



THE SIGNALMAN'S JOURNAL

Volume 94 • Number 1

1st Quarter 2013





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Medical bills continue to be a leading cause of bankruptcy. Even working families covered by health insurance are struggling with overwhelming medical expenses. If you're among them, help is available—and it's free. The Union Plus Medical Bill Negotiating Service provides union members with large out-of-pocket medical bills FREE assistance. The service's professional negotiators will work directly with physicians, hospitals and other medical providers on your behalf to lower your costs and arrange payments that are more manageable.

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THE SIGNALMAN'S JOURNAL

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COVER: BNSF Signal Maintainer and Local 156 member George Low pictured working inside the Market Street control house in Downtown San Diego, California. This crossing location contains solid-state microprocessor-controlled motion detection devices for all three tracks, exit loops for all four gates, and preemption circuits for the traffic lights. Photo submitted by Local 161 member D.T. Chaparro.





PTC — Positive Train Control or Postpone The Completion

Positive Train Control, better known as PTC, has been the topic of discussion at many meetings throughout the entire rail industry. I wanted to bring you up to date on the most recent activity related to PTC; however, I thought I would first give you a little history of how PTC came about in the first place.

In 1994, the Federal Railroad Administration (FRA) submitted a report to Congress called Railroad Communications and Train Control. In that report, the FRA outlined the potential benefits of communication-based PTC systems. The report also stated that an overall PTC requirement could not be warranted based on cost and safety alone, the benefits of PTC may justify the costs on some corridors with certain characteristics, including the presence of passenger trains, hazardous materials, or higher levels of congestion. The FRA also concluded that further development of PTC technology may result in cost reductions or increases in benefits that may make universal application practical in the future.

As a result of this report, the FRA, in cooperation with rail management and rail labor, formed the Railroad Safety Advisory Committee (RSAC) PTC working group, which originally met in November 1997. Due to the complex nature of PTC systems, manufacturers of these systems were added to the RSAC PTC working group. The BRS was an integral part of the rail labor group that participated in the RSAC PTC working group which reviewed technologies, definitions, and capabilities of PTC systems. The RSAC PTC working group met on numerous occasions to address issues regarding the feasibility of implementing fully integrated PTC systems. This group also addressed the viability of PTC and how it would improve railroad safety and productivity and facilitate the introduction of high-speed ground transportation in the United States. The FRA

Associate Administrator, at the time, challenged the group to come to an agreement as an industry on PTC technology. The FRA Associate Administrator also addressed the, then recent, rash of accidents in the industry by stating, “Let’s not accept an occasional death as okay.”

On June 3, 1999, members of the RSAC PTC working group took part in a demonstration of New Jersey Transit’s

(NJT) Advanced Speed Enforcement System (ASES). NJT determined that it needed to upgrade its current systems based on a collision between two passenger trains that resulted in three deaths in Secaucus, New Jersey. To prevent similar accidents and improve safety, a decision was

reached to equip all lines with automatic enforcement systems to supplement the existing wayside signaling systems, which would meet the core feature safety functions of PTC, as defined by the RSAC PTC working group.

In 2000, then U.S. Transportation Secretary Rodney E. Slater announced the award of a \$34 million contract to a team led by Lockheed Martin Corporation for the development and deployment of a PTC system on a 120-mile segment of the Chicago to St. Louis high-speed rail passenger corridor. In addition, Secretary Slater announced a \$6.5 million grant to the Illinois Department of Transportation (ILDOT) as part of the federal government’s contribution toward the program. “This Positive Train Control project will lead to safer and faster train transportation in the new century and new millennium,” said Secretary Slater. “It supports President Clinton and Vice President Gore’s commitment to improved transportation safety, increased mobility for all Americans and continued economic growth.” The contract award was made through the North American Joint Positive Train Control Program (NAJPTC), a partnership between the FRA, ILDOT, and the Association of American Railroads (AAR). The primary objective of NAJPTC was to demonstrate a cost-effective PTC system,

The catastrophes that will be prevented by the congressionally mandated installation of PTC cannot simply be measured by the railroads’ profit and loss statements. PTC is the right thing to do because it would save lives and reduce the number of derailments.

which was one of the technologies that would further improve railroad safety and enable the development of high speed rail in the Midwest and elsewhere in the United States.

PTC systems were to utilize intelligent transportation technologies including onboard computers, digital radio links, differential global positioning systems, computer route databases, and wayside computer control systems to assure that train operations were safe. Train control systems, such as PTC, were mandatory under federal regulations wherever train speeds exceeded 79 mph. Among the safety benefits of such systems were the prevention of train collisions, over speed accidents, and the protection of track and signal maintenance workers. PTC technology would also aid Amtrak in developing high-speed rail service across the country.

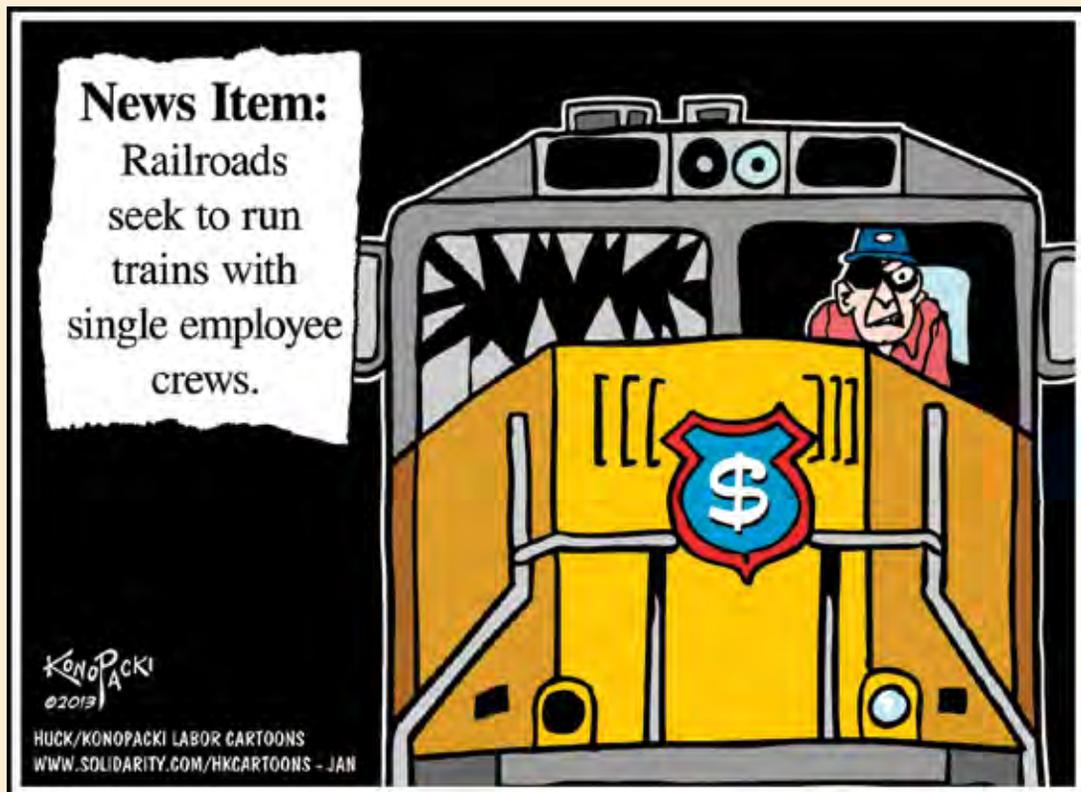
In recent years, according to the FRA, railroads have achieved unprecedented safety records. This was accomplished through partnerships among the FRA, rail management, and rail labor working together to identify and remedy systemic safety issues. PTC systems were designed to aid the human operators of today's systems in preventing accidents while also increasing the capacity of the railroad network for both freight and passenger trains. Former FRA Administrator Jolene M. Molitoris said, *"PTC will help ease airport and high-way congestion by providing a safe, reliable, comfortable and environmentally-friendly transportation option..."*

In 2006, the National Transportation Safety Board (NTSB) adopted a final report on its investigation into a derailment of a commuter train in Chicago in 2003, stating the train's engineer failed to observe and comply with a signal indication. At that time,

the NTSB called on the FRA to require the installation of PTC systems that would prevent that type of accident in the future. The Board reiterated a recommendation it had made to the FRA in 2001, to require the implementation of PTC on mainline tracks.

The latest PTC systems utilized Global Positioning System (GPS) technology. It was only a matter of time before railroad signal systems and GPS-based PTC became a single integrated system. Not only would we need to be educated in AC and DC electronic theory, computers, and electro-mechanical devices, future Signalmen would need to master Boolean math and communication protocols such as IP networking. Vendors were already developing tomorrow's systems that would communicate to the dispatching center using the Internet or other IP networks.

In 2007, the FRA announced the approval of the first PTC system capable of automatically controlling train speed and movements to prevent certain accidents, including train collisions. Specifically, the FRA approved the BNSF Railway's Product Safety Plan for its Electronic Train Management System (ETMS), an overlay technology that augments and supplements existing train control methods. The ETMS system includes an in-cab electronic display screen that will first warn of a problem and then automatically engage the train's braking system if a locomotive engi-



neer fails to act in accordance with operating instructions. In addition to its safety benefits, PTC can support rail operations by increasing the capacity of high-density rail lines, improving overall efficiency.

In 2008, a train collision in Los Angeles, California, between a passenger train and a freight train killed 25 people and injured 135. The NTSB investigation revealed the engineer operating the passenger train was text messaging and did not follow the signal system indications to stop the train causing the head-on collision. The Rail Safety Improvement Act (The Act) was signed into law on October 16, 2008, by President George W. Bush. The Act required each Class I railroad and each entity providing regularly scheduled intercity or commuter rail passenger transportation to submit for the Department of Transportation (DOT) Secretary's approval a plan to implement a PTC system by December 31, 2015.

In 2012, DOT Secretary Ray LaHood announced changes to regulations governing the installation of PTC equipment that will give railroads additional flexibility, save money, and maintain a high level of safety. *"Under President Obama's leadership, the Department of Transportation is committed to ensuring the safety of our nation's railroads while reducing regulatory barriers,"* said Secretary LaHood. *"These changes will provide significant regulatory relief, while ensuring that safety remains our highest priority."* President Obama called for a government-wide review of regulations in order to identify those that needed to be changed or removed because they were unnecessary, out-of-date, excessively burdensome, or overly costly. *"As a result of this review, the revised regulations will provide greater flexibility to railroads and save hundreds of millions of dollars even as they improve rail safety,"* said FRA Administrator Joseph C. Szabo.

On the morning of June 24, 2012, in Goodwell, Oklahoma, two Union Pacific trains collided head on. Preliminary reports indicated that one of the trains was supposed to pull into a siding and let the other train pass. A witness to the accident reported that neither train blew their horn and that one of the trains was traveling at 65 mph or more at the time of the collision. The diesel-fueled explosion appeared to weld the locomotives together and three Union Pacific employees were killed as a result. The burning question many have now is what caused this terrible tragedy? The most important question that needs answering is how could this tragedy have been prevented? The answer to this important question is PTC.

While the installation of PTC should be seen by everyone as a solution to major railroad catastrophes, the railroads

continue to argue that the cost of PTC far outweighs the benefits. While I will admit that the cost is expensive, I will not concede that the cost exceeds the benefits. The catastrophes that will be prevented by the congressionally mandated installation of PTC cannot simply be measured by the railroads' profit and loss statements. PTC is the right thing to do because it would save lives and reduce the number of derailments. These railroads have complained that the costs involved in installing and maintaining of PTC far outweigh the benefits. However, reports have noted that the installation of PTC will potentially have a positive effect on line capacity, improved service reliability, faster over-the-road running times, more efficient use of cars and locomotives, larger periods for track maintenance, and fuel savings. Railroads will continue to argue that the cost of PTC outweighs the benefits.

