere best wishes. Happy Birthday!



Freddie N. Simpson

# PRESIDENT'S PERSPECTIVE

## Remember the last Paul Ryan budget?

Last year our retirement system was threatened when Representative Paul Ryan (R-WI) inserted language in the federal budget that would have devastated our retirement benefits.

The *Ryan Budget*, mostly pulled from thin air, or some other likely place, included a provision that would have conformed Railroad Retirement Tier 1 benefits to Social Security benefits. Never mind that not one single penny of public funds or tax revenue goes to support our Tier 1 benefits. Fortunately, all of rail labor rallied around the issue and with the help of our Teamster brothers and sisters, the provision was removed from the budget.

He is back again, even though last November American voters overwhelmingly rejected his budget plan when they soundly rejected the Romney/Ryan ticket. Apparently, he either didn't get the message, or he thinks we all have short-term memories. He is back with the same old ideas, and while his new budget doesn't contain the language concerning Railroad Retirement, it does still target Social Security—something many of our relatives and friends have paid into, and rely on in their senior years. Yet, he still protects tax breaks for

the wealthy, while dismissing American workers, particularly poor children and the elderly.

Ryan's latest mythical budget again targets the poor and middle-class and rewards the rich. He claims that programs like Social Security, Medicare and Medicaid have to be cut, and makes the same old tired argument that more breaks for corporations will trickle down and create jobs. Corporations have had more tax breaks than can be counted and they are sitting on massive reserves of cash, so where are the jobs?

Jobs are an investments in America. Money spent on transportation through the *American Recovery and Reinvestment Act* created thousands of jobs and improved our transportation network. But, there is absolutely no proof that the billions in tax breaks for millionaires have created one single job or improved anything other than the bank accounts of a privileged few. One thing is for sure, not one job will be created by debating a budget that has absolutely no basis in reality. The only hope for creating more jobs and protecting our livelihoods is to rid ourselves of these obstructionist politicians who are continuing to block good jobs bills and invest-

ment in America, and are attacking those who still have jobs.

Not only are they blocking sensible jobs bills, there are factions that would eliminate any type of worker protection and send us back to the time when there was no voice for working men and women.

Extreme anti-worker types like Ryan didn't get the message in the last election and are continuing to attack anything to do with worker's rights. Ryan types have been systematically attacking Labor, targeting everything from public employee pension plans and health care reform, while championing right-to-work schemes to weaken organized Labor. And, never mind their attitude toward the poor and minorities, where they are attempting to eliminate basic rights, like the right to vote, or the right to a public education.

Ryan and his political advocates have a record of opposing a fair minimum wage, equal pay for women, and even aid to Hurricane Sandy victims. It is almost like the inmates are running the asylum.

The point here is that those who would destroy our right to a decent wage and a comfortable life for our children haven't gone anywhere. They are still there at the national, state and local levels,

attacking our right to exist and stifling any hope for a better economy.

We have to be ever vigilant or risk losing those benefits our Union has gained over the past 125 years. Everything our forefathers earned through their blood, sweat and tears could evaporate in almost an instant. At the state level, right-to-work laws, voting-rights laws, and even pension plans have been eliminated almost overnight in some instances. And, they want to continue attacking Labor.

Not only do they want to destroy workers' right to organize and bargain for a better life, they want to make sure you can't elect anyone that doesn't agree with their philosophy. Sadly, they are achieving this by gerrymandering districts to the advantage of one political party, and by ignoring portions of the *Voting Rights Act* and making it all but impossible in some states for the elderly, minorities and the poor to vote.

We should all pay close attention to what our politicians are doing, not what they say or how they act, but how they vote on bills that affect working families. And, when the time comes to vote, remember who your friends are and vote accordingly.

## A Reminder on Holiday Rules

If you are a furloughed employee of a railroad covered by the U.S. National Agreement with at least 60 days of seniority or 60 calendar days of continuous service preceding a covered holiday, and if you had compensation paid by the carrier credited to 11 or more of the 30 calendar days immediately preceding the holiday, you may be entitled to pay for that holiday even though you are furloughed.

*For detailed information contact your General Chairman.*

### The complete list of holidays are:

- New Year's Day
- President's Day
- Good Friday
- Memorial Day
- Fourth of July
- Labor Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Eve (the day before Christmas is observed)
- Christmas Day
- New Year's Eve (the day before New Year's Day is observed)



# Norfolk Southern Railway Co. ordered by U.S. Labor Department's OSHA to pay \$1.1 million after terminating three workers for reporting injuries

*Editor's note: The following is a reprint of the U.S. Department of Labor's News Release, published on February 28, 2013, after OSHA's investigation found that three BMWED-represented employees were wrongfully fired for reporting on-the-job injuries.*

WASHINGTON—Norfolk Southern Railway Co. has been ordered to pay \$1,121,099 to three workers following an investigation by the U.S. Department of Labor's Occupational Safety and Health Administration, which found that the company violated the whistleblower provisions of the Federal Railroad Safety Act. Two investigations, conducted by OSHA staff in Chicago and Pittsburgh, found that three employees were wrongfully fired for reporting workplace injuries. In addition to monetary remedies, the company has been ordered to expunge the disciplinary records of the three whistleblowers, post a notice regarding employees' whistleblower protection rights under the FRSA and train workers on these rights.

Railroad carriers are subject to the FRSA, which protects employees who report violations of any federal law, rule or regulation relating to railroad safety or security, or who engage in other protected activities.

"The Labor Department continues to find serious whistleblower violations at Norfolk Southern, and we will be steadfast in our defense of a worker's right to a safe job – including his or her right to report injuries," said acting Secretary of Labor Seth D. Harris. "When workers can't report safety concerns on the job without fear of retaliation, worker safety and health suffer, which costs working families and businesses alike."

