



THE SIGNALMAN'S JOURNAL

Volume 94 • Number 2

2nd Quarter 2013





DO BUY

**A good diet
and preventative
health care is the
best way to keep
pets healthy
and avoid big
veterinary bills.**

Editors note: as with all Do Buy lists this list does not include all available union-made products and services. We welcome your suggested additions and invite you to add your products to our online database at www.unionlabel.org

DO BUY—these union-made pet products & services

Union Plus offers pet programs to help protect your pets and your wallet. Get details about pet insurance benefits and how to enroll at UnionPlusPets.com or call 1-866-473-7387 (9 am–midnight ET and 10 am–8 pm ET on Saturdays)

Pet savings & services

- Save up to 10 percent on pet insurance.

Veterinarian discounts

- Save on veterinary services. These savings can be used with pet insurance to lower out-of-pocket expenses.
- Save up to 50 percent on other pet services such as pet boarding, pet supplies, pet sitting, pet training and more.
- Pet Food, Medication & Toy Discounts—through the union plus online pet store <https://store.unionpluspets.com>

When you're searching for things to buy for your pets—why not support unions and buy trusted products that are union-made?

Here's a brief list of pet products made by members of the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union (BCTGM) and the United Food and Commercial Workers (UFCW).

BCTGM

- Alpo
- Chew-eez
- Fancy Feast
- Milk-Bones
- Purina Animal Feeds
- Purina Beneful
- Purina Cat Chow
- Purina Dog Chow

- Purina One
- Purina Pro Plan
- Purina Puppy Chow

UFCW

- 9 Lives
- Anchor
- Boehringer Ingelheim Vetmedica, Inc.
- Sanderson Farms
- Wayne Farms
- Alpo
- Beggin' Strips
- Chew-eez
- Fancy Feast
- Fresh Step
- Friskies
- Litter Green
- Milk-Bone Dog Biscuits
- Nature's Recipe
- Purina Animal Feeds
- Purina Beneful
- Purina Cat Chow
- Purina Dog Chow
- Purina Pro Plan
- Purina Puppy Chow
- Science Diet
- Skippy
- Snausages
- Tidy Cat's



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COVER: Amsterdam, NY — The Empire Service is a higher-speed train service operated by Amtrak within the state of New York in the U.S. Trains on the line provide frequent daily service along the 460-mile Empire Corridor between New York City and Niagara Falls, New York, via Albany, the state capital.

Photo submitted by retired Local 60 member Robert Saul. Brother Saul retired after completing 40 years with PATH.





As the Labor Movement Grows, So Does the Economy

Over the past few decades, union membership has declined, and so have the average earnings of, and the number of families considered to be part of, the middle class. However, there are indications that the Labor movement may be making a recovery. And, along with an increase in the number of employees who are represented by a labor organization, you will very likely see an increase in the number of families who are considered to be part of the middle class.

I believe you would see a direct correlation if you look at the effect the labor movement has had on the economy and the earning power of the middle class throughout history. After the Great Depression, the number of workers who belonged to a labor union increased from 3.6 million to 15.4 million. This is viewed as the birth of the union movement.

This growth in unionization allowed the average worker to get a larger slice of the pie. As the numbers of workers belonging to a labor union increased, so did the middle class. Middle-class families then began to buy things like houses and cars, which allowed the economy to improve. You see, the top two percent do not put any more money into the economy than those workers in the middle class do. The math is pretty simple; if 98 percent of the population begins to make more money and in turn spends more money, then the economy will benefit greater than if the two percent sit on all that extra money.

In the 1980s, policies were put in place that effectively discouraged unionization. These anti-union policies combined with messages against unions and a labor department that was more for business than it was for the workers has taken a toll on union membership. The number of workers belonging to a labor union began to fall and by

the late 2000s only 12 percent of the workforce belonged to a union.

Decreased participation in labor unions has also negatively affected the middle class by weakening it considerably. History has shown that when workers are not organized, it leads to an unbalanced economy in relation to the rich and poor. Unions have the ability to balance that power through collectively bargaining for better wages, benefits, and healthcare for their members. Policies created by the government need to support the ability of unions to grow along with the middle class in order to keep our economy growing.

Political support that encourages unionization allows working people to help themselves through negotiations for better benefit packages, which in turn leads to a better sense of security. Then instead of living on less, the organized middle class can get away from lower wages allowing the wealth to be concentrated where it will best benefit the economy.

Recently, unions have become more involved in the political arena. A prime example of this was when the State of Wisconsin passed anti-union legislation that was a direct attack on workers. Not only did many unions become involved in this fight, many workers nationwide voiced their outrage that the Wisconsin Governor, Scott Walker, had blatantly attacked the workers in his state by passing legislation that took away some of their right to collectively bargain.

By coming together in a joint effort, many labor unions and workers have been able to influence organizing efforts, and, through education of the public, there have been instances where other states have attempted to push through similar legislation to no avail. One of the most recent demonstrations of workers uniting was when Wal-

The working people of this country, both union and non-union, must stand together and demand that good paying jobs be created and demand corporate America share the huge profits that are being made...

Mart workers began to stand up to their employer asking to be treated fairly.

Some railroad workers believe that what is happening in states like Wisconsin or industries outside the railroad do not or will not have any effect on railroad workers. Rail jobs have diminished somewhat over the past few years due to technological advancements in the industry. Some say that a railroad job could not be done by someone outside of this country, so why worry?

A decrease in union membership affects everyone. When union membership levels decline, so does support for workers. We must be aware that changes to certain laws or regulations could have a negative effect on our membership and the ability to provide certain compensations for rail labor members. It wasn't that long ago that there was an attempt made to make changes to our railroad retirement that would have caused serious changes to the pension that we have all worked so hard for. However, through the efforts of all of rail labor and support from organizations like the AFL-CIO, we were able to squash those efforts to take our hard earned money away from us as we reach retirement.

As I have said many times before, labor organizations can improve the ability to ensure that people have the right and choice to join a labor union through education. We must educate the public on what the benefits of a union can provide to workers.