Based on the findings of the FRA, gathered as a result of its report to Congress, the FRA believes that the majority of railroads will not be able to complete PTC implementation by the 2015 deadline. The 113th Congress will have the ability to vote on whether to extend the deadline. As a result, the FRA recommends that if Congress were to consider legislation extending the PTC implementation deadline it should consider several factors, including the extent to which each railroad has demonstrated due diligence in its efforts to successfully implement PTC technologies on its rail system.

Based on information that we are hearing from the field and from numerous meetings and conferences that we have attended surrounding the topic of PTC, there are a handful of railroads that have continually said that they will meet the December 2015, deadline for PTC installation. There are other railroads that appear to be waiting for Congress to extend the deadline and have not shown any real effort to meet the required deadline. I would question what Congress and the FRA will consider to be *"a showing of due diligence"* by a railroad when some railroads have just begun the process within the last few months. The BRS wants to be certain each member of Congress understands that the safety of railway workers and the American public does not have a price tag and should not be mitigated or delayed.

In Solidarity,



W. Dan Pickett
BRS President

LIRR Workers Face Theft Charges

Fifteen Long Island Rail Road (LIRR) communications workers, who specialize in the installation of fiber optics and telephone systems, are facing criminal charges for allegedly stealing hundreds of thousands of dollars of copper wire from their employer.

On Friday, January 18, 2013, the LIRR employees implicated in the copper theft surrendered to authorities and were consequently removed from service on the following Tuesday. These allegations, and the charges to follow, are the culmination of a more than two-year investigation into the thefts.

“As the President of the Brotherhood of Railroad Signalmen, I am greatly disturbed by the news of these alleged thefts. Our members are highly-skilled, hardworking individuals, and these allegations are certainly not indicative of Long Island Rail Road employees or the Brotherhood of Railroad

Our members are highly-skilled, hardworking individuals, and these allegations are certainly not indicative of Long Island Rail Road employees or the Brotherhood of Railroad Signalmen as a whole.



Signalmen as a whole. I consider this type of behavior abhorrent, and I certainly do not condone the actions of those engaged in acts of thievery,” stated BRS President, W. Dan Pickett.

The communications workers allegedly removed new and used copper wire from LIRR job sites and facilities.

Some reports place the value of the copper materials at over \$200,000, with some of these thefts dating back to 2010.

“Although the news of these alleged thefts is disturbing and disheartening, I am left to wonder what the motivation was to wait until 2013 to levy charges for thefts that allegedly began in 2010.”
— W. Dan Pickett.

The price of copper is surging, up from a little more than \$1 a pound four years ago to more than \$3.50 per pound today. ■



In Memoriam

Robert W. McKnight • 1923–2012

Robert W. McKnight passed away on December 9, 2012. McKnight was *The Signalman's Journal* Editor from 1973–1981. During McKnight's tenure as editor, *The Signalman's Journal* received awards of outstanding achievement in the field of labor journalism (1978) and an award for general excellence (1980) from the International Labor Press Association. When McKnight moved on to be the Manager of C&S Engineering at the Association of American Railroads, BRS President R.T. Bates said of him, *"Bob has been an asset to the Brotherhood of Railroad Signalmen. His diligent efforts and expertise have made The Signalman's Journal a top quality publication. Although he will be missed by the entire Brotherhood, we wish him the very best in his new venture. Good Luck, Bob."*

McKnight served in the United States Army from 1943–1946. He earned a Bachelor



degree in Electrical Engineering from Clarkson College of Technology in 1950. Before coming to the BRS, McKnight was associate editor and eventually editor of *Railway Age* and *Railway Signaling and Communications Magazine*.

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



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BNSF Railway Signs Accord with OSHA

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) has signed an accord with BNSF Railway Co., headquartered in Fort Worth, Texas, announcing BNSF's voluntary revision of several personnel policies that OSHA alleged violated the whistleblower provisions of the Federal Railroad Safety Act (FRSA) and dissuaded workers from reporting on-the-job injuries. FRSA's Section 20109 protects railroad workers from retaliation for, among other acts, reporting suspected violations of federal laws and regulations related to railroad safety and security, hazardous safety or security conditions, and on-the-job injuries.

"Protecting America's railroad workers who report on-the-job injuries from retaliation is an essential element in OSHA's mission. This accord makes significant progress toward ensuring that BNSF employees who report injuries do not suffer any adverse consequences for doing so," said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. *"It also sets the tone for other railroad employers throughout the U.S. to take steps to ensure that their workers are not harassed, intimidated or terminated, in whole or part, for reporting workplace injuries."*

The major terms of the accord include:

- Changing BNSF's disciplinary policy so that injuries no longer play a role in determining the length of an employee's probation following a record suspension for a serious rule violation. As of August 31, 2012, BNSF has reduced the probations of 136 employees who were serving longer probations because they had been injured on-the-job.
- Eliminating a policy that assigned points to employees who sustained on-the-job injuries.
- Revising a program that required increased safety counseling and prescribed operations testing so that work-related injuries will no longer be the basis for enrolling employees in the program. As part of

the negotiations leading up to the accord, BNSF removed from the program approximately 400 workers.

- Instituting a higher level review by BNSF's upper management and legal department for cases in which an employee who reports an on-duty personal injury is also assessed discipline related to the incident giving rise to the injury.
- Implementing a training program for BNSF's managers and labor relations and human resources professionals to educate them about their responsibilities under the FRSA. The training will be incorporated into BNSF's annual supervisor certification program.
- Making settlement offers in 36 cases to employees who filed whistleblower complaints with OSHA alleging they were harmed by one or more of the company's previous policies.

"Ensuring that employees can report injuries or illnesses without fear of retaliation is crucial to protecting worker safety and health," said Michaels. *"If employees do not feel free to report injuries or illnesses, the employer's entire workforce is put at risk because employers do not learn of and correct dangerous conditions that have resulted in injuries."*

Between August 2007, when OSHA was assigned responsibility for whistleblower complaints under FRSA, and September 2012, OSHA received 1,206 FRSA whistleblower complaints. The number of FRSA whistleblower complaints that OSHA currently receives surpasses the number of whistleblower complaints that OSHA 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. ■

"Ensuring that employees can report injuries or illnesses without fear of retaliation is crucial to protecting worker safety and health."

**— DR. DAVID MICHAELS
ASSISTANT SECRETARY OF LABOR FOR OSHA**

Operation Lifesaver President

Joyce Rose, staff director for the Subcommittee on Railroads, Pipelines and Hazardous Materials of the U.S. House of Representatives' Committee on Transportation and Infrastructure, became President and CEO of Operation Lifesaver Inc. (OLI), on December 3, 2012, OLI Board Chair Reilly McCarren announced.

"Joyce's expertise in railroad, transit, highway and safety policy will be a tremendous asset to Operation Lifesaver as we continue our work educating drivers and pedestrians about safety around tracks and trains," McCarren said.

Rose is a veteran Congressional staffer with over 20 years of experience in transportation policy. She became staff director for the Railroads Subcommittee in 2008, after serving as a professional staff member on the Highways and Transit Subcommittee of the House Transportation and Infrastructure Committee.

As staff director, Rose drafted, negotiated, and helped secure passage of MAP-21, the surface transportation authorization bill covering fiscal years 2013 and 2014. She also worked on the passage of Amtrak authorization and Rail Safety bills in 2008, and helped draft the transit provisions of the 2005 surface transportation authorization bill, SAFETEA-LU. In 2009, she was named one



JOYCE ROSE

"Under Joyce's leadership, Operation Lifesaver will continue to be a prominent force in rail safety education."

— HELEN M. SRAMEK
FORMER OPERATION LIFESAVER PRESIDENT

of "10 Staffers to Know" in transportation by *Roll Call*.

Before joining the House T&I Committee staff, Rose worked for the U.S. Senate Committee on Appropriations from 1988

to 2001 as the professional staffer responsible for Federal transit and rail funding issues, pipelines and hazardous materials, and transportation research.

Helen M. Sramek, Operation Lifesaver's President since January 2007, who had earlier announced her plans to retire, said, *"Under Joyce's leadership, Operation Lifesaver will continue to be a prominent force in rail safety education."* ■



**OPERATION
LIFESAVER®**

Operation Lifesaver, Inc. is a national, non-profit safety education group whose goal is to eliminate deaths and injuries at railroad crossings and along railroad rights of way. Operation Lifesaver has programs in all 50 states, with trained volunteers who provide free safety talks to community groups, school bus drivers, truck drivers and student drivers to raise awareness of the dangers around railroad tracks and trains. For more information, or to request a free safety presentation, visit www.oli.org, or follow OLI on Facebook: <https://www.facebook.com/operation.lifesaver>, Twitter: @olinational, and Pinterest: <http://pinterest.com/olinational>

DID YOU KNOW?

Title 49: Transportation

§ 236.5 DESIGN OF CONTROL CIRCUITS ON CLOSED CIRCUIT PRINCIPLE

All control circuits the functioning of which affects safety of train operation shall be designed on the closed circuit principle, except circuits for roadway equipment of intermittent automatic train stop system. ■

The Railroad Man

The poets of old have painted with gold a picture of seamen as mariners bold. The visions of farmers as Knights of the Plow, and the storied blacksmith with stormy brow. But none have spoke in accents grand, to record their praise of the railroad man.

The railroad man is a special man, a breed whose code is as deep as his tan. His creed derives from a long proud line, his tan from the sun on its daily climb from skyline to skyline, and in its van, standing tall and proud, is the railroad man.

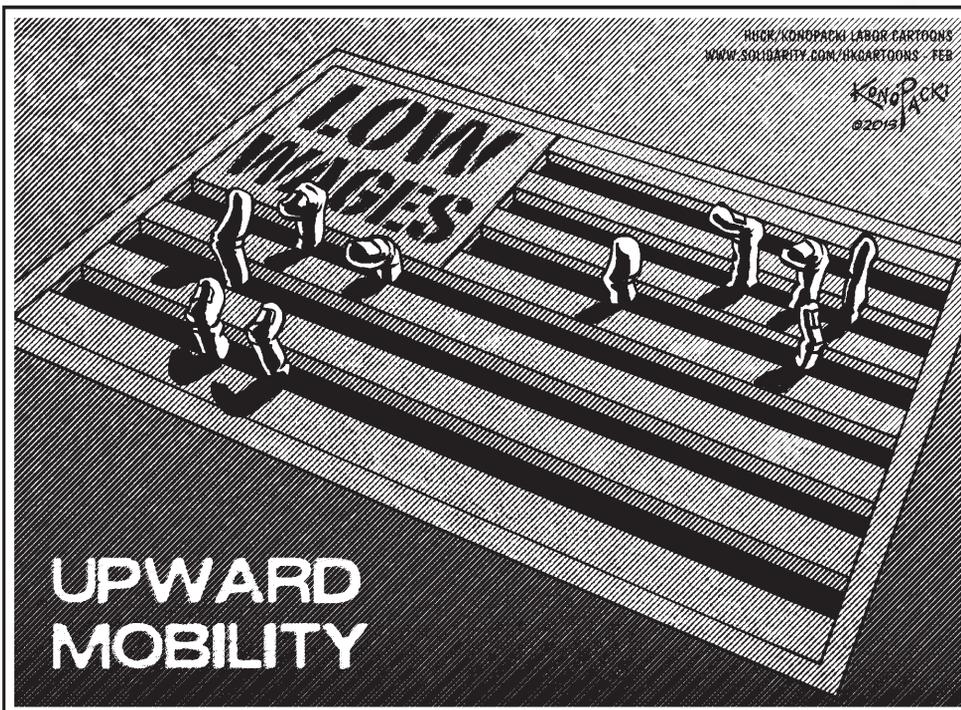
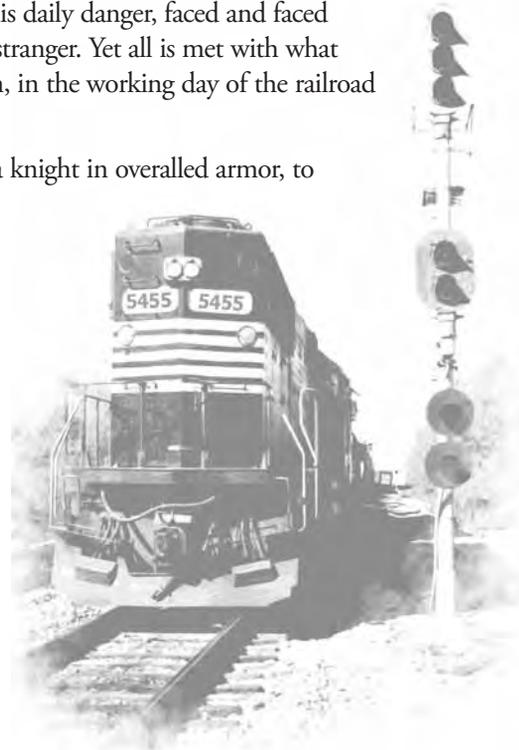
A broken rail or a broken wire, a train derailed or a journal on fire. At dawn, at dusk, and in nightly deep, he tends all these while a world is asleep.