One investigation involved a crane operator based in Fort Wayne, Ind., who was removed

from service after reporting an eye injury requiring the extraction of a sliver of metal and rust ring from his eye. The injury occurred while he was operating a crane in support of a bridge-building operation in Albany, Indiana. The employee was taken out of service and formally terminated on Aug. 24, 2010, after an internal investigation determined he had made false statements concerning the injury.

OSHA's investigation concluded that the worker would not have been terminated if he had not reported the injury. The agency has ordered the railroad to pay him a total of \$437,591.70 in damages, which includes \$100,000 in compensatory damages for pain and suffering, \$175,000 in punitive damages, and \$156,518.94 in back wages and benefits. It also includes compensation of \$6,072.76 to the crane operator for penalties incurred when he had to cash in savings bonds prior to their maturity date after being terminated. In addition to damages, the company has been ordered to pay reasonable attorney fees. Further, OSHA has ordered the railroad to reinstate the worker to the proper seniority level, with vacation and sick days that he would otherwise have earned.

OSHA's second investigation involved a thermite welder and a welder's helper based in western Pennsylvania. Both employees had worked at the railroad for more than 36 years without incident when they reported injuries sustained as a result of an accident caused by another vehicle that ran a red light and hit a second vehicle, which in turn collided with the company truck in which they were riding.

The employees initially reported minor shoulder area pain plus some stiffness and soreness. Later, when questioned by management, they initially declined medical treatment, but as the pain

increased, sought and received treatment at a local hospital. They were then taken out of service pending an investigative hearing and formally terminated. Management concluded that the employees' reports about their condition were false and conflicting and constituted misconduct.

OSHA's investigation found that the employees were terminated for reporting injuries to management. The agency has ordered the railroad to pay them \$683,508 in damages, including \$300,000 in punitive damages; \$233,508 in lost wages, benefits and out-of-pocket costs; and \$150,000 in compensatory damages for pain and suffering. Interest on back pay due will accrue daily until the employees are paid. In addition to damages, the company has been ordered to pay reasonable attorney fees.

These actions follow several other orders issued by OSHA against Norfolk Southern Railway Co. in the past two years. OSHA's investigations have found that the company continues to retaliate against employees for reporting work-related injuries, and these actions have effectively created a chilling effect in the railroad industry.

"The Labor Department's responsibility is to protect all employees, including those in the railroad industry, from retaliation for exercising these basic worker rights," said Dr. David Michaels, assistant secretary of labor for occupational safety and health. Railroad workers must be able to report work-related injuries without fear of retaliation."

Norfolk Southern Railway Co. is a major transporter/hauler of coal and other commodities, serving every major container port in the eastern United States with connections to western carriers. Its headquarters are in Norfolk, Va., and it employs more than 30,000

union workers worldwide.

Any party to these cases can file an appeal with the Labor Department's Office of Administrative Law Judges within 30 days of receipt of the findings.

On July 16, 2012, OSHA and the U.S. Department of Transportation's Federal Railroad Administration signed a memorandum of agreement to facilitate coordination and cooperation for enforcing the FRSA's whistleblower provisions. Between August 2007, when OSHA was assigned responsibility for whistleblower complaints under the FRSA, and September 2012, OSHA received more than 1,200 FRSA whistleblower complaints. The number of whistleblower complaints that OSHA currently receives under the FRSA surpasses the number it receives under any of the other 21 whistleblower protection statutes it enforces except for Section 11(c) of the Occupational Safety and Health Act of 1970. More than 60 percent of the FRSA complaints filed with OSHA involve an allegation that a railroad worker has been retaliated against for reporting an on-the-job injury.

OSHA enforces the whistleblower provisions of the FRSA and 21 other statutes protecting employees who report violations of various airline, commercial motor carrier, consumer product, environmental, financial reform, food safety, health care reform, nuclear, pipeline, worker safety, public transportation agency, maritime and securities laws. Employers are prohibited from retaliating against employees who raise various protected concerns or provide protected information to the employer or to the government.

Employees who believe that they have been retaliated against for engaging in protected conduct may file a complaint with the secretary of labor to request an investigation by OSHA's Whistleblower Protection Program. Detailed information on employee whistleblower rights, including fact sheets, is available at <http://www.whistleblowers.gov>.

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

## QR Codes

A QR code (Quick Response Code) is a two-dimensional code that can be scanned with a mobile phone to gain access to specific information via the mobile web.



← Scan me to Visit  
the **BMWED**  
website!

# ROLL OF HONOR

## 10 year MERIT AWARD

Howard C Allred	ICGF	1539	2003
Rene Anaya	USD	2853	2003
Clifford F Barton	WCSD	2926	2003
Vernon D Barton	WCSD	2926	2003
Dylan A Bauer	USD	0899	2003
Phillip A Berger	WCSD	2926	2003
Ronald J Bergey	WCSD	2926	2003
Johnny J Bosquez	AF-SW	0644	2003
Reginald Bradford	AF-SE	2163	2003
Christopher E Browning	ICGF	0017	2003
Todd J Buchenauer	WCSD	2928	2003
Nicholas Caputa	CRSD	2910	2003
Buddy L Carter	BURNOR	0104	2003
Trevor L Chrystal	USD	0899	2003
Chris B Clift	BURNOR	0389	2003
Clifton C Cox	AT&SFF	1600	2003
Danny T Cunningham	ICGF	0616	2003
Chad David	AT&SFF	2417	2003
Charles C Davis	SEAB	2914	2003
Ryan J Degelder	BURL	1490	2003
Glenn H Deininger	USD	0107	2003
David M Dinkins	AF-SW	2286	2003
Jasper A Dowdy Jr	AT&SFF	2600	2003
James Eoff	BURNOR	1426	2003
Jimmy R Fitch	AF-SW	1571	2003
Lloyd D Gardner	BURL	1552	2003
Murray E Garrett	AF-SW	1058	2003
Alloheim B Garrison	AF-SW	0564	2003
Ray Gibson	ICGF	0637	2003
Tim Gosa	AT&SFF	1600	2003
Loren B Hamiel	WCSD	2926	2003
Alexander Hare	AF-SW	0514	2003
Joseph W Haskins	ICGF	2834	2003
Bryan L Haynes	AF-SW	0644	2003
Javier Hernandez	AF-SW	0644	2003
Claudio C Herrera	USD	1096	2003
B Hinojos Jr	AF-SW	0115	2003
Paul A Kuljis	BURNOR	0309	2003
Bradley A Laurin	WCSD	2926	2003
Kenneth D Lefrance	AF-SW	1338	2003
Joseph J Letizia	WCSD	2928	2003
Joseph D Lockhart	BURNOR	1763	2003
Saul B Lozano	AF-SW	0675	2003
Justin N Maas	ICGF	0017	2003
Jessie F Mabry	ICGF	0654	2003
Lee A Macon	ICGF	0616	2003
Dedric A Marshall	SEAB	2916	2003
Mark G Mc Carthy	CRSD	2910	2003