We must also educate the younger generation about what labor unions have been able to accomplish for the working class throughout history.

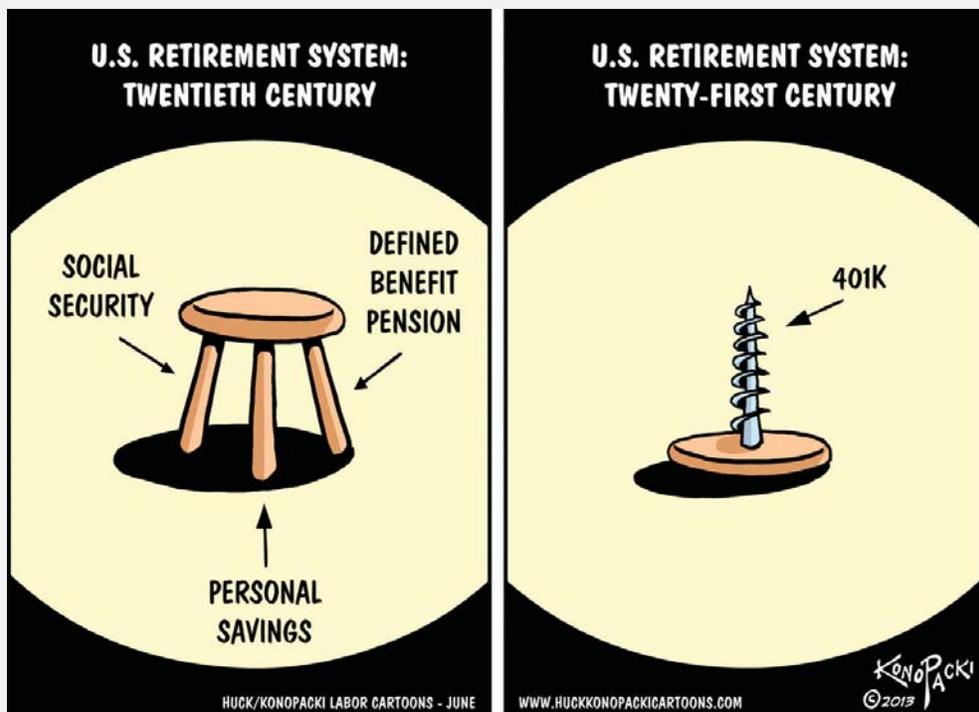
Labor organizations today are doing everything they can to find answers on how the labor movement can be reinvigorated in this country. By implementing what is learned, unions can begin to see positive growth and a shift in power back to the workers, just as it was in the beginning of the labor movement.

Just as the labor movement gained momentum after the Great Depression because of workers demanding a fair share of the profits that were being made by corporations, now is the time for the same surge to take place. The working people of this country, both union and non-union, must stand together and demand that good paying jobs be created and demand that corporate America share the huge profits that are being made. When that happens, I assure you there will then be a positive change seen in the economy. It has been proven over and over that organized people can change the world they live in, whether it is influencing your town council to have a stop sign put up at a dangerous intersection or the American people coming together to influence an election.

The corporations of America today are more concerned about increasing their shareholders' income and, in doing so, they are sending factories overseas where they can find cheap labor and very little or no safety regulations to abide by.

Information recently published by the AFL-CIO revealed that some CEOs made 354 times the amount that the average worker made, which is the widest pay gap in the world. In 2012, CEOs received, on average, \$12.3 million while the average rank-and-file worker took home around \$34,645. This data confirms pay disparity has increased over the past several decades. Thirty years ago,

continued on page 17



Decrease in Crossing Collisions, Increase in Pedestrian-Train Casualties

While vehicle-train collisions and injuries at highway-rail grade crossings were lower across the U.S. in 2012, crossing-related fatalities were flat and rail trespass deaths and injuries rose from 2011, according to Operation Lifesaver, Inc. (OLI, www.oli.org).

The national nonprofit rail safety education organization cited preliminary 2012 Federal Railroad Administration (FRA, www.fra.dot.gov) statistics showing that rail trespass deaths and injuries were at their highest levels since 2008.

“We are gratified with the continued improvement in highway-rail grade crossing collisions, but educating a distracted public in order to reduce trespassing injuries and fatalities continues to be a challenge,” said Operation Lifesaver President and CEO Joyce Rose.

Overall, U.S. crossing collisions were down 5.1% in 2012 from 2011, to 1,953; crossing fatalities were essentially unchanged at 270; and crossing injuries fell 11.4% to 917, FRA statistics reveal. Fatalities to persons trespassing on railroad tracks and property rose 7.5% in 2012 to 442, and trespass injuries rose 10.4% from 2011 to 405.

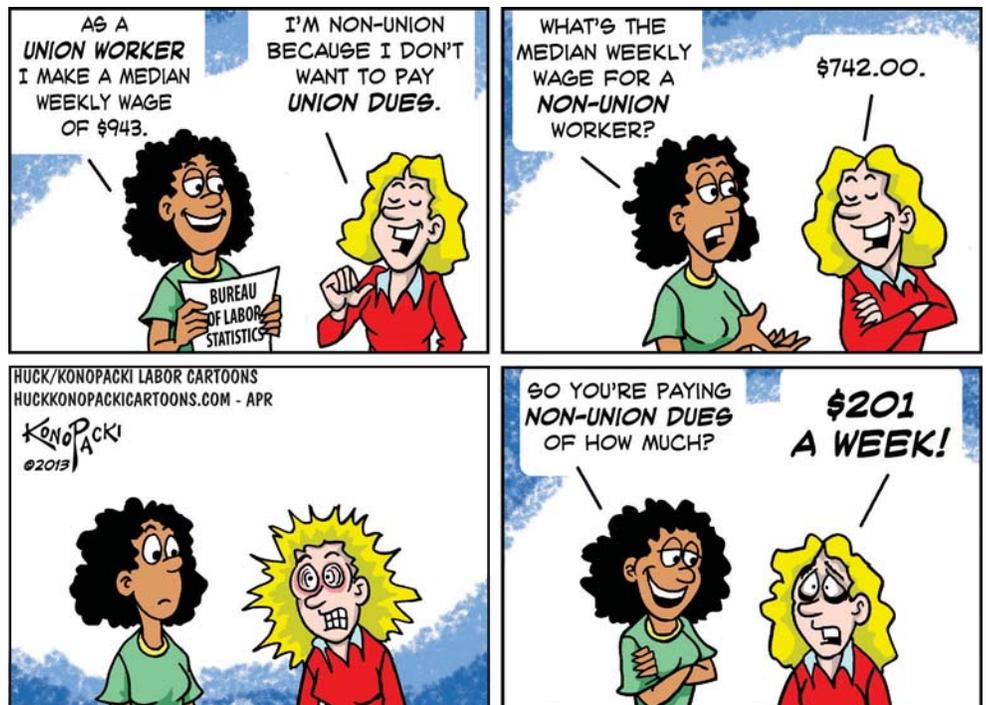
States with the most crossing collisions in 2012 were Texas, California, Illinois, Indiana, and Georgia. States with the most pedestrian-train casualties (deaths and injuries combined) in 2012 were California, Texas, Pennsylvania, New York, and Florida.