To the meaning and worth of that manly clan, the brotherhood of the railroad man. No dashing figure he, with a glint of chivalry, no hero's crown, or dash of cavalry. No scholar's fame or adventurer's claim, no vaunted victor in life's great game. Yet a land's life blood across the land, is pumped by the toil of the railroad man.

In the social graces he rarely places, his work is grimy, with dangerous faces. Made up of ballast, ties, rails and signals, the book of rules, and a thousand symbols.

But fewer than few, since steam began, have given as much as the railroad man. Through endless years devoid of cheers, his work is beset with disturbing fears. Blood-red and yellow is his daily danger, faced and faced again not as a stranger. Yet all is met with what strength he can, in the working day of the railroad man.

To his spouse a knight in overalled armor, to his children a lamp in each dark hour. He plies his craft on the double green, and if lucky, arrives at the final scene, to clear as the siding, marked, "Pension Plan," the one sole reward of the railroad man. ■



IRS Announces 2013 Standard Mileage Rates

Effective January 1, 2013, the standard mileage rate set by the Internal Revenue Service will be 56.5 cents per mile. The new rate compares to a rate of 55.5 cents per mile in 2012. ■

Union Plus Mortgage Program



Why is Union Plus moving to a new mortgage provider?

Union Plus Mortgage has been administered by Chase since 1996. Our current agreement with Chase will expire on February 28, 2013. Unfortunately, Chase informed us that they were no longer willing to offer the full economic benefits of the program to union members and their families going forward.

Why did Union Plus select Wells Fargo?

Wells Fargo, the nation's largest home mortgage lender, has agreed to continue all of the valuable member benefits of the Union Plus Mortgage program, and to support it with a team dedicated to the union program and backed with the resources of over 9,000 bank branches nationwide.

Is anything changing?

Yes. Each member who closes their mortgage purchase or refinance with the program through Wells Fargo will now receive a \$500 gift card redeemable at hundreds of wellknown and popular merchants. Formerly, members received a \$495 "credit" at the closing. Additionally, members will be eligible on a preferred basis for programs aimed at first-time homebuyers who may be unable to be approved under conventional mortgage programs.

Will members be able to go into a Wells Fargo branch to apply for a mortgage?

Yes, members will be able to apply online, by phone, or at any of the more than 9,000 Wells Fargo bank branches in the country. Please note that the ability to apply for a Union Plus Mortgage at Wells Fargo bank branches will be rolled out in phases throughout 2013 and will not be available nationally on March 1.

When will the Union Plus Mortgage program with Wells Fargo start?

Members who apply online or by phone starting March 1, 2013, will be serviced by Wells Fargo. All member applications received by Chase up to

and including February 28, 2013, will remain eligible for the unique benefits of the Union Plus Mortgage program.

Will members who have a Union Plus mortgage through Chase continued to receive program benefits and services?

Yes. Chase remains obligated by contract with Union Plus to service all members who currently have a Union Plus Mortgage.

Mortgage assistance grants and loans have provided \$9.3 million to help save thousands of our members' homes since 1996. Will union members with Union Plus mortgages remain eligible for assistance grants and loans in case of layoffs, strikes, lockouts, disabilities or natural disasters?

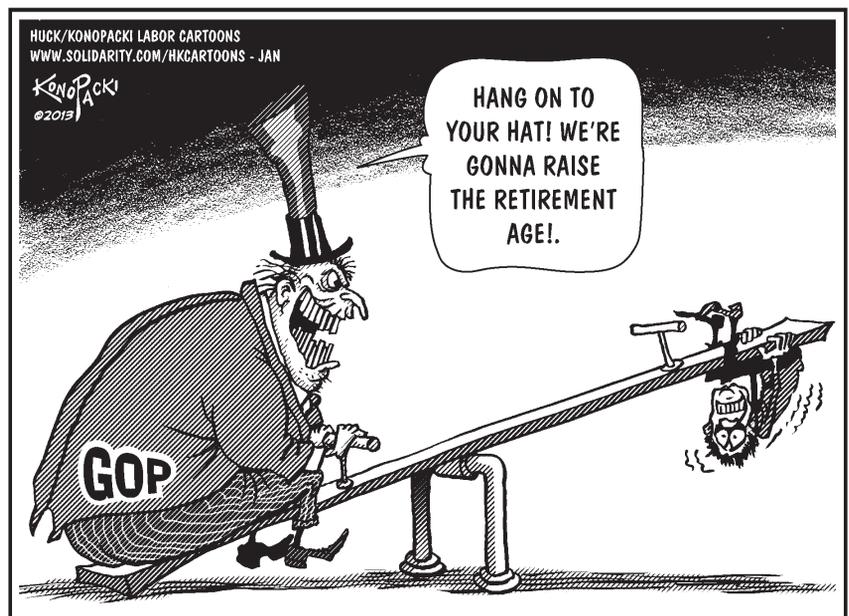
Yes. Members with a Union Plus Mortgage program from Chase will continue to be eligible for these grants and loans. Wells Fargo will also continue to offer this important benefit for Union Plus Mortgage holders.

Will the program phone number 1-800-848-6466 and web URL UnionPlus.org/Mortgage remain the same?

Yes, these points of contact will not change.

Who can I contact for additional information?

Please contact your union service representative. ■



2013 Hazardous Materials Training

This five-day training addresses OSHA and DOT required training in addition to procedures and different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness, and the incident command system. The training also provides components required to complete the OSHA 10-Hour Outreach certification. The training includes classroom instruction, small group activities, hands-on drills, and a simulated hazmat response in full safety gear.

The Rail Workers Hazardous Materials Training Program is funded to provide this training by a federal grant from the National Institute of Environmental Health Sciences (NIEHS). This five-day hazmat training course is targeting rail workers at the local level. Applicant selection will be in the following order: local residents not requiring lodging, followed by those within a 500-mile driving radius, and then those requiring air transportation.

The funding will provide the following:

Local Participants:

- Mileage reimbursement and meal allowance at \$45.00/day

Traveling Participants:

- Air travel, lodging, and meal allowance
- Saturday travel may be necessary

In addition, a stipend of \$625.00/week is available to all training participants of these programs, except those who are able to secure regular pay through their employer, or are paid union officers.

Those interested in attending training must complete the online application at www.hazmatgmc.org. For additional information contact Freddie Thomas at the Hazmat office at 301-439-2440, or fthomas@nlc.edu. ■



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

APRIL 14–20, 2013 — HOUSTON, TEXAS

Val Jahnke Training Facility

8030 Braniff Street, Houston, TX 77061

MAY 5–10, 2013 — LAUREL, MARYLAND

Holiday Inn

15101 Sweitzer Lane, Laurel, MD 20707

These programs begin at 8 a.m. and end at 5 p.m. daily with a 1 hour noon lunch break

DID YOU KNOW?

Title 49: Transportation

§ 236.13 SPRING SWITCH; SELECTION OF SIGNAL CONTROL CIRCUITS THROUGH CIRCUIT CONTROLLER

The control circuits of signals governing facing movements over a main track spring switch shall be selected through the contacts of a switch circuit controller, or through the contacts of relay repeating the position of such circuit controller, which, when normally closed switch point is open one-fourth inch or more, will cause such signals to display their most restrictive aspects, except that where a separate aspect is displayed for facing movements over the switch in the reverse position the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position. ■



- Secretary of Transportation Leaving Post
- Hurricane Sandy Relief Bill Passes
- New Chair of House T&I Committee
- Future of High Speed in California • Positive Train Control

Secretary of Transportation Leaving Post, Talks about the Future of High Speed Rail

Department of Transportation (DOT) Secretary Ray LaHood announced on January 29, 2013, that he would be leaving his post in one month's time. He made several bold predictions in an exit interview with *The Huffington Post*. Everyone, he argued, would own either a hybrid or a battery-powered vehicle by 2025, because of new fuel efficiency standards; renewable energy would be a predominant fuel component for most forms of transportation; and, infrastructure investment would become a second term policy priority for Congress.

"I hope that ... elections make a difference," said Secretary LaHood. *"The President has spent four years talking about infrastructure. Every speech that he gives about putting America to work, he talks about infrastructure. And I hope that since the election, people come to realize that if you really want to get America back to work and put people to work, you have to make investments in infrastructure."*

Secretary LaHood offered a few political observations as well, arguing that members of Congress needed to understand the risks they were taking by underfunding the country's infrastructure future. LaHood criticized lawmakers — his fellow Republicans in particular — for lacking a comprehensive vision for improvements to infrastructure.

In the end, the Obama administration allocated \$12 billion for high-speed rail nationwide — a historic investment in its own right. Secretary LaHood says that more needs to be spent.

"Look, we are behind on high-speed rail," Secretary LaHood said. *"But because of the president's vision and because of the work of those of us here at DOT, we have come a long way...As long as President Obama is in the White House, whoever sits in this chair will have high-speed rail as one of their top priorities...As members of Congress understand that the people are way, way ahead of them on this — they are way ahead of most members, certainly on the Republican side, when it comes to high speed rail, or walking and biking paths, or livable, sustainable communities, green energy, the people are so far ahead of the politicians on this — eventually it will catch up with them."*

Hurricane Sandy Relief Bill Passes

A \$51 billion aid package for Hurricane Sandy victims easily passed the Senate after the failure of a Republican amendment that required the relief to be offset by cuts to other federal spending. The long-delayed bill, coming three months after Sandy battered the Northeast, was signed into law by President Obama on January 29, 2013.

The final tally, 62-36, was light on Republican support, with more than three-quarters of GOP senators voting against the full package. Amtrak funding and other relief was attacked as legislation that was too expensive and included provisions that aren't emergency-related.

The bill includes:

- \$16 billion in Community Development Block Grant money critical for rebuilding
- \$10.9 billion for public transportation projects
- \$13 billion to safeguard the Northeast against another storm
- \$11.5 billion for the FEMA's disaster relief fund
- \$780 million for Small Business Administration disaster loans
- \$118 million for Amtrak

Amtrak requested \$336 million in emergency federal funding to help recoup losses related to Hurricane Sandy and shore up rail capacity and "resiliency" to better prevent damage and recover from future natural disasters, President and CEO Joseph Boardman told a Senate subcommittee.

New Chair of House T&I Committee

Representative Bill Shuster (R-PA) has officially been appointed as the new Chair of the House Transportation and Infrastructure Committee. Previous Chairman, John Mica (R-FL), was term-limited by internal House Republican rules. Congressman Nick Rahall (D-WV) was selected by the Democrats as ranking member of the committee. Congressman Rahall has a proven record of supporting rail labor; the book is still open on Congressman Shuster's support of labor issues. Congressman Mica held

up the Federal Aviation Administration (FAA) over labor provisions in a larger bill, furloughing 4000 workers.