Kenneth R Mc Kee Jr	AT&SFF	1600	2003
Steven R Mitchell	ICGF	0654	2003
David O Moore	ICGF	0654	2003
James E Mountjoy	ICGF	0654	2003
Bryan A Nave	ICGF	1539	2003
John E Nero	AF-SW	1176	2003
Timothy J O Keefe	WCSD	2927	2003
Matthew O Neill	BURNOR	0389	2003
Russell D Osborne	AT&SFF	2413	2003
Gregory T Parfait	ICGF	0654	2003
Russ J Pitner	BURNOR	1426	2003
Jason L Potter	ICGF	0652	2003
Rosendo R Rivas	USD	0899	2003
Kurt Shepherd	ICGF	0616	2003
Jeremy Short	ICGF	1171	2003
Bradley E Smith	ICGF	1539	2003
Jason M Smith	AT&SFF	2405	2003
Noel A Soto	PENN	3082	2003
Kevin D Staggs	AT&SFF	2600	2003
Michael D Standley	USD	1054	2003
Demarcus D Thompson	USD	0377	2003
William D Warner	USD	0686	2003
Warren Washington	AF-SE	2163	2003
Demetrious Wicks	ICGF	0616	2003
Mark Williams	AT&SFF	2407	2003

## 20 year MERIT AWARD

D N Bryant	AT&SFF	2418	1993
Leslie W Dowell	BURL	0961	1992
Eric J Ference	PENN	3047	1993
Daniel B Frye	C&EI	0041	1993
Steven L Gabaldon	AT&SFF	2418	1993
Graham K Goss	USD	0875	1993
David Haley	AT&SFF	2417	1993
Sean L Hopkins	AT&SFF	1600	1993
Konrad B Hunter	USD	0227	1993
Raymond J Ickes Jr	PENN	3047	1993
Dudley E Johnson	PENN	3082	1993
Thomas A Kurak	PENN	0935	1993
Albert Lewis	PENN	3097	1993
Patrick L Lockman	AF-SW	1048	1993
R D Miles	SOU	0627	1993
Daniel L Miller	AF-SW	0112	1993
Michael J Moore	CRSF	0305	1993
J D Murray	SOU	0546	1993
Jerry W Parks	BURL	1108	1992

John J Rizzo	CRSF	2800	1993
Benito Robles Jr	AT&SFF	2419	1993
Larry G Shimchick	ICGF	0122	1993
Nickey R Wright	AT&SFF	2418	1993

## 30 year MERIT AWARD

Anthony J Bennett	SOU	0660	1983
Bryan G Covey Sr	PENN	3095	1983
Ron Crawford	AF-SE	0025	1983
Michael G Gubbels	DM&IR	0472	1983
Ronald H Hutchins	AF-SW	1176	1983
Jose L Lopez	USD	1227	1983
Juan R Lopez	USD	1227	1983
Charles E Mc Gill Jr	PENN	3014	1983
Baldomero H Mendoza	USD	1227	1983
Barry W Overson	USD	1227	1983
Benny R Peterson	ASF	0558	1983
John Pikulak	PENN	3014	1983
DAVID L Welsh	AT&SFF	2403	1983

## 40 year MERIT AWARD

Nathaniel Armstrong Jr	ICGF	0694	1973
Larry Barnes	AF-SW	1549	1973
Joe D Bartek	AF-SW	1338	1973
Thomas M Caldwell	SOU	0524	1973
Larry J Casselberry	AT&SFF	2409	1973
Roger Cecil	WCSD	2932	1973
Michael A Cochran	ASF	0599	1973
Martin L Corbin	USD	0692	1973
Dennis L Craft	BURL	1214	1973
Robert A Curtis	BURNOR	1296	1973
Joseph W Dennis	WCSD	2932	1973
Michael Drabison	PENN	3007	1973
Douglas R Fisk	BURL	1214	1973
James Fleming	SEAB	2067	1973
Max E Fowler	BURL	0783	1973
James S Frees	CRSF	2780	1973
Peter V Garcia	AT&SFF	2419	1973
John W Giblin Jr	CRSF	1350	1973