“It’s a sobering fact that the number of Americans killed while trespassing on train tracks continues to outpace fatalities from



vehicle-train collisions,” Rose stated. *“Operation Lifesaver, in partnership with major freight railroads, commuter and light rail systems, state and local law enforcement, and transportation agencies, is expanding our efforts to encourage Americans to make safe decisions around tracks and trains,”* she concluded.

Operation Lifesaver’s mission is to end collisions, deaths, and injuries at highway-rail grade crossings and along railroad rights of way. A national network of trained volunteers provides free presentations on rail safety. Learn more at <http://www.oli.org>. ■



Member's Wife Seriously Injured in Boston Marathon Bombing

On April 15, 2013, Ken Roche, BRS Local 143 member, and his wife Beth attended the 2013 Boston Marathon to cheer on their daughter Rebecca Roche. Rebecca was a participant in this year's race, running to raise money to support the New England Aquarium's outreach programs.

After returning from cheering on her daughter at mile marker 17, Beth attempted to cross the street to join her husband Ken in the VIP section. The crowds and barricades made crossing the street to sit with her husband nearly impossible; so instead, Beth stood on the opposite side of the street from Ken and watched her daughter finish the race in front of the Marathon Sports Store. It was a moment of pride for Beth Roche when her daughter crossed the finish line of the Boston Marathon, beating the time she intended to run by seven seconds. Beth was going to deliver the good news when tragedy struck.

Beth turned to walk away, after obtaining the finish time from her friend's cell phone when the first bomb exploded.

"I was so excited to be able to tell her, so I'm looking at the time, turning and telling people that were with us, I want to tell her the time. I get to tell her this special moment, this is the time she got. I was turning, and the blast happened," she said. Roche was standing just feet from where the first bomb went off. She looked down at her leg and noticed she was hurt.

"I'm looking down at my knee and my pant leg is wide open, and my skin like a sardine can, it's like peeled away, it's like curled. In one corner, I see bone sticking up," she said.

Now severely injured and unable to run for cover during the second bomb blast, a first responder tried to shield Beth from the flying debris.

Another first responder rushed to her aid, helping bandage her leg and transported her to a medical tent. She remembers only bits and pieces at this point.



Beth Roche (right) and her daughter, Rebecca (left), pose for a photo together after Beth ran in the 2012 Chicago Marathon.

"I remember hearing these sounds like, 'lower extremity injury over there, burn injury over there,'" she said.

Roche has screws in her leg bone and underwent surgery again on Friday, May 10, to repair her shattered knee cap and damaged tendons; this will be followed by many weeks of rehab.

Beth, a medical office manager at Audiology Imaging Center in Munster, Indiana, ran in Chicago's marathon last year. Her husband, Ken Roche was not injured in the blast, but was already on crutches for a broken ankle.

Beth's focus now is to rehab her injured leg, she has a positive outlook and is focusing on being able to do more than just walk again — maybe even running another marathon someday.

President Dan Pickett stated, *"Brother Roche's wife Beth is a model of resiliency in the face of such a tragic event. We wish Beth a speedy recovery and look forward to the day when she runs that marathon."* ■

In Memoriam



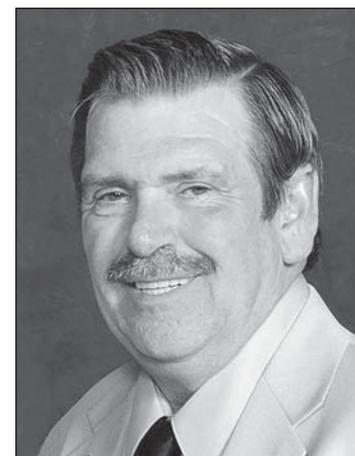
William H. Keebler • 1949–2013

The Brotherhood of Railroad Signalmen mourns the death of BRS Assistant General Chairman of the United General Committee, William H. Keebler. Brother Keebler passed away unexpectedly on April 4, 2013. He is survived by his wife Pam, their daughter Kelly, and son Scott.

Known to his Union Brothers and Sisters as “Cookie,” Brother Keebler was well respected by the members he represented, as well as railroad carriers under his jurisdiction.

The BRS is immensely grateful to Brother Keebler for his many years of service and contributions to our Organization and the Labor movement.

Brother Keebler began his signaling career as a Signal Trainee in 1968. Brother Keebler was elected Trustee at the United General Committee’s Triennial meeting in 1987. Brother Keebler also served as Local Chairman for Local 53 before his election to Assistant General Chairman. ■



William H. Keebler
1949–2013

Edgar Guy McGriff • 1928–2012



Edgar Guy McGriff
1928–2012

The Brotherhood of Railroad Signalmen mourns the death of former BRS Vice General Chairman Edgar Guy McGriff. Brother McGriff passed away December 1, 2012.