The deadlock stemmed from a provision in the House version of a short-term extension of the FAA funding bill that eliminates some subsidies for rural air service through the Essential Air Service program. A longer-term bill has been bogged down by a House effort to undo rules on unionization of railroad and airline employees that would make it harder for them to vote to collectively bargain.

Representative Shuster announced his Vice-Chair and the Subcommittee Chair assignments for this Congress. Representative John Duncan, Jr. (R-TN) will serve as vice chair. He chaired the Highways and Transit Subcommittee in the last Congress. Below are the Subcommittee Chairs:

- **Aviation:** Frank LoBiondo (R-NJ), previously chaired the Coast Guard Subcommittee.
- **Highways and Transit:** Tom Petri (R-WI), who has chaired this Subcommittee previously.
- **Railroads, Pipelines and Hazardous Materials:** Jeff Denham (California), who has been a vocal opponent of the California High Speed Rail program and Amtrak in general.

- **Coast Guard & Maritime:** Duncan Hunter (R-CA).
- **Water Resources and Environment:** Bob Gibbs (R-OH), who chaired this Subcommittee last year as a freshman.
- **Economic Development, Public Buildings and Emergency Management:** Lou Barletta (R-PA) a sophomore.

The BRS will open dialogue with the new Chairmen on issues that affect our members.

Future of High Speed in California

The new Chairman of the House Transportation Subcommittee on Railroads, Representative Jeff Denham (R-CA), has been an outspoken critic of high-speed rail and sponsored an amendment to the 2013 Transportation appropriations bill preventing any federal funding from being used on the California project.

In a statement after his chairmanship was announced, Representative Denham said he looked forward to finding "...cost-effective and innovative approaches to passenger and freight rail services."

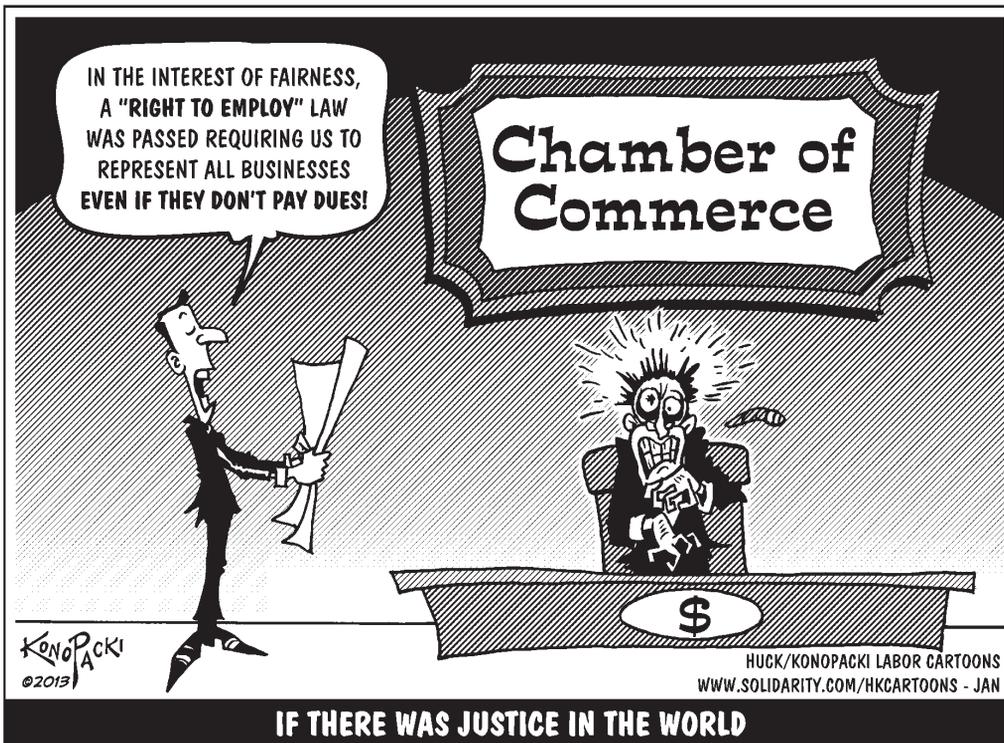
After the press conference, Amtrak's President and CEO, Joseph Boardman, told Bureau of National Affairs that Representative Denham's mindset as Chairman will have

to include a national view of how passenger rail, freight rail, and high-speed rail operate.

"There's a steep learning curve for the new chairman of the subcommittee and I think he's up to it," Boardman said, adding that he thinks the key is for Representative Denham to understand the positive role federal investment plays in rail's future.

The future of high-speed rail in California and the Northeast are

continued on page 25



POISON PREVENTION AWARENESS

Tips to Help Keep Your Health On Track!



Each year, in the U.S. alone, poison control centers across the country receive over a million calls due to children under the age of five being exposed to hazardous chemicals and/or medicines. Nearly 90% of the toxic exposures happen right in the home. Of those, 56% are the result of exposure to non-pharmaceutical substances such as cleansers, cosmetics, personal care products, pesticides, alcohol, and carbon monoxide. Since children have a much faster

metabolism rate than adults, any dangerous substance they ingest is absorbed into their bloodstream very quickly and can poison them in a matter of seconds. Consequently, it is extremely important that all of these types of potentially toxic materials be stored out of the reach of children.⁽¹⁾



What can I do to keep my children safe from potential poisonings?

The most important thing you can do to help prevent poisonings is to become familiar with the following home safety check list and keep these items out of the reach of children.⁽¹⁾

Kitchen	Bedroom	Outdoor Plants
<ul style="list-style-type: none"> • Carpet/upholstery cleaner • Furniture polish, soap/detergent • Drain cleaner/ammonia • Pet spray/bug spray 	<ul style="list-style-type: none"> • Cosmetics • Baby powder • Nail polish/nail polish remover • Perfume/cologne 	<ul style="list-style-type: none"> • Azaleas • Rhododendrons • Poke berry • Holly berry
Living Room	Bathroom/Laundry Room	Garage/Basement/Storage Areas
<ul style="list-style-type: none"> • Indoor plants (call Poison Control Center to verify which ones) • Lamp oil • Alcoholic beverages • Cigarettes/cigarette butts 	<ul style="list-style-type: none"> • Medication/mouthwash • Aftershave/deodorant • Cleaning supplies/disinfectants • Hair products • Bleach/laundry detergent 	<ul style="list-style-type: none"> • Antifreeze • Pesticide/weed killer • Gasoline/kerosene • Lighter fluid • Paint remover/thinner



What else can I do to keep my children safe from potential poisonings?

There are several tips you can become familiar with to ensure your family is safe:⁽¹⁾

- Never leave an open container of anything you would not want someone to ingest.
- Choose medicines/products with child-resistant caps.
- Never refer to medicines or vitamins as candy and never allow children to dispense medicine.
- Learn if a product is poisonous and the recommended first aid treatment if ingested.
- Teach children to never put anything in their mouths if they do not know what it is.
- Follow dosage directions carefully, checking each time that you have the correct bottle and dosage.

What can I do to keep my family safe from carbon monoxide poisoning?

Carbon monoxide (CO) is an odorless, poisonous gas that can buildup in a home with a fuel-burning appliance in any poorly ventilated room. If CO alarms are installed and operating properly, deaths from this type of poisoning would be cut in half. Precautions to help prevent CO poisonings are:⁽¹⁾

- Install CO alarms outside every bedroom and at least 15 ft. from every fuel-burning appliance.
- Never run a car engine in an open or closed garage.
- Heating appliances should be in working order and used only in well-ventilated areas.
- If anyone feels nauseous, drowsy, or confused, move to a fresh air environment immediately and call 911.

When should I contact the Poison Control Center?

If you suspect anyone has been poisoned from a medicine or any potentially toxic substance, immediately contact the Poison Control Center at 1-800-222-1222. This national toll-free number is staffed 24/7 by individuals who maintain information regarding the treatment protocol when medicines and/or household chemicals are ingested. If a family member has been poisoned and is choking, having trouble breathing, or having a seizure, immediately call 911 instead. Do not attempt to induce vomiting or give the victim any medication or fluid unless directed to do so by a medical professional.⁽¹⁾

Poison Control Center 1-800-222-1222

⁽¹⁾ www.poisonprevention.org

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





Acting for Impaired Railroad Retirement Beneficiaries

According to Railroad Retirement Board (RRB) policy, every annuitant has the right to manage his or her own benefits. However, when physical or mental impairments make a railroad retirement annuitant incapable of properly handling benefit payments, or where the RRB determines that the interests of the annuitant so require, the agency can appoint a representative payee to act on the annuitant's behalf. A representative payee may be either a person or an organization selected by the RRB to receive benefits on behalf of an annuitant.

The following questions and answers provide information for family members, or others, who may have to act on behalf of an annuitant.

1 Does the RRB have legal authority to appoint a representative payee for an annuitant?

The Railroad Retirement Act gives the RRB authority to determine whether direct payment of benefits, or payment to a representative payee, will best serve an annuitant's interest. The RRB can appoint a representative payee regardless of whether there has been a legal finding of incompetence or commitment and, depending on the circumstances in a particular case, the RRB can select someone other than the individual's legal representative to be the representative payee.

2 What if a person has been given power of attorney by a beneficiary?

Power of attorney is a legal process where one person grants another the authority to transact certain business on his or her behalf; but the RRB, like the Social Security Administration, does not recognize power of attorney for purposes of managing benefit payments for a beneficiary. For this purpose, the RRB uses the position of representative payee.

3 Why doesn't the RRB recognize power of attorney?

The Railroad Retirement Act protects a person's right to receive benefits directly and to use them as he or she sees fit by prohibiting the assignment of benefits. Power

of attorney creates an assignment-like situation that is contrary to the protections given by this law. The Act likewise gives the RRB exclusive jurisdiction in determining whether to appoint a representative payee for an annuitant. If the RRB recognized power of attorney, it would be deferring to a designation made by someone outside of the agency and would, in effect, be abdicating its responsibility to the annuitant.

Also, events often occur which may affect an annuitant's eligibility for benefits. The responsibility for reporting these events to the RRB is placed, by law, directly on the annuitant or the annuitant's representative payee. When benefits are accepted, the annuitant or his or her payee attests to a continued eligibility for such benefits. And if payments are misused, they can be recouped from the payee. This is not true with power of attorney.

4 How are these representative payees selected?

Generally, the RRB's local field offices determine the need for a representative payee and interview potential payees. The field office also advises the payee of his or her duties, monitors the payee, investigates any allegations of misuse of funds, and changes the method of payment, or the payee, when appropriate.

The RRB provides 15 days' advance notice to an annuitant of its intent to appoint a representative payee, and the name of the payee, in order to allow the annuitant a period of time in which to contest the appointment.

5 What are the primary duties and responsibilities of a representative payee?

The payee must give first consideration to the annuitant's day-to-day needs. This includes paying for food, shelter, clothing, medical care and miscellaneous personal needs. Beyond day-to-day needs, railroad retirement benefits may be used for other expenses.

The payee is also responsible for reporting events to the RRB that affect the individual's annuity, and is required to account for the funds received on behalf of the annuitant.

In addition, since railroad retirement benefits are subject to Federal income tax, a representative payee is responsible for delivering the benefit information statements issued each year by the RRB to the person handling the annuitant's tax matters.

Periodically, the payee will be asked to complete a report which includes questions regarding how much of the railroad retirement benefits available during the year were used for the support of the beneficiary, how much of the benefits were saved, and how the savings were invested. In order to complete the questionnaire correctly, a payee must keep current records of the railroad retirement benefits received and how the benefits were used. The records should be retained for four years.