Roger D Gum	AF-SE	1038	1973
Andrew D Gunter	AF-SE	0547	1973
John F Hale	SEAB	2914	1973
Michael L Hannon	CRSFNP	1362	1973
T W Hill	SOU	0585	1973
Terry W Hoeszle	SOU	0034	1973
Charles Hunter	SOU	0585	1973
Jerry L Kitchens	AF-SW	0203	1973
Steve N Kromarek	BURNOR	0306	1973
Clifford E Lindholm	BURL	1320	1973
Kip L Lytle	BURL	1214	1973
Jose L Mireles	CRSF	0507	1973
Julio Moreno	USD	0875	1973
David B Neville	ASF	0532	1973
Sean T O Brien	AT&SFF	2405	1973
Charles R Ortiz	AT&SFF	2419	1973
William A Overton	USD	1046	1973
Donald A Prewett	AT&SFF	0493	1973
Arthur Ramos	AT&SFF	2418	1973
Steve M Ray	SOU	0525	1973
Calvin Richardson	CRSF	2800	1973
Joe H Row	AT&SFF	2409	1973
Ernest P Sandoval	AF-SW	0044	1973
Marvin C Scott	BURL	1888	1973
Gary A Scott	ASF	0287	1973
Javier M Solis	AT&SFF	2418	1973
Michael L Spears	AF-SE	1155	1973
Leon Stephens	AF-SE	0547	1973
Ronald L Thoms	BURL	1320	1973
Wayne D Timmerman	BURL	1105	1973
Anthony A Tripi	CRSF	0866	1973
Verlyn G Van Voorst	BURNOR	0908	1973
Kenneth K Walberg	BURL	1490	1973
George W Williamson	USD	0918	1973
Arthur A Winfree	AF-SE	0225	1973

## 50 year MERIT AWARD

W T Bolton	SEAB	2914	1963
Harold G Wood	AT&SFF	0355	1962

## 60 year MERIT AWARD

E G Hall	ICGF	0657	1953
Albert W Mackey	AT&SFF	2405	1953
Frank J Martinez	AT&SFF	2419	1953
William M Schultz	BURL	1965	1953

### Letter to the Journal

## In Defense of Our Union

Bloodsuckers, Thugs, Mobsters, Lazy, Corrupt, Parasites!

Let that sink in a while. This is how we are viewed by much of the population. I recently read an article on Yahoo about the United Auto Workers and then scrolled down to the comments portion. Those are just some of the adjectives used to describe Union members. It makes me angry and it should

make you angry as well. How can the public be so misinformed, and why are we seen this way?

I can answer that. Complacency! Are you proud to be in a union? Do you share your beliefs with your children? Do you say anything when you hear people say negative and untruthful things about organized labor? We, as union members, have to start educating those

around us about what the union can do.

With only 6.6% of the country's labor force organized in the private sector, big business is still coming after Unions. We have to keep focused and unified to protect ourselves and future generations from the tyranny of big business. Unions are blamed for every job loss and factory relocation in the country. When the

heads of the corporations receive million dollar bonuses, it's good business. When the labor force wants a living wage, it's greed. If you tell a lie long enough and loud enough, it becomes the truth. Anti-labor spin artists are winning the battle and continue to actively campaign against Labor.

Are we the bad guys for wanting to provide for our families? Are we greedy,

because we want a living wage? Mobsters, because together we can make a difference? Thugs, because in our history we did have to literally fight for our rights. Brothers and Sisters, be proud of our union and stay engaged. Nothing is perfect, but we've come too far to give up now.

In Unity,  
E.D. Dismuke  
Secretary-Treasurer  
Local 818





Perry K. Geller, Sr.

# SECRETARY-TREASURER'S REPORT

As we enter the second quarter of 2013, the U.S. economy continues to improve. Housing prices are on the rise, giving hope to millions of American homeowners who saw their home values plummet during the

recent recession. Existing home sales are up 10 percent from a year ago, and more people are taking advantage of historically low home mortgage rates to upgrade from starter homes to more family-sized homes. New home construction is also up, providing jobs in both construction and manufacturing. Foreclosures and short sales have decreased since last year, and more distressed homeowners are finally getting their heads above water and finding the means to stay in their homes.

The stock market is also showing sustained strength, with both the Dow Jones Industrial Average and the Standard and Poor's 500 Index in record territory. This is good news for members who have 401(k) retirement plans invested in the market. Thankfully, the plans' value lost during the recession has been largely restored, and 401(k) values are back to pre-recession

levels. The market recovery is also benefiting the Railroad Retirement Trust Fund which is heavily invested in the markets.

***...employment is still three million jobs lower than before the start of the recession in December 2007.***

Despite the ongoing budget fights in Washington and the shedding of federal, state, and municipal government jobs, the U.S. economy added 236,000 private sector jobs in February 2013, up from 119,000 in January.

The unemployment rate, while still way too high, is at its lowest level in more than four years at 7.7 percent. By all accounts, the unemployment rate would be lower if not for the slashing of government

employment rolls.

Unfortunately, the effects of government job slashing will continue to slow our economic recovery, and it will likely get worse as the full effects of the sequester take hold.

On average, the economy added 191,000 jobs per month over the past three months, slightly outpacing the growth rate of the past two years. If we can keep up that momentum, we should see unemployment rates continue to slowly drop as more people return to work.

The U.S. economy added 5.7 million jobs since the labor market bottomed in February 2010, but employment is still 3 million jobs lower than before the start of the recession in December 2007.

While progress with our economy is being made, it is still far too slow. For the chronically unemployed, they need work now!

There are over 70,000 structurally deficient bridges in this country today and a huge backlog of deferred maintenance on highways, bridges, transit systems, airports, pipelines, ports and railroads. Good roads, bridges, railroads, ports, and transit systems give our businesses the means to get their products to market and compete in a global economy. Bringing our infrastructure up to a state of good repair will create good jobs, reduce unemployment, and strengthen our economy both short- and long-term.

Infrastructure investment is an investment in America's businesses and America's workers. Please join me in telling our lawmakers to pass a meaningful jobs bill to rebuild our infrastructure and create a transportation network that will support American businesses, create jobs for American workers, and strengthen our economy for the 21st Century.

## Creating Jobs Must Be The Priority



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

Once again, the American people are being held hostage by a Congress that refuses to act. Republican lawmakers' allegiance to big business and the ultra-rich has caused yet another stalemate in our legislative branch. And once again, it will be America's working families that will pay the price.

Sequestration will cause thousands of American families to suffer because of \$85 billion in automatic spending cuts. These cuts will destroy jobs in education, eliminate critical services for the mentally ill and the elderly, cut health care for military families, threaten food safety and lead to the furlough of federal employees.