Brother McGriff began his signaling career in 1948 as a Signal Helper for the Atlantic Coastline Railroad. Brother McGriff served as Local Chairman of Local 16 (Seaboard Coast Line) — the largest local in the BRS. Brother McGriff was elected Vice General Chairman, under General Chairman G. G. Gross, of the Southeast General Committee. Brother McGriff stepped in as acting General Chairman for a couple

of years when Brother Gross became sick and unable to fulfill his post. Brother McGriff retired in 1991, completing 44 years of service, as a Signal Maintainer for CSX Transportation, headquartered at Andrews, South Carolina.

Brother McGriff is also a U.S. Army Veteran, serving his country during the Korean War. Brother McGriff was a member of the American Legion and the St. Stephen Evangelical Church where he served on the Board of Trustees.

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

Foxx Nominated for Secretary of Transportation

PRESIDENT OBAMA ANNOUNCED ANTHONY FOXX AS HIS NOMINEE FOR THE NEXT SECRETARY OF TRANSPORTATION

Foxx is currently the mayor of Charlotte, North Carolina, which he helped turn around since taking office in 2009. Both the city and country were going through a “*bruising economic crisis*,” President Obama said.

“The economy is growing. There are more jobs, more opportunity,” he said. *“And if you ask Anthony how that happened, he’ll tell you that one of the reasons is that Charlotte made one of the largest investments in transportation in the city’s history.”*

President Obama said that one of the best ways we can grow our economy and rebuild opportunity for the middle class is by putting more Americans back to work by investing in rebuilding our infrastructure.

In his State of the Union address, President Obama proposed a “*Fix-It-First*” program to put more people to work as soon as possible on our most urgent repairs.

We need to modernize the infrastructure that powers our economy. We need more high-speed rail, and internet, and high-tech schools, and self-healing power grids, and bridges, and tunnels, and ports that help us ship products all around the world stamped with three proud words: Made in America. That’s how we’re going to attract more businesses. That’s how we’re going to create more jobs. That’s how we’re going to stay competitive in this global economy.

President Obama also thanked current Secretary of Transportation Ray LaHood for his hard work and dedication to public service.

“He is a good man, and has been an outstanding public servant and a model for the kind of bipartisan approach to governance that I think we need so badly in this town,” President Obama said. ■

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



Positive Train Control Public Forum

On Wednesday, February 27, 2013, the National Transportation Safety Board (NTSB) held a Forum titled, *“Positive Train Control: Is it on Track?”* NTSB Chairman Deborah A.P. Hersman served as the presiding officer of the forum, and all five



NTSB Board Members served as members of the Board of Inquiry. Participating in the event was Brotherhood of Railroad Signalmen (BRS) Director of Research Mike Baldwin who discussed current employment levels in the signal craft and

whether or not those levels indicated that railroads are increasing staffing levels adequately for the installation, repair, and maintenance of Positive Train Control (PTC) systems in order to meet the deadline mandated by Congress of December 31, 2015.

Additionally, the BRS’s presentation to the NTSB covered the regulatory requirements for training of those individuals *“whose duties include installing, maintaining, repairing, modifying, inspecting, and testing safety-critical elements of the railroad’s PTC systems, including central office, wayside, or onboard subsystems be trained and qualified to perform these duties.”* To date, there is no evidence of any formalized training being done by the railroads related to PTC.

Also covered in the BRS presentation was the report that the Federal Railroad Administration (FRA) made to Congress on the status of PTC installation. The FRA report stated that, based on many technological issues, the railroads would most likely not be able to meet the deadline. The items covered in this portion of the presentation were: extending the deadline for the installation of PTC, provisional certification of PTC systems, and the use of alternative technologies.

Over the past 40 years, the NTSB has investigated many train collisions and over-speed derailments caused

by operational errors involving human performance failures. Many of these accidents occurred because train crews: did not comply with signal indications, did not follow operating procedures in non-signalized (dark) territories, or did not comply with other specific operating rules such as returning track switches to normal position after completing work at railroad sidings.

The NTSB has repeatedly concluded that technological solutions, such as PTC, have great potential to reduce the number of serious train accidents by providing safety redundant systems to protect against human performance failures. Because of the NTSB’s longstanding interest in this issue, the Board placed a recommendation to implement PTC on the NTSB’s Most Wanted List of Transportation Safety Improvements at the inception of the list in 1990, and it remained on the list until after the Rail Safety Improvement Act of 2008 was enacted.

Legislation was proposed in Congress that would defer the Act’s requirement for implementation of PTC systems. In the Senate, provisions in the Moving Ahead for Progress in the 21st Century Act (MAP-21) proposed a year-by-year evaluation of PTC system waivers by the Secretary of Transportation beyond the 2015 deadline but did not extend past December 31, 2018. In the House of Representatives, provisions in the American Energy and Infrastructure Jobs Act of 2012 proposed to extend the PTC system implementation deadline until December 31, 2020. Additionally, the House bill would have enabled a railroad to use an *“alternate risk reduction strategy”* in lieu of installing PTC on some nonpassenger track where PIH and TIH are transported. ■



FRA Advisory Notice — Underground Pipelines

In response to Safety Recommendation R-12-04 issued by the National Transportation Safety Board (NTSB), the Federal Railroad Administration (FRA) issued an Advisory Notice to inform railroads of the circumstances surrounding the June 19, 2009, derailment Canadian National Railway (CN) Freight Train U70691-18 in Cherry Valley, Illinois, and to remind railroads of the need to immediately notify pipeline operators of rail accidents occurring in railroad rights-of-way where pipelines are present and the need to ensure that pipeline inspections are accomplished prior to resumption of service.