6 What are a representative payee's primary responsibilities for an annuitant's Medicare coverage?

When an annuitant requires covered medical services, the payee must have the annuitant's Medicare card available. The payee must also keep records of the services received and the expenses incurred or paid, just as for any other usage of railroad retirement benefits.

What if an annuitant is confined to an institution?

When annuitants are in a nursing home, hospital or other institution, their railroad retirement benefit payments should be used to meet the charges for their current maintenance. Current maintenance includes the usual charges the institution makes for providing care and services.

The payee should use the benefit payments to aid in the annuitant's possible recovery or release from the institution, or to improve his or her living conditions while confined. Payments may be used to provide such items as clothing, personal grooming supplies, transportation of

relatives to visit the patient, trial visits to relatives, medical and dental care, and reading materials and hobby supplies.

7 How should railroad retirement benefits not immediately required to meet an annuitant's needs be handled?

Benefit payments which will not be needed in the near future must be saved or invested unless they are needed for the support of the annuitant's legally dependent spouse or child, or to pay creditors under certain circumstances. It is recommended that conserved funds be held in interest-bearing accounts. Preferred investments are Federally-insured or State-insured accounts at financial institutions and obligations of, or those backed by, the Federal Government, such as U.S. Savings Bonds.

Funds should not be kept in the home, where they may be lost or stolen, nor can they be mingled with the payee's own funds or other funds.

8 How can a person get more information about being appointed as a representative payee, or whether the use of railroad retirement benefits for a particular purpose would be proper?

More information is available by visiting the agency's website, www.rrb.gov, or by calling an RRB office toll-free at 1-877-772-5772. Persons can find the address of the RRB office servicing their area by calling the RRB's toll-free number or at www.rrb.gov.

DID YOU KNOW?

Title 49: Transportation

§ 236.3 LOCKING OF SIGNAL APPARATUS HOUSINGS

Signal apparatus housings shall be secured against unauthorized entry.

BRS DESIGNATED COUNSEL



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

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

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

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See Colorado

Alcohol and Drug Testing

Minimum Random Testing Rates for 2013 Remain Unchanged

The Federal Railroad Administration (FRA) announced the minimum random testing rates for railroad workers in the year 2013.

Using data from Management Information System annual reports, the FRA has determined that because the industry random drug testing positive rate was below 1.0 percent for the last two years. The Federal Railroad Administrator has determined that the minimum annual random drug testing rate for the period January 1, 2013,

through December 31, 2013, will remain at 25 percent of covered railroad employees. In addition, because the industry-wide random alcohol testing violation rate has remained below 0.5 percent for the last two years, the Administrator has determined that the minimum random alcohol testing rate will remain at 10 percent of covered railroad employees for the period January 1, 2013, through December 31, 2013.

BRS members need to be aware that this notice sets the minimum random testing rates, and the railroads remain free under their own policies to conduct random testing at higher rates. The BRS reminds its members that many railroads have a zero tolerance policy when it comes to reporting to work under the influence of drugs or alcohol. In many cases, a positive test result will result in being placed out of service. ■

DOT Agency	Random Drug Testing Rate	Random Alcohol Testing Rate
Federal Motor Carrier Safety Administration (FMCSA)	50%	10%
Federal Aviation Administration (FAA)	25%	10%
Federal Railroad Administration (FRA)	25%	10%
Federal Transit Administration (FTA)	25%	10%
Pipeline and Hazardous Materials Safety Administration (PHMSA)	25%	Not Applicable
United States Coast Guard (USCG)	25%	Not Applicable

NOTE: Employers (and C/TPAs) subject to more than one DOT Agency drug and alcohol testing rule may continue to combine covered employees into a single random selection pool. However, employers (and C/TPAs) doing so must test at or above the highest minimum annual random testing rates established by the DOT Agencies under whose jurisdiction they fall. For example, an employer having both FMCSA- and FRA-covered employees in one pool must test, as a minimum rate, 50% for drugs and 10% for alcohol. PHMSA and USCG regulated employees should not be placed in random alcohol testing pools. Contact the appropriate DOT Agency for additional clarification.

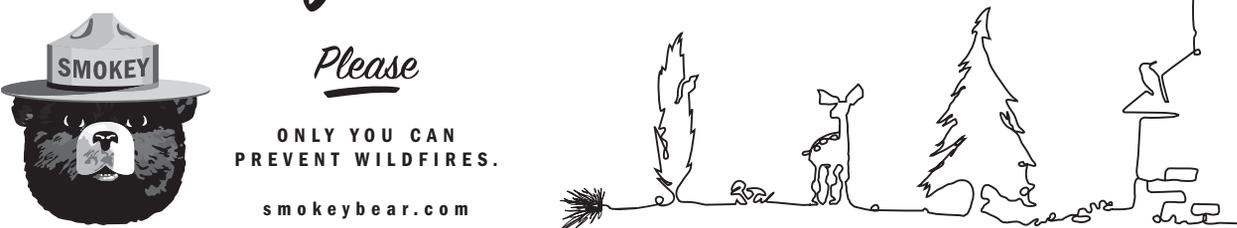
Please note that USCG covered employees may be combined with DOT covered employees in drug testing pools even though the USCG is part of the Department of Homeland Security.

IT *only* TAKES A SPARK.

Please

ONLY YOU CAN PREVENT WILDFIRES.

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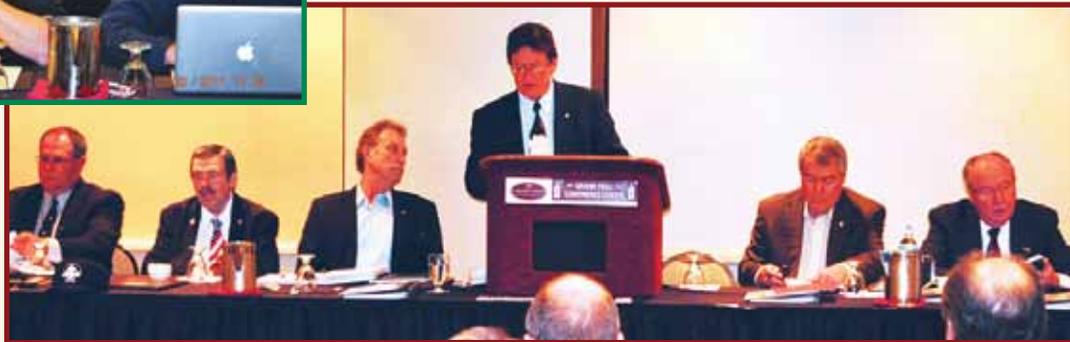
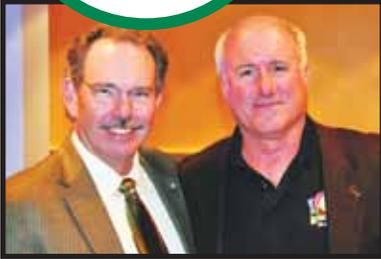




MEETING PHOTOS



United General Committee Meeting Indianapolis, IN



MEETING PHOTOS



General Chairmen's Meeting

Front Royal, VA



CONTINUOUS MEMBERSHIP



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

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

45 YEARS OF SERVICE

TH Stone 183

40 YEARS OF SERVICE

SM Ondrak 8
 DH Carter 16
 DL Levell 20
 EF Horney, Jr. 65
 WW Begnaud 121
 CM Acker 147
 BJ Bruhling 168
 NW Brown, Jr. 178
 HL Blaine 226
 DJ Hammersmith 226
 KM Kriigel 226

35 YEARS OF SERVICE

MR Lewman 3
 LC Moser 8
 KJ Paxton 8
 GL Peterson 8
 RW Powers, Jr. 8
 JJ Filarski, Jr. 16
 HC Grenade 16
 RL Kondy 16
 DE McClure 16
 JF Warm 19
 DL Stolte 20
 VK Kennedy 31
 KD Carlson 33
 CA Skrekla 35
 TE Campbell 49
 DE Selby 49
 RG Eddings 51
 BJ O'Bryan 67
 RW Fochtman 77
 DM Jerry 94
 CM Kreuzer 94
 ER Johnson 108

35 YEARS OF SERVICE

EM Sanders 111
 DW Hays 119
 RG Hughes 133
 TM Bennett 141
 KA Haley 161
 ES Hunter 161
 LS Wilson 168
 CA Bennett 176
 C Haywood 183
 JE Abbott 185
 TJ Strong 225
 WR Main 229

30 YEARS OF SERVICE

SM Tylutki 1
 BW Rock 5

30 YEARS OF SERVICE

JR Keen, Jr. 16
 SW Kealey 33
 RH Brown 48
 TR Clark 55
 DC Faller 56
 JV Maniscalco 56
 CW Pelitsch 56
 MD Baublitz 65
 TP Diven 65
 JK Sheehy 72
 G King 102
 J Siudut 102
 MJ Wannat 102
 RL Cromwell 106
 MG Garrett 106
 WF Jones 133
 IL Pittman 162
 P Jody 172
 MA Morris 172
 LJ Mullins 176
 KD Harris 183

30 YEARS OF SERVICE

IB Soderstrom 188
 WV Monken 194
 LO Carraway 208
 PR Danaher 225
 SC Pierce 228

25 YEARS OF SERVICE

DL Sheldon 2
 RL Bolesta 16
 RJ Nagle 18
 WA Hughey 48
 ES Van Pelt 84
 M Armstrong 102
 WJ Davies 102
 D Kohlmayer 102
 AJ Shah 102
 ZA Surowiak 102
 R Ross 120
 JD Fraka 129
 TO Winterrowd 129
 VH Arango 153
 JR Rivera 153



OBITUARIES

PAUL C. ANDERSEN, JR.—retired member of **LOCAL 18**. Brother Andersen retired in 1987 after 37 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Amtrak. Brother Andersen was a Maintainer Test at Philadelphia, Pennsylvania, at the time of his retirement. Brother Andersen served as Local Trustee.

J.C. ANDERSON—retired member of **LOCAL 67**. Brother Anderson retired in 1983 after 38 years of service with the Nashville & Chattanooga, Louisville & Nashville, and Seaboard Coastline Railroads. Brother Anderson was a Signal Maintainer at Nashville, Tennessee, at the time of his retirement.

ROBERT BALFOUR—active member of **LOCAL 94**. Brother Balfour had ten years of service with CSX Transportation. Brother Balfour was a Signal Maintainer on the New Rock Subdivision at Ottawa, Illinois, at the time of his passing.

VERTUS E. BARNES—retired member of **LOCAL 16**. Brother Barnes retired in 1997 after 42 years of service with CSX Transportation. Brother Barnes was a Signalman at Rocky Mount, North Carolina, at the time of his retirement.

EUGENE V. BRADY—retired member of **LOCAL 123**. Brother Brady retired in 1983 after 41 years of service with the Chessie System Railroad. Brother Brady was a Signal Inspector at Grand Rapids, Michigan, at the time of his retirement.

ALLEN L. CARTER—retired member of **LOCAL 19**. Brother Carter retired in 2010 after 36 years of service with Union Pacific Railroad. Brother Carter was a Lead Signalman at Los Nietos, California, at the time of his retirement.

KEMING CHAO—active member of **LOCAL 185**. Brother Chao had 21 years of service with Kansas City Southern Railway. Brother Chao was a Signal Maintainer at Garland, Texas, at the time of his passing.

JOHN C. CLOUSE—retired member of **LOCAL 38**. Brother Clouse retired in 1984 after 41 years of service with Conrail. Brother Clouse was a Communication & Signal Foreman at Columbus, Ohio, at the time of his retirement.

GERALD D. DAHM—retired member of **LOCAL 154**. Brother Dahm retired in 1993 after 32 years of service with the Burlington Northern Railroad. Brother Dahm was a Signal Maintainer at Devils Lake, North Dakota, at the time of his retirement.

VERN R. DAVIS—retired member of **LOCAL 39**. Brother Davis retired in 1990 after 34 years of service with the Chicago Northwestern Railroad. Brother Davis was a Signalman on a travel crew at the time of his retirement.