Austerity is destroying the economies of Europe and worsening the European debt crisis.

Austerity here at home will destroy America's already fragile economy and increase our deficit unless Congress acts.

The real root cause of our budget crisis is due to decades of misguided trade policies that have hollowed out our manufacturing base, causing wages to fall and starving our government of revenue. Bad trade policy hasn't hurt the richest Americans at all. In fact, their wealth has continued to climb while working men and women face less opportunities, inflation and stagnant wages. Our trade imbalance is masquerading as a debt crisis.

By not acting to end the sequester, Republicans are telling us that tax loopholes and their billionaire benefactors are more important than

creating jobs and stimulating commercial activity in their own country. They prefer to defend an unfair tax code while attacking retirement and health benefits that Americans work all their lives to earn.

Our government must get to work on continuing to strengthen our middle class and restore balance to an economy that favors excessive profits over workplace fairness. Job creation in our country is just starting to pick up steam, and it would be a huge mistake to kill what little momentum we have with these wrong-headed and unneeded cuts due to sequestration.

This shameful attack on the American people must end, and Congress must act to stop the sequester and get America working again.







# DEATH BENEFIT DEPARTMENT

## REPORT OF DEATH BENEFIT CLAIMS PAID DURING JANUARY AND FEBRUARY, 2013

NAME	CITY/STATE	LODGE/SYSTEM/RR	D.O.D.
EARL J. BALLEW	FULTON, MO	1365 AF/LIFE	09/09/11
BOBBY D. BUCK	LA PLATA, MO	2402 ATSFF/LIFE	01/26/13
REGGIE D. CHEAK	SMITHVILLE, TX	1099 SW FED/LIFE	12/09/12
SILAS N. COX	CHRISTIANBURG, VA	0568 ASF/LIFE	12/23/12
J. C. COY	FULTON, KY	0654 ICGF/LIFE	12/27/10
GUY J. DONMOYER	LEBANON, PA	1923 CRSF/LIFE	01/01/13
ELMER O. ETTER	WYTHEVILLE, VA	0568 ASF/LIFE	11/18/12
LOUIS MARTINEZ SR.	LYTLE, TX	1563 AF/LIFE	12/03/12
FRANK J. MC CARVILL	GORDON, WI	0320 BURNOR/LIFE	01/06/13
WARREN H. MOYER	BIRDSBORO, PA	2780 CRSF/LIFE	02/09/13
J. M. MURPHY	PENDERGRASS, GA	0621 SEAB/LIFE	01/09/13
DELWIN A. RILEA	ESKO, MN	0706 BURNOR/LIFE	01/05/13
JEROME SHAPIOLA	HAZLET, NJ	0305 CRSF/LIFE	01/28/13
ANGELO L. VASTANO	S. PLAINFIELD, NJ	0305 CRSF/LIFE	12/13/12
MELVIN M. WIECHMANN	WATERVILLE, KS	0688 AF/LIFE	10/31/12

PAID JANUARY 1, 2013 TO FEBRUARY 28, 2013	\$ 7,250.00
AMOUNT PREVIOUSLY PAID	\$45,427,307.75
TOTAL AMOUNT PAID TO DATE	\$45,434,557.75
NUMBER OF CLAIMS PAID - 15	

## REPORT OF DEATH NOTICES RECEIVED DURING JANUARY AND FEBRUARY, 2013

DONALD W. BLOXOM	OBION, TN	0654 ICGF/IC	02/24/13
LESLIE R. DUKE	AURORA, CO	1351 BURL/BNSF	01/16/13
HARRY GREENWELL	NEW ALBIN, IA	1965 BURL/SOO	01/31/13
WILLIAM J. MARCHIONNI	FOLCROFT, PA	2910 CRSD/SPTA	01/29/13
LARRY L. REMLEY	MEMPHIS, MO	2621 BURL/BNSF	01/16/13
TEODORO RUEDA	MILWAUKEE, WI	0099 BURL/SOO	02/20/13
MANUEL VEGA	TRENTON, NJ	3014 PENN/NRPC	01/23/13

## John E. Henderson (1953-2013)

Brother John Henderson passed away February 16, 2013. He had been ill for a while and was forced to leave his position with the New York Susquehanna & Western Railway (NYS&W) near the end of 2012.

Brother Henderson was instrumental in organizing the NYS&W Railway and was closely involved in negotiating the first contract. He also helped establish Local Lodge 2957 and served as the Local Chairman for many years.

Brother Henderson had worked for NYS&W Railway since 1980 and held the position of Track Foreman until his passing.

Former Northeastern System Federation General Chairman Stuart Hurlburt offered, "Brother Henderson was well respected by his Lodge Brothers and co-workers at NYS&W, as well as by management. He was an honest man and a highly skilled Foreman, and his work bringing the NY&SW Railway under a union contract will benefit his BMWED brothers and sisters for decades to come. He will be missed."

"While I didn't have the opportunity to know John well, there is nothing I can say that will give him the credit he deserves," said Northeastern System Federation General Chairman Dale Bogart. "He made a huge contribution to our Union and was always looking out for his Union Brothers and Sisters."

## NATIONAL AGREEMENT FLEXIBLE SPENDING ACCOUNT

There have been many questions about Flexible Spending Accounts and what they can do for our members. A Flexible Spending Account (FSA) works like a savings account, where you put in a specific amount of pre-tax dollars to pay for certain medical expenses that satisfy the requirements established by the IRS.

The amount you put into the FSA cover your health plan year from January 1st through December 31st. You can put as little as \$120 or as much as \$2500 in the FSA per year. The amount you put into your FSA is determined by you. By reviewing your previous year's medical expenses, you can estimate what to save in your FSA. It is important to ensure that you don't have left over amount by the end of the year, because these funds are not reimbursed to you.

You will not be reimbursed back these funds if you don't use them by the end of the year.