On June 19, 2009, at approximately 8:36 p.m., CN Freight Train U70691-18, traveling eastbound at 36 mph, derailed at a highway-rail grade crossing in Cherry Valley, Illinois. The train consisted of two locomotives and 114 cars, 19 of which derailed. All of the derailed cars were tank cars carrying denatured fuel ethanol, a flammable liquid. Thirteen of the derailed tank cars were breached or lost product and caught fire. At the time of the derailment, several motor vehicles were stopped on either side of the grade crossing waiting for the train to pass. As a result of the fire that erupted after the derailment, a passenger in one of the stopped cars was fatally injured, two passengers in the same car received serious injuries, and five occupants of other cars waiting at the highway-rail grade crossing were injured. Two responding firefighters also sustained minor injuries. The release of ethanol and the resulting fire prompted a mandatory evacuation of about 600 residences within a half-mile radius of the accident site.

The NTSB determined that the probable cause of the accident was the washout of the track structure that was discovered about one hour before the train's arrival, and CN's failure to notify the train crew of the known washout in time to stop the train because of the inadequacy of CN's emergency communication procedures.

At the derailment site was a 12-inch diameter underground natural gas transmission pipeline operated by Nicor Gas. The pipeline well exceeded Federal standards for protective ground cover. Yet, as the wreckage was removed from above the pipeline, Nicor's crews discovered that a railcar wheel and axle assembly had

impacted the pipeline. Although the pipeline was buried about 11 feet deep and protected within a 16-inch diameter casing, the railcar wheels severely dented the pipeline. The impact caused a severe flattening of the pipe casing with sharp angular bends at two locations where the railcar wheel assembly contacted it. This degree of deformation to the 16-inch pipe casing likely caused similar damage to the 12-inch carrier pipe. The NTSB concluded that had the gas pipeline been installed at the railroad crossing with only the minimum level of ground cover permitted by the current Federal and industry pipeline construction standards, it likely would have failed as a result of being struck by derailed equipment in this accident. Accordingly, the NTSB issued Safety Recommendation R-12-04 recommending that the FRA “[i]nform railroads about the circumstances of the accident and advise them of the need to immediately notify pipeline operators of accidents occurring in railroad rights-of-way and ensure that pipeline inspections are accomplished prior to resumption of service.”

On July 31, 2012, the Pipeline and Hazardous Materials Safety Administration (PHMSA) issued an advisory bulletin in the Federal Register (77 FR 45417-45418), encouraging pipeline owners and operators, as a part of their public awareness programs, to inform rail operators and emergency response officials of the benefits of using the 811 “Call Before You Dig” program to identify and notify underground utilities that an incident has occurred in the vicinity of their buried facilities.

Like PHMSA, the FRA encourages railroads to use the 811 “Call Before You Dig” program to notify pipeline operators of rail accidents occurring in railroad rights-of-way where pipelines are present and to ensure that pipeline inspections are accomplished prior to resumption of service. By calling 811, pipeline owners and operators will be notified of potential problems the accident may have caused to the pipeline, and enable the pipeline owners and operators to work with the involved railroads to prevent further injury to individuals cleaning up the accident site. ■

Extreme Heat: A Prevention Guide to Promote Your Personal Health and Safety



Heat-related deaths and illness are preventable, yet annually many people succumb to extreme heat. Historically, from 1979–2003, excessive heat exposure caused 8,015 deaths in the United States. During this period, more people in this country died from extreme heat than from

hurricanes, lightning, tornadoes, floods, and earthquakes combined. In 2001, 300 deaths were caused by excessive heat exposure.

People suffer heat-related illness when their bodies are unable to compensate and properly cool themselves. The body normally cools itself by sweating. But under some conditions, sweating just isn't enough. In such cases, a person's body temperature rises rapidly. Very high body temperatures may damage the brain or other vital organs.

Several factors affect the body's ability to cool itself during extremely hot weather. When the humidity is high, sweat will not evaporate as quickly, preventing the body from releasing heat quickly. Other conditions related to risk include age, obesity, fever, dehydration, heart disease, mental illness, poor circulation, sunburn, and prescription drug and alcohol use.

Because heat-related deaths are preventable, people need to be aware of who is at greatest risk and what actions can be taken to prevent a heat-related illness or death. The elderly, the very young, and people with mental illness and chronic diseases are at highest risk. However, even young and healthy individuals can succumb to heat if they participate in strenuous physical activities during

hot weather. Air-conditioning is the number one protective factor against heat-related illness and death. If a home is not air-conditioned, people can reduce their risk for heat-related illness by spending time in public facilities that are air-conditioned.

Summertime activity, whether on the playing field or the construction site, must be balanced with measures that aid the body's cooling mechanisms and prevent heat-related illness.

What Is Extreme Heat?

Conditions of extreme heat are defined as summertime temperatures that are substantially hotter and/or more humid than average for location at that time of year. Humid or muggy conditions, which add to the discomfort of high temperatures, occur when a "dome" of high atmospheric pressure traps hazy, damp air near the ground. Extremely dry and hot conditions can provoke dust storms and low visibility. Droughts occur when a long period passes without substantial rainfall. A heat wave combined with a drought is a very dangerous situation.

DID YOU KNOW?

Title 49: Transportation

§ 236.103 SWITCH CIRCUIT CONTROLLER OR POINT DETECTOR

Switch circuit controller, circuit controller, or point detector operated by hand-operated switch or by power-operated or mechanically-operated switch-and-lock movement shall be inspected and tested at least once every three months. ■

During Hot Weather

To protect your health when temperatures are extremely high, remember to keep cool and use common sense. The following tips are important:

Drink Plenty of Fluids — During hot weather you will need to increase your fluid intake, regardless of your activity level. Don't wait until you're thirsty to drink. During heavy exercise in a hot environment, drink two to four glasses (16–32 ounces) of cool fluids each hour.

WARNING: If your doctor generally limits the amount of fluid you drink or has you on water pills, ask how much you should drink while the weather is hot.

Don't drink liquids that contain alcohol, or large amounts of sugar — these actually cause you to lose more body fluid. Also avoid very cold drinks, because they can cause stomach cramps.

Replace Salt and Minerals — Heavy sweating removes salt and minerals from the body. These are necessary for your body and must be replaced. If you must exercise, drink two to four glasses of cool, non-alcoholic fluids each hour. A sports beverage can replace the salt and minerals you lose in sweat. However, if you are on a low-salt diet, talk with your doctor before drinking a sports beverage or taking salt tablets.