STEPHEN A. DUPILKA, JR.—retired member of **LOCAL 76**. Brother Dupilka retired in 1987 after 40 years of service with the Metro-North Railroad. Brother Dupilka was an Assistant Signal Supervisor at Elmsford, New York, at the time of his retirement.

JAMES GATES—retired member of **LOCAL 53**. Brother Gates retired in 1995 after 22 years of service with the Reading Railroad, Conrail, and the Southeastern Pennsylvania Transportation Authority. Brother Gates was a Signal Maintainer at Philadelphia, Pennsylvania, at the time of his retirement.

RONALD L. GREGORY—retired member of **LOCAL 98**. Brother Gregory retired in 1993 after 44 years of service with the Chicago, Rock Island & Pacific and Chicago Northwestern Railroads. Brother Gregory was a Lead Signal Maintainer at Trenton, Missouri, at the time of his retirement. Brother Gregory served as Local Trustee.

ROGER L. GUTHRIE—retired member of **LOCAL 188**. Brother Guthrie retired in 1998 after 35 years of service with the Great Northern and Baltimore & Ohio Railroads. Brother Guthrie was a Signal Construction Foreman at Bonners Ferry, Idaho, at the time of his retirement.

ANDREW A. HALLMAN—retired member of **LOCAL 1**. Brother Hallman retired in 1986 after 37 years of service with Conrail. Brother Hallman was a Signalman Helper at Enola, Pennsylvania, at the time of his retirement.

JACK L. HOLLINGSWORTH—retired member of **LOCAL 41**. Brother Hollingsworth retired in 1994 after 22 years of service with Conrail. Brother Hollingsworth was a Signal Maintainer at Marshall, Illinois, at the time of his retirement. Brother Hollingsworth is a U.S. Army Veteran and was a member of American Legion Post No. 515. Brother Hollingsworth was also a member of the First Baptist Church at Martinsville.

J.A. HUNTER—retired member of **LOCAL 46**. Brother Hunter retired in 2009 after 37 years of service with the Illinois Central Gulf and Paducah & Louisville Railroads. Brother Hunter was a Signal Maintainer at Calvert City, Kentucky, at the time of his retirement. Brother Hunter served as Local Chairman.

PATRICIA L. HUTCHINS (BROWN)—active member of **LOCAL 234**. Sister Hutchins had 13 years of service with Invensys Rail. Sister Hutchins worked in the Receiving Department at Louisville, Kentucky, at the time of her passing.

J.R. JORDAN—retired member of **LOCAL 110**. Brother Jordan retired in 1990 after 41 years of service with the Southern, and Norfolk Southern Railroads. Brother Jordan was a Traveling Signal Maintainer at Greensboro, North Carolina, at the time of his retirement. Brother Jordan served as Local Chairman and Trustee.

W.O. JUDY—retired member of **LOCAL 16**. Brother Judy retired in 1987 after 40 years of service with CSX Transportation. Brother Judy was a Signal Maintainer at Lawrenceville, Georgia, at the time of his retirement.

GEORGE E. KINNEY—retired member of **LOCAL 93**. Brother Kinney retired in 1994 after 43 years of service with the Erie Lackawanna Railroad and Conrail. Brother Kinney was a Signal Maintainer at Binghamton, New York, at the time of his retirement. Brother Kinney served on the Local Grievance Committee.

JOHN T. KINSKY—retired member of **LOCAL 56**. Brother Kinsky retired in 1976 after 31 years of service with the Long Island Rail Road. Brother Kinsky was a Signalman at Ronkonkoma, New York, at the time of his retirement.

WALTER G. KOMANSKI—retired member of **LOCAL 183**. Brother Komanski retired in 1998 after 50 years of service with the Illinois Central and Northeast Illinois Regional Commuter Railroads. Brother Komanski was a Signal Helper at Chicago, Illinois, at the time of his retirement.

OBITUARIES

RUDOLPH LENTZ—retired member of **LOCAL 56**.

Brother Lentz retired in 1989 after 20 years of service with the Long Island Rail Road. Brother Lentz was a Signal Helper at Jamaica, New York, at the time of his retirement.

CHARLES E. LITTLE—retired member of **LOCAL 33**.

Brother Little retired in 1983 after 37 years of service with the Santa Fe Railroad. Brother Little was a Signal Maintainer at El Dorado, Kansas, at the time of his retirement.

CLIFFORD E. LUCAS—retired member of **LOCAL 53**.

Brother Lucas retired in 1998 after 21 years of service with the Southeastern Pennsylvania Transportation Authority and Conrail. Brother Lucas was a Signal Maintainer at Lansdale, Pennsylvania, at the time of his retirement.

WILLIAM E. MANN—retired member of **LOCAL 73**.

Brother Mann retired in 1981 after 31 years of service with the Erie Railroad and Conrail. Brother Mann was a Signal Maintainer at Fort Wayne, Indiana, at the time of his retirement.

DONALD E. MORRIS—retired member of **LOCAL 1**.

Brother Morris retired in 1981 after 16 years of service with the Pennsylvania Railroad and Conrail. Brother Morris was a Signal Maintainer at Olean, New York, at the time of his retirement. Brother Morris served as Local Recording-Financial Secretary.

ALEXANDER PETRIC—retired member of **LOCAL**

138. Brother Petric retired in 2012 after 19 years of service with CSX Transportation. Brother Petric was a Foreman on a system boring gang for the Richmond, Fredericksburg & Potomac Railroad at the time of his retirement.

JAMES A. PITASSI—retired member of **LOCAL 62**.

Brother Pitassi retired in 1987 after 30 years of service with the Moshassuck Valley and Providence & Worcester Railroads. Brother Pitassi was a Scale Master at Worcester, Massachusetts, at the time of his retirement.

T.J. POTE, JR.—retired member of **LOCAL 110**. Brother

Pote retired in 1982 after 41 years of service with the Southern Railway Company. Brother Pote was a Signal Maintainer at Culpeper, Virginia, at the time of his retirement. Brother Pote served as Local Chairman.

PAUL J. REINHARDT—active member of **LOCAL 8**.

Brother Reinhardt had 37 years of service with Union Pacific Railroad. Brother Reinhardt was an Electronic Technician at the Electronic Repair Facility at Council Bluffs, Iowa, at the time of his passing.

PAUL E. RHINE—retired member of **LOCAL 1**. Brother

Rhine retired in 1990 after 35 years of service with Conrail. Brother Rhine was a Signal Foreman at Rutherford, Pennsylvania, at the time of his retirement.

K.E. RINER—retired member of **LOCAL 110**. Brother

Riner retired in 1995 after 37 years of service with the Norfolk Southern Railroad. Brother Riner served as General Secretary, Treasurer, Local President, and Local Chairman. Brother Riner is a U.S. Navy Veteran and was also a member of the New Market, Tennessee, Masonic Lodge.

FRANCIS W. SANDERS—retired member of **LOCAL**

72. Brother Sanders retired in 1985 after 38 years of service with the Missouri Pacific Railroad. Brother Sanders was a Signal Maintainer at Kansas City, Missouri, at the time of his retirement. Brother Sanders served as Local President, Local Chairman, and First Vice President.

ALBERT M. SMITH—retired member of **LOCAL 157**.

Brother Smith retired in 1988 after 39 years of service with the Rock Island Railroad. Brother Smith was a Signal Maintainer at Pratt, Kansas, at the time of his retirement.

FRANCIS E. STARNER—retired member of **LOCAL**

2. Brother Starner retired in 1984 after 39 years of service with Conrail. Brother Starner was a Signal Inspector at New Lexington, Ohio, at the time of his retirement.

JOSEPH W. SUMPTER—retired member of **LOCAL 55**.

Brother Sumpter retired in 1985 after 34 years of service with the Norfolk & Western Railroad. Brother Sumpter was a Signal Maintainer at Salisbury, Missouri, at the time of his retirement.

RICHARD E. TURRI—retired member of **LOCAL 104**.

Brother Turri retired in 1988 after 37 years of service with the Southern Pacific Railroad. Brother Turri was a Signal Maintainer at Los Angeles, California, at the time of his retirement.

CLARK E. WALKER—retired member of **LOCAL 65**.

Brother Walker retired in 1994 after 40 years of service with the Pennsylvania and Penn Central Railroads, and Amtrak. Brother Walker was a Maintainer Test at Baltimore, Maryland, at the time of his retirement.

CHARLES R. WEATHERS—retired member of **LOCAL**

16. Brother Weathers retired in 1972 after 26 years of service with the Seaboard Coastline Railroad. Brother Weathers was a Signal Maintainer at Hialeah, Florida, at the time of his retirement.

JOHN T. WEIDNER—retired member of **LOCAL 26**.

Brother Weidner retired in 1988 after 45 years of service with the Reading Railroad and Conrail. Brother Weidner was a Signal Maintainer at Carlisle Junction, Pennsylvania, at the time of his retirement. Brother Weidner served on the Grievance Committee.

JOHN E. WHITE—retired member of **LOCAL 49**. Brother

White retired in 2001 after 33 years of service with Norfolk Southern Railroad. Brother White was a Signal Maintainer at Birmingham, Alabama, at the time of his retirement.

DONALD E. YEAGER—retired member of **LOCAL 188**.

Brother Yeager retired in 1982 after 36 years of service with the Burlington Northern Railroad. Brother Yeager was a Signal Maintainer at Portland, Oregon, at the time of his retirement.

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

WASHINGTON REPORT

continued from page 13

both dependent upon additional federal financial support.

PTC

The BRS will have its work cut out for it in this new Congress to help protect the public in its legislative fight to save the installation of Positive Train Control (PTC).

Rail labor and rail safety advocates applauded when, in 2008, Congress passed a law mandating a technology that could prevent deadly train crashes. But the celebration may have been premature. The system, which would override human error by train operators and apply the brakes on a train to avoid a collision, is now under attack in Washington.

The National Transportation Safety Board (NTSB) has pushed for the technology for more than 20 years. After the horrific 2008 Metrolink-Union Pacific crash in Chatsworth, California, Congress finally passed the Rail Safety Improvement Act. The legislation mandates that railroads install PTC systems by the end of 2015 on about 70,000 miles of track nationwide used by trains carrying passengers and extremely hazardous materials.

However, last month, Republicans introduced a bill in the House Transportation Committee that would postpone the PTC deadline by at least five years, to 2020 or beyond. The matter is expected to be taken up by the full House in early February. Meanwhile, the Obama administration's Department of Transportation, in response to a rail industry group's lawsuit, is reworking the regulations with an eye toward reducing, by up to 20 percent, the amount of track equipped with PTC.

Railroad companies and their allies in Congress are trying to delay and whittle down PTC. They complain that the \$13 billion price tag for installing and operating PTC is too high, given that accidents are rare. Also, they say that the current deadline is too soon, especially since experts still are working out some kinks in the technology. For example, today's PTC systems can prevent head-on and side crashes but not all rear-end collisions.

Leading the fight against PTC is the Association of American Railroads, representing freight trains and Amtrak, as well as the American Public Transportation Association, which represents commuter rail systems.

There's no doubt that PTC systems are expensive. But, as a report issued February 3, 2012, by Moody's Investors Services stated, major railroads *"with \$60 billion in annual revenue and several billion dollars in cash...have the wherewithal to cover PTC costs."*

Further, rail experts say that PTC technology can provide business benefits by better coordinating train traffic and improving shipping times. The main argument for PTC systems is that they prevent potentially deadly crashes. PTC works by employing GPS, wireless communications and control centers to monitor the speed and location of trains so that it can halt those on collision courses. The technology is also designed to prevent derailments and stop trains from entering the wrong tracks.

In the Chatsworth crash, the train engineer was sending text messages on his phone and passed a red signal. PTC technology would have applied the brakes, preventing the subsequent head-on collision. The crash killed 25 people and injured 135 passengers, many seriously.