While it may seem a bit difficult to estimate your expenses, there are a variety of sites that can help you make an accurate estimate of what you should put in, such as <https://fsacalc.ceridian.com/fsacalc/fsacalculator.aspx#>.

So why is a FSA a good idea? There are two main reasons:

1) You can save money on your taxable income, which means you keep more of your paycheck and,

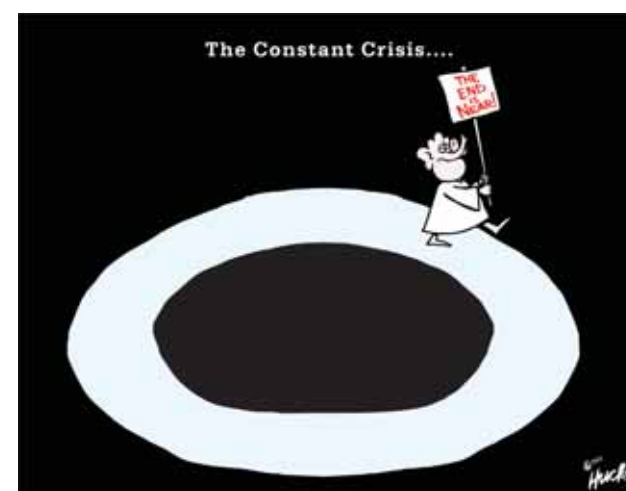
2) There are a wide variety of medical expenses that you can use your FSA for. An FSA allows you to put aside pre-tax dollars, which decreases the amount of money that you are taxed out of your paycheck.

For example, if you are a family of 4 and you want to cover your deductible and your co-pays for the year, that cost would come out to \$800. If your taxable earnings equal \$50,000 a year, and you take out \$800 for your FSA, your taxable income drops down to \$49,200. This new income saves you a yearly amount of \$120. By using your FSA, you've now had a savings of \$120 for the year, which is almost like getting money back.

You can use your FSA for a variety of medical expenses. Some examples of approved medical expenses are copays, deductibles, crutches and dental work. While an FSA can no longer be used for OTC medications, they may be used on OTC medications where you have a prescription. However, there are sources available to tell you what medical expenses are

approved for reimbursement. This can be found at: [https://www.rriinfodepot.com/PDF\\_Files\\_FSA/FSA%20Eligible%20Expense%20List.pdf](https://www.rriinfodepot.com/PDF_Files_FSA/FSA%20Eligible%20Expense%20List.pdf) and <http://www.irs.gov/publications/p502/index.html>. If you look at the list you'll find that there are several medical expenses you can use your FSA for so you won't be putting money into an account that you can't use. Getting reimbursed is easy. Once you incur the expense, you can file a claim, which you can find online at [https://www.rriinfodepot.com/PDF\\_Files\\_FSA/FSAHCCClaimForm\\_JAN2013.pdf](https://www.rriinfodepot.com/PDF_Files_FSA/FSAHCCClaimForm_JAN2013.pdf). You can get your reimbursement by check or direct deposit.

So, if an FSA Plan seems right for you and your family, remember to sign up during Open Enrollment coming this Fall. It's your benefit, use it.





# A Vice President Speaks



Roger D. Sanchez  
Vice President of  
South Region  
HRC Director for  
the BMWED

Our Union was founded 125 years ago by the man who became our first BMWED President, John Wilson. The main inspiration that set Wilson on a path to form the beginnings of our Brotherhood was the death of a co-worker that left his widow with no means of support. Of course, the injustices he saw at the time as a Track Foreman had to have played a part in his decision to take up the cause. However, Wilson believed that those who labor together have a responsibility to look out for the welfare of each other - the tenet of organized Labor. He believed that each of us are our Brothers (and Sisters) keepers.

Our Union was founded on these principles and they carry forward today. The Preamble of our National Division Bylaws still contain those objectives and inspire us to, "...alleviate distress and suffering caused by sickness or disability among our mem-

bers," and to, "...assist the families of deceased members."

Over the years, the BMWED has established, through bargaining, programs and benefits that do much of that, and we continue to work on improving those programs and benefits.

However, I believe that we all have a moral responsibility as individuals and as a Labor Organization not only to our own members, but those in need as well. General President Hoffa and our National President Simpson also believe that we need to reach out and help our brothers and sisters in need within the local communities. Their commitment is illustrated in their support for these efforts.

As the appointed BMWED Director of the IBT Human Rights Commission (HRC), I have been tasked by our Union to spearhead a number of initiatives that are intended to benefit those in need within each of our local communities.

One of those initiatives is our food drive for local food pantries in which we asked that our members collect food at local lodge meetings. We have had some success with this campaign, but not enough. Our BMWED Diversity Committee has been very active in several campaigns to help the needy, cooking for the homeless, helping at homeless shelters, and delivering food to local food banks. Our members can and should be more involved. We can do much more.

The BMWED is still asking for local HRC Representatives, and the goal is to have a representative in every Local Lodge. The economy is still struggling, and many of our neighbors are still out of work and could use a hand. Having a Representative in each Local Lodge leading these campaigns would assure much more success with our efforts to lend them the help they need.

You can become a Local HRC Representative by contacting me, Roger Sanchez at (281) 354-4812, or by email at [lodge1507@aol.com](mailto:lodge1507@aol.com).

Please continue to lend comfort and aid to our BMWED Brothers and Sisters who may be sick or disabled, as well as the families of our deceased brothers and sisters. And, take it a step further to think about those in your community that may be less fortunate that we have the means to assist them.

We must make sure that our founding principles of 125 years ago still guide our actions today.

# BMWED Requests Membership Assistance

Plans for expansion of existing commuter rail systems and for creation of new rail systems hold the possibility for an increase in railroad work after decades of decline. In particular, there should be additional maintenance of way and signal work, as more rights-of-way are double tracked, existing lines are improved to Class IV, new signal systems are installed and new grade crossings are created.