Wear Appropriate Clothing and Sunscreen — Wear as little clothing as possible when you are at home.

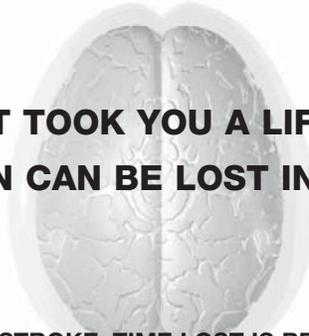
Choose light-weight, light-colored, loose-fitting clothing. Sunburn affects your body's ability to cool itself and causes a loss of body fluids. It also causes pain and damages the skin. If you must go outdoors, protect yourself from the sun by wearing a wide-brimmed hat (also keeps you cooler) along

with sunglasses, and by putting on sunscreen of SPF 15 or higher (the most effective products say "broad spectrum" or "UVA/UVB protection" on their labels) 30 minutes prior to going out. Continue to re-apply it according to the package directions.

Schedule Outdoor Activities Carefully — If you must be outdoors, try to limit your outdoor activity to morning and evening hours. Try to rest often in shady areas so that your body's thermostat will have a chance to recover.

Pace Yourself — If you are not accustomed to working or exercising in a hot environment, start slowly and pick up the pace gradually. If exertion in the heat makes your heart pound and leaves you gasping for breath, STOP all activity. Get into a cool area or at least into the shade, and rest, especially if you become lightheaded, confused, weak, or faint.

Stay Cool Indoors — Stay indoors and, if at all possible, stay in an air-conditioned place. If your home does not have air conditioning, go to the shopping mall or public library — even a few hours spent in air conditioning can help your body stay cooler when you go back into the heat. Call your local health department to see if there are any heat-relief shelters in your area. Electric fans may provide comfort, but when the temperature is in the high 90s, fans will not prevent heat-related illness. Taking a cool shower or bath or moving to an air-conditioned place is a much better way to cool off. Use your stove



**WHAT TOOK YOU A LIFETIME
TO LEARN CAN BE LOST IN MINUTES.**

WITH A STROKE, TIME LOST IS BRAIN LOST.

Learn the warning signs at
StrokeAssociation.org or **1-888-4-STROKE**



and oven less to maintain a cooler temperature in your home.

Use a Buddy System — When working in the heat, monitor the condition of your co-workers and have someone do the same for you. Heat-induced illness can cause a person to become confused or lose consciousness. If you are 65 years of age or older, have a friend or relative call to check on you twice a day during a heat wave. If you know someone in this age group, check on them at least twice a day.

Monitor Those at High Risk — Although anyone at any time can suffer from heat-related illness, some people are at greater risk than others.

- Infants and young children are sensitive to the effects of high temperatures and rely on others to regulate their environments and provide adequate liquids.
- People 65 years of age or older may not compensate for heat stress efficiently and are less likely to sense and respond to change in temperature.
- People who are overweight may be prone to heat sickness because of their tendency to retain more body heat.
- People who overexert during work or exercise may become dehydrated and susceptible to heat sickness.
- People who are physically ill, especially with heart disease or high blood pressure, or who take certain medications, such as for depression, insomnia, or poor circulation, may be affected by extreme heat.

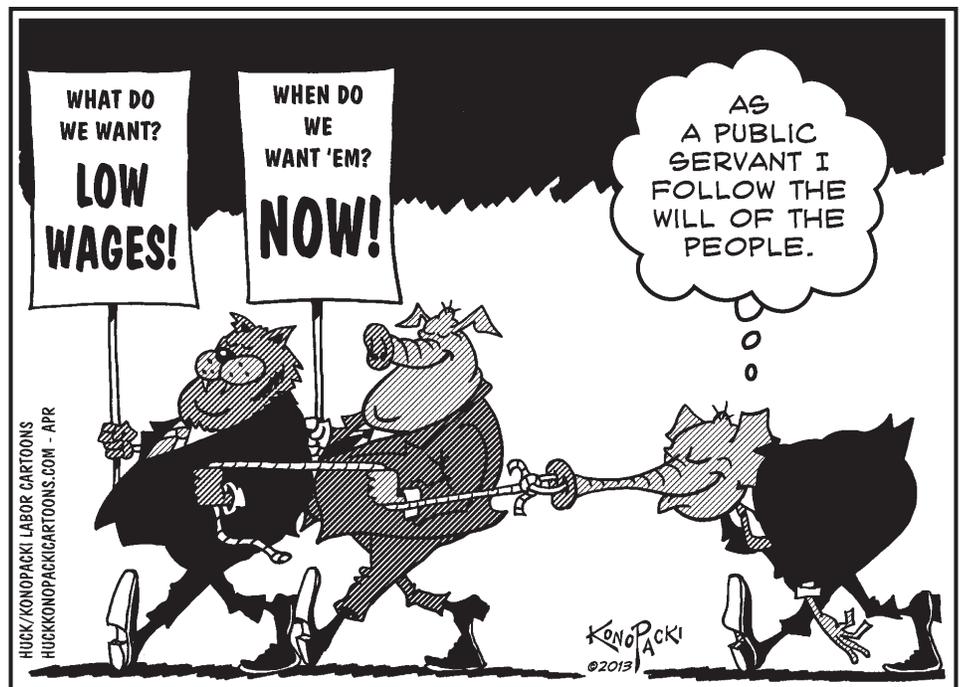
Visit adults at risk at least twice a day and closely watch them for signs of heat exhaustion or heat stroke. Infants and young children, of course, need much

more frequent watching.

Adjust to the Environment — Be aware that any sudden change in temperature, such as an early summer heat wave, will be stressful to your body. You will have a greater tolerance for heat if you limit your physical activity until you become accustomed to the heat. If you travel to a hotter climate, allow several days to become acclimated before attempting any vigorous exercise, and work up to it gradually.