According to the news organization FairWarning, the NTSB has identified 20 other crashes since late 2001 that it says could have been prevented by PTC systems. In all, those 21 accidents killed 53 people and injured nearly 1,000 others, while also causing about \$60 million in railroad property damage. That figure does not include the millions spent on medical and rehabilitative care for crash survivors. ■

DID YOU KNOW?

Title 49: Transportation

§ 236.55 DEAD SECTION; MAXIMUM LENGTH

Where dead section exceeds 35 feet, a special circuit shall be installed. Where shortest outer wheelbase of a locomotive operating over such dead section is less than 35 feet, the maximum length of the dead section shall not exceed the length of the outer wheelbase of such locomotive unless special circuit is used. ■

RRB — Notice of Benefit Reduction

SEQUESTRATION CAUSES REDUCTION IN RAILROAD UNEMPLOYMENT INSURANCE BENEFITS

Benefits payable under the Railroad Unemployment Insurance Act beginning March 1, 2013, must be reduced by 9.2 percent.

The reduction is required by a sequestration order issued by the President in accordance with the budget control act of 2011. The initial reduction will continue through September 30, 2013. The reduction amount is based upon projected claims and benefits and may be adjusted as needed. Congress will determine the amount of subsequent reductions for calendar years 2014 and beyond. Please note that appropriations for fiscal year 2013 are not final and further adjustments to the reduction amounts may occur.

If your daily benefit rate is \$66.00 and you claim benefits for all days in a 14-day registration period, the gross amount of benefits payable for your claim will be reduced by \$60.72 (9.2% x \$660.00). Instead of a maximum payment of \$660.00 for a full 14-day claim, the maximum payment will be \$599.28. If you claim sickness benefits subject to tier 1 railroad retirement taxes, there is a further reduction of 7.65 percent or \$45.84. The maximum payment after tier 1 tax withholding will be \$553.44. ■

RRB/SSA COMPARISON CHART — ANNUAL AMOUNTS

	RRB	SSA
Average Employee Age Annuity on the Rolls*	\$35,700	\$14,820
Average Spouse Annuity on the Rolls	\$10,560	\$7,080
Average Employee Age Annuity Awarded in 2012*	\$42,120	\$21,000
Average Spouse Annuity Awarded in 2012*	\$16,080	\$10,500
Average Disability Annuity Awarded in 2012	\$34,800	\$14,280
Occupational Disability Awarded	Yes	No
Full Annuity at 60 with 30 Years	Yes	No
Average Widow(er) Annuity on the Rolls	\$16,980	\$13,980
Average Widow(er) Annuity Awarded in 2012	\$22,140	\$11,280

* Career rail employee with at least 30 years of service. **NOTE:** — Amounts are as of the close of fiscal year ending September 30, 2012.
DATA SOURCE: Railroad Retirement Board

BENEFITS DIRECTORY

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

UnitedHealthcare

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

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

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

Aetna Healthcare

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

Highmark Blue Cross Blue Shield

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

Life Insurance

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

Vision Service Plan

EyeMed
Member Support
1-855-212-6003
www.eyemedvisioncare.com/railroad

Mental Health and Substance Abuse Benefits

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

Supplemental Sickness Benefits Under Group Policy No. R-5000

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

Dental Benefits under Group Policy No. GP-12000

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

Managed Pharmacy Benefit Medco Rx Services

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

Railroad Retirement Board

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

Railroad Information Depot

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

“Free” Trial Offers?

A chance to try something out for free? What have you got to lose?

If you're interested in a particular product or service, trying before you buy might seem like a no-brainer. But what starts as a free trial — or for a very low cost — might end up costing you real money.

The Federal Trade Commission, the nation's consumer protection agency, wants you to know that some companies use free trials to sign you up for more products — sometimes lots of products — which can cost you lots of money as they bill you every month until you cancel.

Whether it's for a teeth whitener, vitamin, or kitchen gadget, all free trials eventually end. And typically, if you don't want to buy what you've tried, you need to cancel or take some other action before the trial is up. If you don't, you may be agreeing to buy more products.

But some dishonest businesses make it tough to cancel, hiding the terms and conditions of their offers in teensy type, using pre-checked sign-up boxes as the default setting online, and putting conditions on returns and cancellations that are so strict it could be next to impossible to stop the deliveries and the billing.

Or, the “free trial” might come with a small shipping and handling fee. You think you're only paying a couple of dollars, but you're really giving over your credit card information, resulting in much higher charges after the trial.

Strings Attached

Other “free” offers enroll you in clubs or subscriptions. For example, a company might offer you an introductory package of free books, CDs, magazines, or movies. If you sign up, you may be agreeing to enroll in a club that will send you more products and bill you until you cancel, or to a subscription that's automatically renewed each year.

Here's What To Do

So how can you avoid the costs that might be hiding in free trials?

Whether it's for a teeth whitener, vitamin or kitchen gadget, all free trials eventually end.

- **Research the company online.** See what other people are saying about the company's free trials — and its service. Complaints from other customers can tip you off to “catches” that might come with the trial.
- **Find the terms and conditions for the offer.** That includes offers online, on TV, in the newspaper, or on the radio. If you can't find them or can't understand exactly what you're agreeing to, don't sign up.
 - **Look for who's behind the offer.** Just because you're buying something online from one company doesn't mean the offer or pop-up isn't from someone else.
- **Watch out for pre-checked boxes.** If you sign up for a free trial online, look for already-checked boxes. That checkmark may give the company the green light to continue the offer past the free trial or sign you up for more products — only this time you have to pay.
- **Mark your calendar.** Your free trial probably has a time limit. Once it passes without you telling the company to cancel your “order,” you may be on the hook for more products.
- **Look for info on how you can cancel future shipments or services.** If you don't want them, do you have to pay? Do you have a limited time to respond?
- **Read your credit and debit card statements.** That way you'll know right away if you're being charged for something you didn't order.

If you see charges you didn't agree to, contact the company directly to sort out the situation. If that doesn't work, call your credit card company to dispute the charge. Ask the credit card company to reverse the charge because you didn't actively order the additional merchandise.

Where to Complain

If you've been wrongly charged for a free trial offer, report it to the Federal Trade Commission at www.ftccomplaintassistant.gov. You also can contact your local consumer protection agency and file a complaint with the Better Business Bureau. ■

Union Membership

BUREAU OF LABOR STATISTICS REPORT 2012

In late January 2013, Deputy Secretary of Labor Seth D. Harris issued the following statement regarding the Bureau of Labor Statistics report on union membership in 2012:

Union jobs are good jobs. They are essential to growing and maintaining a strong middle class, which is vital to the economic health of this country.

“Today the Bureau of Labor Statistics announced that, in 2012, the unionization rate of employed wage and salary workers was 11.3 percent. Among private sector employees, the rate was 6.6 percent.

“The data also show that among full-time wage and salary workers, union members have higher median weekly earnings than nonunion workers. The median weekly earnings of union members were \$943, compared to \$742 for non-union workers.

“Other data have shown that union members have greater access to employment-based benefits such as health insurance, a retirement savings plan, and sick and vacation leave. Together, strong wages and benefits are good for workers and good for families.

“Union jobs are good jobs. They are essential to growing and maintaining a strong middle class, which is vital to the economic health of this country. It is critical that we continue to ensure all people have a voice in the workplace, and protect the right to organize and bargain collectively.” ■

3RD ANNUAL

Marshall W. Jaeger

MEMORIAL GOLF OUTING

JULY 20, 2013 • 8 A.M. Start

\$65.00 Per Person — Lunch & Cart Included

Event held at Riverside Golf Course, Battle Creek, Michigan

Brother Marshall W. Jaeger, was an active member of BRS Local 14 at the time of his passing on June 10, 2010. Brother Jaeger had 32 years of service with the Grand Trunk, and Canadian National Railroads. Brother Jaeger was a Signal Maintainer at Battle Creek, Michigan.

TO ATTEND THIS EVENT, PLEASE WRITE AND MAIL YOUR CHECK TO:

Donna Jaeger, 187 North 21st Street, Battle Creek, MI 49015

QUESTIONS:

Please e-mail Donna at ditaian@aol.com or call 269-420-5890.

ALL PROCEEDS TO BENEFIT:

The Head and Neck Cancer Research at the University of Michigan Health System.

Donations accepted in lieu of golfing



SIGNALMAN'S STORE



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

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

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

DECALS have the BRS searchlight logo and are available in three diameter sizes. The 2" decals have a reflective image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a non-reflective image of the BRS searchlight signal and are the perfect size for windows and bumpers. The 3" inside window decals have a non-reflective image of the BRS searchlight signal and can be placed inside to resist the elements. These pressure-sensitive decals are long lasting and easy to apply.

KLEIN TOOLS — **8-POCKET TOOL POUCH** is made of double-layered Cordura® Plus. Constructed of puncture-resistant Cordura® Plus with reinforced bottom, heavy-duty, nylon webbing keeps pocket open for easy access to supplies and tools, double nylon-stitched and rivet reinforced for durability, versatile nylon pouches and holders are removable and interchangeable with PowerLine™ padded belt.

BRS WATCHES have a gold BRS logo traced on the faces.

BASEBALL CAPS have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.

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

GOLF SHIRTS made of a cotton/polyester blend; each has the BRS logo embroidered in red and green on either the shirt front or left sleeve. The white golf shirt has embroidered one-color BRS emblem on front. The gray (laser logo) golf shirt is made from 100% polyester with the BRS logo laser etched on chest.

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

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

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

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

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

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

UNION-MADE



ITEM	QUANTITY	PRICE	TOTAL
Lapel Pin/Tie Tack		4.75	
BRS Afghan		32.00	
BRS Flag (3' x 5')		103.00	
BRS Flag (2'x3')		39.00	
Golf Balls (3)		7.50	
Golf Balls (12)		26.25	
Reflective Decals (2 inch)		.35	
Non-Reflective Decals (4 inch)		.45	
Inside Window Decals (3 inch)		.50	
Coffee Mug		8.50	
Set of 4 Coffee Mugs		31.50	
Pocket Watch		94.50	
Wrist Watch		115.50	
Mantle/Desk Clock		132.00	
8-Pocket Tool Pouch		52.00	
BRS Mouse Pad		3.25	

BASEBALL CAPS			
Pink			16.00
Black w/colorlight on brim			18.00
Black w/BRS lettering on brim			14.00
White			11.00
Black			11.00
Blue			11.00
Gray			11.00

T-SHIRTS	S	M	L	XL	2X	3X	
Signal Graphic							13.00

SWEATSHIRTS	S	M	L	XL	2X	3X	
Blue (hooded)							37.00
Black (quarter zip)							42.00

GOLF SHIRTS	S	M	L	XL	2X	3X	
Blue (Logo on sleeve)							37.00
Blue (Logo on front)							37.00
Gray (Laser Logo)							37.00
Beige (Logo on sleeve)							37.00
Beige (Logo on front)							37.00
White							37.00
Wind Shirt							34.00

JACKETS	S	M	L	XL	2X	3X	
Blue							63.00

COATS	S	M	L	XL	2X	3X	4X	
Black Wool & Leather								175.00
Black Canvas								69.00
Brown Canvas								69.00

OXFORD SHIRTS	S	M	L	XL	2X	3X	
Blue Oxford							37.00
White Oxford							37.00

Available sizes in un-shaded boxes only

TOTAL

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CERTIFICATE NUMBER _____

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Graphic T-Shirt



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Black Wool & Leather Coat



Blue Jacket



Black Canvas Coat



Also available in White

Blue Oxford



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



Gray Golf Shirt



Hooded Sweatshirt



Black w/BRS lettering on brim Pink w/BRS lettering on brim Black w/colorlight on brim



Baseball caps have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.