There should also be more maintenance of equipment work after existing systems are expanded, once new systems are operational. But, it is not certain that this new work will be done by railroad workers covered by the Railway Labor Act and Railroad Retirement Act. In fact, in some situations, we have actually lost work that had been historically done by railroad workers.

In recent years, some commuter rail systems have had upgrade work done by non-traditional non-railroad companies; and, there have also been some replacement of railroad operators with non-railroad operators. Some states have purchased railroad lines from railroads with the carriers continuing to provide freight service on those lines, but the states have engaged non-rail contractors to do the upgrade work and then the ongoing signal and maintenance of way work.

In other cases, commuter agencies have sought to replace railroad operators (Amtrak or other railroads) with non-rail operators, or with rail operators but with non-rail maintenance of way and signal contractors and non-rail maintenance of equipment contractors. These rail line sales usually do not come with employee protections. The changes in operators may or may not be subject to Federal Transit Act 13(c) protections, we may have to fight to ensure the these protections are applied. Also, these sorts of programs are often highly political-involving expenditure or public funds, that require public decision-making processes.

In the current economic environment, a low bidder can have a significant advantage. One way to reduce costs is to avoid coverage of the federal railroad laws. In order to ensure that as much work as possible remains RLA/RRA covered, we need to be vigilant, knowledgeable about planned changes and involved in the decision-making process. If we know about possible

changes when they are first being discussed, we are in a better position to protect our work. In instances where we have been aware, and involved in the decision-making process from the beginning, we have been more successful in saving existing workforce and gaining new work. When we have learned about proposed changes after final decisions have been announced, there has not been much we could do to protect the work.

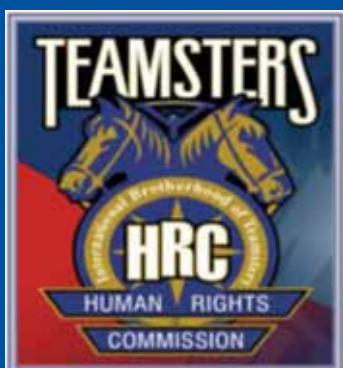
Typically, a proposal to change an operator will require a Request for Proposals and competitive bidding. Lately, most of these contracts involve fixed-price bids. Once the RFP is issued, there is very little we can do to change it. After a bid is accepted, the payment to the successful bidder is fixed, and part of the bid price is labor costs, so it is extremely hard to improve wages or benefits when labor costs are set in the bid. If we want to influence the RFP, the time to do so is before it is issued. In the past, we have reminded agency officials and legislators of their 13(c) obligations and urged them to include those obligations in the bid. We have also written to prospective bidders to tell them about 13(c) obligations and have tried to convince officials to attach significant weight to factors related to the quality of work. In some states, we have used existing relationships or the weight of certain elected representatives to be able to have input into the content of the RFP.

By early involvement in the process we can assure our members that we will assert their rights and prevent the use of rumors and threats to manipulate them. Often when there is a change in contractor, the new contractor will want to hire from the existing qualified workforce, but to do so by making unilateral offers without regard to seniority and prior qualifications. In those situations, member solidarity is as important as anything else we do, so, having an informed membership that sees what we are doing will help us protect their rights and our work.

Additionally, if we are going to have to fight about application of 13(c) protections, we will need to gather information and collect old documents. We will also need to prepare to go to arbitration or to court to compel arbitration and to prevent any change pending arbitration. It is very helpful to start

Continued from Page 12

Learn more about the Teamsters Human Rights Commission, and how you can participate.



Contact BMWED Vice President Roger Sanchez at (281) 354-4812, or, by email at [lodge1507@aol.com](mailto:lodge1507@aol.com).





# Around the Brotherhood

## Allied Federation Local Lodge 153 Conducts Quarterly Meeting

On March 9, 2013, Allied Federation Local Lodge 153 held their regular quarterly meeting in Richmond, Virginia. Local Lodge Officer Todd Taylor invited BMWED President Freddie Simpson to address the members. Attending with President Simpson were Allied General Chairman Dennis Albers and Allied Vice Chairman Roy Griffith.



Allied Local Lodge 153 members and guest.

## Atchison, Topeka Santa Fe Frisco System Federation Local Lodge 1251 Conducts Regular Quarterly Meeting

On February 23, 2013, AT&SFF System Federation Local Lodge 1251 held their regular quarterly meeting in Tulsa, Oklahoma. AT&SFF Assistant General Chairman Jeff Fry was on hand to address the members.



AT&SFF Local Lodge 1251 members and guests.

## Commuter Railroad System Division Honors Retiree George Mollico

CRSD member George Mollico retired on March 15, 2013. CRSD General Chairman Sean Gerie celebrated Brother Mollico's retirement with him by presenting him with a BMWED watch to commemorate his years of service and membership in the BMWED.



Left to right: Keith Cruz, George Mollico, Sean Gerie and Sean Cruz.

George is the father of two current BMWED members Keith and Sean Cruz. Keith is Chairman of the CRSD Executive Board and member of Local Lodge 2905. He works as a Machine Operator for New Jersey Transit. His brother Sean is a member of Local Lodge 2906 and works as a Track Foreman for New Jersey Transit.

The BMWED offers its congratulations to Brother Mollico on his retirement.

## Commuter Railroad System Division Local Lodge 2907 Conducts Regular Quarterly Meeting

On February 21, 2013 CRSD Local Lodge 2907 held their regular quarterly meeting in Netcong, New Jersey. General Chairman Sean Gerie was on hand to speak to the membership about issues concerning New Jersey Transit.

During the meeting, retiree Howie Repsher was honored when he was presented with a pocket watch by General Chairman Sean Gerie. Brother Repsher has been a member of the BMWED since 1980 and resides in Lake Hopatcong, New Jersey. He continues to attend meetings and support the BMWED.



The BMWED wishes Brother Repsher a continued happy retirement.

General Chairman Sean Gerie presents retiree Howie Repsher with a BMWED pocket watch.