Do Not Leave Children in Cars — Even in cool temperatures, cars can heat up to dangerous temperatures very quickly. Even with the windows cracked open, interior temperatures can rise almost 20 degrees Fahrenheit within the first ten minutes. Anyone left inside is at risk for serious heat-related illnesses or even death. Children who are left unattended in parked cars are at greatest risk for heat stroke, and possibly death. When traveling with children, remember to do the following:

- Never leave infants, children, or pets in a parked car, even if the windows are cracked open.
- To remind yourself that a child is in the car, keep a stuffed animal in the car seat. When the child is buckled in, place the stuffed animal in the front with the driver.



- When leaving your car, check to be sure everyone is out of the car. Do not overlook any children who have fallen asleep in the car.

Use Common Sense — Remember to keep cool and use common sense:

- Avoid hot foods and heavy meals — they add heat to your body.
- Drink plenty of fluids and replace salts and minerals in your body. Do not take salt tablets unless under medical supervision.
- Dress infants and children in cool, loose clothing and shade their heads and faces with hats or an umbrella.
- Limit sun exposure during mid-day hours and in places of potential severe exposure such as beaches.
- Do not leave infants, children, or pets in a parked car.
- Provide plenty of fresh water for your pets, and leave the water in a shady area.

Hot Weather Health Emergencies

Even short periods of high temperatures can cause serious health problems. During hot weather health emergencies, keep informed by listening to local weather and news

DID YOU KNOW?

Title 49: Transportation

§ 236.12 SPRING SWITCH SIGNAL PROTECTION; WHERE REQUIRED

Signal protection shall be provided for facing and trailing movements through spring switch within interlocking limits and through spring switch installed in automatic block signal, train stop, train control or cab signal territory where train movements over the switch are made at a speed exceeding 20 miles per hour, except that signal protection shall be required only with the current of traffic on track signaled for movement in only one direction.

NOTE: Does not apply to spring switch installed prior to October 1, 1950 in automatic block signal, automatic train stop, or automatic train control territory.

channels or contact local health departments for health and safety updates. Doing too much on a hot day, spending too much time in the sun, or staying too long in an overheated place can cause heat-related illnesses. Know the symptoms of heat disorders and overexposure to the sun, and be ready to give first aid treatment.

Heat Stroke — Heat stroke occurs when the body is unable to regulate its temperature. The body's temperature rises rapidly, the sweating mechanism fails, and the body is unable to cool down. Body temperature may rise to 106°F or higher within 10 to 15 minutes. Heat stroke can cause death or permanent disability if emergency treatment is not provided.

Recognizing Heat Stroke — Warning signs of heat stroke vary but may include the following:

- An extremely high body temperature (above 103°F, orally)
- Red, hot, and dry skin (no sweating)
- Rapid, strong pulse
- Throbbing headache
- Dizziness
- Nausea
- Confusion
- Unconsciousness

What to Do — If you see any of these signs, you may be dealing with a life-threatening emergency. Have someone call for immediate medical assistance while you begin cooling the victim. Do the following:

- Get the victim to a shady area.
- Cool the victim rapidly using whatever methods you can. For example, immerse the victim in a tub of cool water; place the person in a cool shower; spray the victim with cool water from a garden hose; sponge the person with cool water; or if the humidity is low, wrap the victim in a cool, wet sheet and fan him or her vigorously.
- Monitor body temperature, and continue cooling efforts until the body temperature drops to 101-102°F.
- If emergency medical personnel are delayed, call the hospital emergency room for further instructions.

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WASHINGTON REPORT



- \$474 Million for TIGER Program • Intercity Passenger Rail
- Budget Background • The President's Budget for FY 2014
- Talks on Amtrak Privatization

\$474 Million for TIGER Program

U.S. Transportation Secretary Ray LaHood announced the availability of \$474 million for a fifth round of the highly successful Transportation Investment Generating Economic Recovery, also known as TIGER, competitive grant program to fund surface transportation projects that have a significant impact on the nation, a region, or metropolitan area.

Projects eligible for TIGER grants include highways and bridges, public transportation, passenger and freight rail transportation, and marine port infrastructure investments. Grants may range in size from \$10 million to \$200 million. Grants to rural areas may be for less than \$10 million, but must be more than \$1 million. No less than \$120 million must be awarded to projects in rural areas.

The four previous rounds of TIGER provided \$3.1 billion to support 218 projects in all 50 states, the District of Columbia, and Puerto Rico. Demand for the program has been overwhelming, with more than 4,050 applicants requesting more than \$105.2 billion over the previous rounds.

The FY 2013 Appropriations Act requires that TIGER funds be obligated before October 1, 2014. The limited amount of time means the department will give priority to projects that are ready to proceed quickly. In addition to project readiness, primary selection criteria include: improving the condition of existing transportation facilities and systems; contributing to the economic competitiveness of the United States and creating and preserving jobs; increasing transportation choices and access to transportation services for people in communities across the U.S.; improving energy efficiency, reducing depen-

dence on oil, and reducing greenhouse gas emissions; and improving safety.

Intercity Passenger Rail

The Federal Railroad Administration (FRA) has filed a Notice of Intent to prepare a Tier 1 Environmental Impact Statement (EIS) with the Texas Department of Transportation (TxDOT) to study potential new and/or improved high-speed intercity passenger rail service along an 850-mile corridor extending from Oklahoma City, Oklahoma, to the south Texas cities of Laredo and Brownsville. The EIS also includes the preparation of a service development plan for the corridor, which will evaluate a range of corridor alternatives and make decisions regarding the preferred corridor, location of train service terminals, location of intermediate stops, the level of service and future planning. Public hearings were held from March 25 to April 4 along the corridor.