Tool Pouch

Baseball Caps



Mantle Clock



Flag



Pocket Watch



Wrist Watch



BRS Afghan

SAFE JOBS SAVE LIVES



KEEP THE PROMISE ALIVE

MOURN FOR THE DEAD. FIGHT FOR THE LIVING.

Observe Workers Memorial Day • April 28 • AFL-CIO

Four decades ago, Congress passed the Occupational Safety and Health Act, promising every worker the right to a safe job. Unions and our allies have fought hard to make that promise a reality — winning protections that have made jobs safer, saved hundreds of thousands of lives and prevented millions of workplace injuries and illnesses.

But our work is not done. Many job hazards are unregulated and uncontrolled. Some employers, like Massey Energy and BP, cut corners and violate the law, putting workers in serious danger and costing lives. Each year thousands of workers are killed and millions more injured or diseased because of their jobs.

The Obama administration has moved forward to strengthen protections with tougher enforcement on serious violators and proposed new safeguards for workplace hazards. But business groups and the Republican majority in the U.S. House of Representatives are attacking these stronger measures, falsely claiming they kill jobs. They are pushing legislation to make it difficult, if not impossible, to issue needed safeguards to protect workers and the public.

We cannot and will not let them turn back the clock and destroy the progress we have made to make jobs safer and save lives. Safety laws and regulations don't kill jobs — but unsafe jobs do kill workers.

On April 28, the unions of the AFL-CIO observe Workers Memorial Day to remember those who have suffered and died on the job and to renew the fight for safe workplaces. This year we will fight to create good jobs in this country that are safe and healthy. We will fight for the freedom of workers to form unions and, through their unions, to speak out and bargain for respect and a better future. We will demand that the country fulfill the promise of safe jobs for all.

MEETING PHOTOS



BNSF General Committee Meeting Las Vegas, NV



Local 87 Glendive, MT



MEETING PHOTOS



Amtrak East General Committee Meeting

Philadelphia, PA



Local 110 Meeting

Columbia, SC



MEETING PHOTOS



Local 16 Meeting

Clinton, SC



Local 154 Meeting

Minneapolis, MN



AFL-CIO NATIONAL BOYCOTTS

NOVEMBER-DECEMBER 2012)))))))



HOSPITALITY, TRANSPORTATION & TRAVEL

SUBMITTED BY UNITE HERE!

- › **GLOBAL**, Hyatt Hotels
(*with exceptions, see box, below)
- › **ANCHORAGE, AK**, Hilton; Sheraton
- › **ARLINGTON, VA**, Hilton, Crystal City; Sheraton Crystal City
- › **BALTIMORE**, Sheraton Baltimore
- › **CHICAGO**, Congress Plaza; Westin Chicago Northwest; Wyndham Suites
- › **IRVINE, CA**, Embassy Suites Irvine
- › **LONG BEACH, CA**, Hilton Long Beach;
- › **LOS ANGELES**, Wilshire Plaza
- › **SACRAMENTO**, Arden West, Hilton Sacramento
- › **SAN DIEGO**, Le Meridien
- › **WASHINGTON, D.C.**, Westin City Center

HOSPITALITY, TRANSPORTATION & TRAVEL *continued*

SUBMITTED BY International Longshore & Warehouse Union (ILWU)

- › **WAIKIKI, HAWAII**, Pacific Beach Hotel, Management: HTH

SUBMITTED BY United Steelworkers (USW)

- › **PALERMO PIZZA**

ENTERTAINMENT & RECREATION

SUBMITTED BY Communications Workers of America

- › **ECHOSTAR DISHNETWORK**
Satellite Television Service

SUBMITTED BY International Brotherhood of Electrical Workers (IBEW)

- › **SINCLAIR BROADCASTING**
55 stations in 33 U.S. Markets.
Go to www.unionlabel.org and click "Boycotts" to find the stations in your area

LEGAL

SUBMITTED BY American Federation of State, County & Municipal Employees

- › **GLEASON, DUNN, WALSH & O'SHEA**
- › **HARDIN, LAZARUS AND LEWIS, LLC**
- › **MCDONALD, LAMOND, CANZONERI AND HICKERNELL**

OTHERS

SUBMITTED BY Bakery, Confectionery, Tobacco Workers & Grain Millers International Union

- › **AMERICAN CRYSTAL SUGAR**
- › **R.J. REYNOLDS TOBACCO CO.**
Camel (cigarettes, snus, orbs, strips and sticks), Pall Mall, Winston, Salem, Doral, Kool, Misty, Capri. Santa Fe Natural Tobacco Co. is a non-union sister company of RJR producing Santa Fe Natural American Spirit cigarettes

The call to 'Boycott Hyatt' DOES NOT include hotels with current ILWU agreements or those with current UNITE HERE agreements

Current ILWU hotels: Hyatt Regency Maui Resort & Spa and the Grand Hyatt Kauai, which have current collective bargaining agreements with the International Longshore and Warehouse Union.

Current UNITE HERE! hotels: Hyatt Hotel (Highway One Monterey); Hyatt Regency Monterey; Hyatt Penn's Landing (Philadelphia); Hyatt Regency Dearborn (Michigan); Hyatt Regency Denver at the Colorado Convention Center; Hyatt Regency Washington on Capitol Hill; Hyatt Regency Atlanta; Hyatt Regency Mission Bay Spa and Marina; Hyatt Regency on King (Toronto); Park Hyatt Toronto; Hyatt Regency Vancouver; Grand Hyatt New York; Hyatt Rosemont; Hyatt Place San Jose; Andaz 5th Avenue; Andaz Wall Street; Hyatt Place Braintree (Mass.)

POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

The AFL-CIO Executive Council has developed policy guidelines that regulate how the federation endorses boycotts undertaken by its affiliates. To get AFL-CIO sanction, boycotts should be directed at primary employers.

THE GUIDELINES INCLUDE THESE PROVISIONS:

- › All requests to the national AFL-CIO for endorsement must be made by a national or international union
- › Any affiliated union with a contract in force with the same primary employer will be contacted by the AFL-CIO to determine whether there is an objection to the federation's endorsement.
- › Affiliates will be asked to provide the AFL-CIO with background information on the dispute in a confidential information

- › survey. Prior to endorsement of the boycott, the executive officers, or their designees, will meet with the national union's officers, or their designees, to discuss the union's strategic plan and timetable for the boycott, or other appropriate tactics, and to discuss the federation's role.
- › The national or international union initiating the boycott is primarily responsible for all boycott activities; the AFL-CIO will provide supplemental support.

- › Boycotts will be carried on the AFL-CIO national boycott list for a period of one year, and the endorsement will expire automatically at the end of that time. National and international unions may request one-year extensions of the listings for actions where an organizing or bargaining campaign is actively in place.

(These guidelines were adopted by the AFL-CIO Executive Council in August 1996.)

PHOTO CONTEST

WINNERS FOR 1st Quarter 2013



Lead Signal Maintainer Bill Cundiff, Jr. and Signal Maintainer Jason Wade, both members of Local 71, make adjustments to a radio-controlled switch in Evansville, Indiana.

Photo submitted by Local 71 Trustee Bill Cundiff, Jr.



BNSF Signal Maintainer Jerrad C. Picard working on the Shawnee Junction switch on the BNSF Powder River Division.

Photo submitted by retired Local 87 member G.T. Urfer. Brother Urfer retired in 2010 after completing 36 years with Milwaukee Road and BNSF.



Members of Local 239 — Michael D. Collins, Robert M. Delasky, Benjamin Hubka, and Cory L. Magolski — install a signal at the Rocky Run Southern Division in Stevens Point, Wisconsin, on the Canadian National Railway.

Photo submitted by Local 239 President Gerald "Butch" Hillila.

Do Buy These UNION-MADE Home Appliances



The appliances listed below

are made by members of the IUE-CWA and members of the UAW.

Refrigerators

Bottom freezer refrigerator GE:

GFE27GGDBB; GFE27GGDWW; GFE27GSDSS;
GFE29HGDBB; GFE29HGDWW; GFE29HSDSS;
DFE29JSDSS; DFE29JGDBB; DFE29JGDWW;
DFE29JMDES; GFE29HMDES

Bottom freezer/refrigerator GE Profile:

PFE27KSDSS; PFE29PSDSS

Side-by-Side Refrigerator GE:

GSS20GEWWW; GSS20GEWBB; GSS20GEWCC;
GSH25JGDBB; GSH25JGDCC; GSH25JGDWW;
GSL25JGDLS; GSH25JSDSS; GSF25JGDWW;
GSF25JGDBB; GSH22JGDWW; GSH22JGDBB;
GSL22JGDLS; GSH22JGDCC; GSH22JSDSS;
GSS20GSDSS

Water heaters (IUE-CWA & UAW)

GE Models:

GEH50DEEDSR; GEH50DEEDSC
Bradford White

Laundry centers, washers and dryers (UAW)

White-Westinghouse

Tappan
Gibson

Kelvinator
Frigidaire

Washers (IUE-CWA) Top Load GE models:

WISR106DGWW; ISR309DGWW; WISR409DGWW;
SBSD137HWW; WNRD2050GWC; WCCD2050JWC;
WMCD2050JWC; GCWN2800DWW; GCWN4950DWS;
GCWP1800DWW; GCWP1805DCC; GTWP1800DWW;
GTWN2800DWW; GTWN4250DWS; GTWN4950DWS;
GTWN5250DWW; GTWN5450DWW; GTWN5550DWW;
GLWN2800DWS; GHWN4250DWW; GHWN5250DWS;
GLWN5550DWW; GIWN3000MWW; GLWN5250DWW;
GIWP1000MWW; GIWP2000MWW; GTWP2250DWW;
GTWS8655DMC; GTWS8650DWS; GTWS8455DMC;
GTWS8450DWS; GHWN8355DMC; GHWN8350DWS;
GTWN8250DWS; GTWN7450DWW; GDF520PGDCC

Top load Hotpoint Models:

HTWP1200DWW; HSWP1000MWW

Dishwashers (IUE-CWA) GE Models:

ADW1100NWW; ADW1100NBB; GSD2100VBB;
GSD2100VWW; GSD2100VCC; GDWF100VWW;
GDWF100VBB; GDWF160VSS; GDWT668VSS;
GSD2101VWW; GSD2101VBB; GSM2200VWW;
GSM2200VBB; GSM2260VSS; GDWT308VWW;
GDWT308VBB; GDWT368VSS; GHDT108VWW;
GHDT108VBB; GHDT168VSS; GSD4000DBB;
GSD4000DWW; GSD4060DSS; GSD3300DBB;
GSD3300DWW; GSD3300DCC; GSD3360DSS;
GSD3340DSA; GSC3500DBB; GSC3500DWW;
GDT550HGDBB; GDT550HGDWW; GDT550HSDSS;
GDF510PGDBB; GDF510PGDWW; GDF510PSDSS;
GDF510PMDSA; GDF520PGDBB; GDF520PGDWW;
GDF520PSDSS; GDT530PGDBB; GDT530PGDWW;
GDT530PSDSS; GDF540HGDBB; GDF540HGDWW;
GDF540HSDSS; GDWF150VES; GDWT358VES;
GHDT158VES

GE Profile:

PDWT200VWW; PDWT200VBB; PDWT280VSS;
PDWT300VWW; PDWT300VBB; PDWT302VII;
PDWT380VSS; PDWT480VSS; PDWT500VWW;
PDWT500VBB; PDWT502VII; PDWT580VSS;
PDWT100VWW; PDWT100VBB; PDWT180VSS

GE Café: CDWT280VSS; CDWT980VSS

Hotpoint:

HDA2100VBB; HDA2100VWW; HDA2100VCC;
HDA1100NWH; HDA2000VWW; HDA2000VBB;
HDA2040VSA; HDA3600DBB; HDA3600DWW;
HDA3640DSA; HDA3600DCC

GE Monogram:

ZBD6900VII; ZBD6920VSS; ZBD7920VSS;
ZBD8900VII; ZBD8920VSS