## BMWED State Legislative Directors Celebrate Passage of Rail Transportation Bills

BMWED Virginia State Legislative Director Greg Marston attended the passage of the Virginia Transportation Bill he had worked on and posed for a picture with Virginia U.S. Senator Tim Kaine.

BMWED Wyoming State Legislative Director Kristina Delgado attended the signing of HB-95, a safety bill that she had promoted, that places on-track maintenance of way equipment under the same crossing safety laws and regulations as trains. Kristina and BMWED Assistant State Legislative Director Glen Hackman posed for a picture at the signing by Governor Matt Mead.



Kristina Delgado standing front row, second from right next to Governor Mead.



Left to right: BMWED State Legislative Director Greg Marston, Senator Tim Kaine and BMWED Assistant State Legislative Director William Marston

See Around the Brotherhood, Page 11







Around the Brotherhood, Continued from Page 10

## BMWED State Legislative Director Retires

John P. Tracy, BMWED State Legislative Director for the State of Maine, and Northeastern System Vice General Chairman, retired effective January 1, 2013 and vacated both positions effective April 1, 2012.

The BMWED thanks Brother Tracy for his work on behalf of the BMWED and wishes him a long and happy retirement.



## Consolidated Rail System Federation Local Lodges Conduct Regular Quarterly Meetings

On March 22, 2013, CRSF Local Lodge 910 held their regular quarterly meeting in Norwood, New York. CRSF Assistant General Chairman Jesse Dewe was on hand for discussions with the members.



CRSF Local Lodge 910 members and guests.

CRSF Local Lodge 1037 recently held their regular quarterly meeting in Toledo, Ohio. CRSF Assistant General Chairman Mike Flowers was on hand to have discussions with the members.



Local Lodge Officer Nathan Howell advises that the Lodge took the opportunity to present members with shirts displaying the BMWED logo.

CRSF Local Lodge 1037 members and guests.

## Burlington System Division Conducts Annual Local Lodge Officer Educational

On March 21 and 22, 2013, the Burlington System Division conducted their annual training sessions in Council Bluff, Iowa. Nearly 100 Local Lodge Officers and guests attended the training. There were a number of speakers on hand including BMWED President Freddie Simpson and BMWED Secretary-Treasurer Perry Geller.

Representatives from a number of the railroad insurance plans were on hand, as well as Railroad Retirement Board Labor Member Walt Barrows. Training sessions included a variety of subjects intended to improve representation skills for Local Lodge Officers and members.



Left to right: Vice General Chairman/Secretary-Treasurer Terry Barrette, Vice General Chairman George Loveland, General Chairwoman Staci Moody-Gilbert, Vice General Chairman Roy Miller, and Vice General Chairman Randy Anderson.



## Local Lodge President Training Conducted At New BMWED Training Facility

On March 5 and 6, 2013, the first training session was conducted at the BMWED training facility located in the new headquarters building in Novi, Michigan.



The training was provided to Local Lodge Presidents on the specific duties of their position. How to conduct a proper union meeting and parliamentary procedures were also included with the training, as well as a number of other topics.

**LOCAL LODGES**

Please notify the BMWED National Division of the passing of any retired BMWED member.

Call (248) 662-2660  
extension 636.





**LEGISLATIVE,** Continued from Page 2

(IPROC), and \$230 million into freight rail, for a total of \$798 million across the next decade. Governor Bob McDonnell issued the following statement regarding the passage by the House and Senate, "This is a Historic day in Virginia. We have worked together across party lines to find common ground and pass the first sustainable long-term transportation plan in 27 years. There is a 'Virginia Way' of cooperation and problem solving, and we saw it work again today in Richmond."

What does this legislation mean for BMWED workers? The money invested into "IPROC" will allow for the continued operation of Virginia's six Amtrak regional services, expand miles of track construction, investment in infrastructure improvements, and allow Virginia to match any federal transportation money for the enhancement of the commonwealth's intercity and high speed rail network. This comes as great news for our BMWED Brothers and Sisters, as it simply means more

work for our members.

"A lot of these projects will be large in scope, creating miles of new track construction. The General Assembly has done their part by providing funding. We must do our part to make sure we keep our work!" said Greg Marston, State Legislative Director of Virginia.

Most Americans are tired of the politics and dysfunction of cluttering inaction that we see too often in Washington. We need to see cooperation to get results, and with this legislation, we've seen just that.

For several decades, rail operations and other forms of transportation loomed as an issue that seemingly appeared to be unsolvable. The "IPROC" has shown a path forward, unobstructed by the old political posturing of the past.

If we can continue to strengthen the federal-state relationship with the passenger rail system, American railroads will continue to evolve, and jobs will continue to sustain and cultivate this nation.

**BMWED Requests Membership Assistance,** Continued from Page 9

doing that at least when the RFP is issued. If we wait until after the new bidder is announced, it is likely that we will not have enough time to be successful.

With rail line sales to states, usually involves a long plan and process the need to pass authorizing legislation, applications for preliminary FTA grants, and filings at the Surface Transportation Board. During that time we can try to have an impact in the state legislature, members of Congress; we can also potentially have an impact on the RFP. But again, the sooner we know about it, the more we will be prepared to protect our work.

When there is a plan to acquire rail lines, to create or extend a commuter rail system, or to put an operating contract up for bid, there typically will be newspaper articles, request for qualifications (RFQ) of potential bidders, a draft RFP, initial requests for planning funds, public hearings, and/or new legislation. So, when you become aware of any of these initial first steps for changes in commuter rail operators, for substantial upgrades of existing systems, or creation of new systems, please contact the National Division Union so that we can assess the situation and begin to take action to protect our work.

You can now visit the BMWED on *Facebook* at **Brotherhood of Maintenance of Way Employees**, and follow us on *Twitter* at **BMWEDIBT**.



**Brotherhood of Maintenance of Way Employees Division**  
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Novi, MI 48375-1328



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