The purpose of the study is to evaluate alternatives to provide higher speed passenger rail service to meet future intercity travel demand and to improve rail facilities, reduce journey times, and improve connections with regional public transit services. These improvements are



needed because of the current and forecast population and business growth within the study area that has resulted in growing congestion on highways and rail services along the Interstate 35 (I-35) corridor. The I-35 corridor, running from Duluth, Minnesota, to Laredo, Texas, is a congressionally identified corridor of national significance and is one of the fastest growing regions in the U.S., running through six of the largest urban areas and nine of the 50 largest cities in the U.S. International truck traffic demand, intercity truck traffic demand, and passenger travel demand compete for highway capacity, creating substantial congestion inside the urban areas through which the highway runs. Projections for the Dallas/Fort Worth to San Antonio portion of the corridor show average speeds along I-35 would drop from 55 to 15 miles per hour by 2035.

Budget Background

A budget resolution is a concurrent (adopted by both the House and the Senate) resolution that binds Congress, but is not a law, and so does not require the President's signature. The budget resolution serves as a blueprint for the actual appropriations process, and provides Congress with some control. No new spending authority, is provided until appropriation (spending) bills are enacted.

Once both houses pass the resolution, selected Representatives and Senators negotiate a conference report to reconcile differences between the House and the Senate versions. The conference report, in order to become binding, must be approved by both the House and Senate.

The President's Budget for FY 2014

On April 10, 2013, President Obama released his FY 2014 budget proposal, which totaled \$3.77 trillion. The budget would reduce the federal deficit by \$1.8 trillion over the next ten years through revenue enhancements and spending reductions. President Obama's budget proposal will join competing budget outlines already approved by the Republican-controlled House and the Democratic-controlled Senate.

Below is a breakdown of the President's transportation budget proposals:

Infrastructure Investments

- \$40 billion in investments to "improve our current existing transportation system;"
- \$25 billion would be allocated for highways and bridges;

- \$9 billion for transit infrastructure;
- \$2 billion for investments in Amtrak assets and infrastructure;
- \$3 billion in other passenger and freight rail projects;
- \$2 billion for airport infrastructure;
- \$4 billion in funding for the Transportation Investment Generating Economic Recovery (TIGER) program;
- \$3 billion for investments in high-speed rail;
- \$2 billion for Transportation Leadership awards, which would function as a type of "Race-to-the-Top" incentive grant program; and
- \$1 billion to modernize the Nation's air traffic system through the "NextGen" initiative, which "remains one of the Department's highest priorities."

Transit

The Federal Transit Administration (FTA) would receive \$10.9 billion, \$300 million above FY 2012 levels. Of this, \$8.6 billion would be allocated to FTA's formula grant programs and nearly \$2 billion is recommended for the agency's capital investment grant program which includes the New Starts program.

Rail

The Federal Railroad Administration (FRA) would receive \$6.6 billion in FY 2014, an increase of \$5 billion from FY 2012. Of this, \$6.4 billion would go toward a proposed five-year, \$40 billion "National High Performance Rail System" that would fund investments in current passenger rail services, improve freight rail capacity, enhance safety and system reliability, and develop high speed passenger rail corridors. For FY 2014, \$2.7 billion is recommended for passenger rail service of which \$300 million would be for grants to states to transition routes from Amtrak to state control. The FY 2014 budget proposes providing Amtrak with a \$478 million operating subsidy plus an additional \$976 million for capital improvements and debt service.

Talks on the Amtrak Privatization

Representative Bill Shuster (R-PA), new in his role as Chairman of the House T&I Committee, has announced his stance toward Amtrak — privatization. His predecessor, Rep. John Mica (R-FL), was relentless in pushing for

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MANAGING FATIGUE AND IMPROVING ALERTNESS

Tips to Help Keep Your Health On Track!



Managing fatigue and improving alertness are crucial in most organizations across America. Once you understand how fatigue can impact your life and those around you, you can take important steps to learn strategies that may help you maintain an improved quality of life while living and working safely each and every day.

What are some of the effects of fatigue?

This is a topic that has been studied for decades, and it cannot be stressed enough how fatigue may negatively impact your job and your daily activities outside of work, as shown below:

- loss of alertness
- moodiness
- impaired judgment
- poor decision-making
- slowed reaction time
- reduced attentiveness
- increased errors
- impaired communication
- increased risk-taking
- reduced motivation

What are some helpful sleep habits that could help increase my sleep quality?

It is imperative that you report to work fully rested. Some habits that may help you maximize your sleep qualities are:

- Make sleeping a priority. Maintain a dark, quiet, sleep environment.
- Always go to bed when you begin to tire and are becoming sleepy.
- Keep regular sleep and awake times. Have a pre-sleep ritual that lets your body know it is time for sleep.
- Adjust the temperature in your sleep area to match your most comfortable sleep temperature.
- Try to avoid bringing work or worries into the area you sleep.
- Use relaxation techniques to increase drowsiness.
- Never eat more than a light snack or small drink before bedtime. Never have caffeine 3-4 hours before going to bed.
- If unable to fall asleep within 30 minutes, get out of bed and read a book or magazine for a short time period.

What are some of the common sleep disorders?

In order to successfully combat fatigue and get a restful night's sleep, it is important to rule out a possible sleep disorder. Some of the more common disorders and their symptoms are:

Insomnia

- Difficulty getting to sleep.
- Difficulty staying asleep.
- Poor quality of sleep.
- Insufficient sleep.
- Non-restorative sleep.

Narcolepsy

- Unable to move or speak for a brief period when waking.
- Sudden decrease in muscle tone while awake (same decrease as rapid eye movement sleep).
- Vivid visual images or sounds while falling asleep or waking up.

Sleep Apnea

- Airflow stops for 10 seconds or more.
- A snorer who is sleepy during the day.

Restless Leg Syndrome

- Creepy, crawly leg sensations.
- Burning and/or itching leg sensations.

Know when to see a doctor

The tips offered here may help you get a more restful night's sleep. Learning the strategies that work best for you may take some time, so do not be discouraged. However, if you are unsuccessful in managing your fatigue and alertness, you may need to seek professional treatment. If you believe your fatigue may be related to a sleep disorder, contact your doctor right away to discuss your concerns. ■

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

FROM THE PRESIDENT

continued from page 3

CEOs were paid 42 times that of workers in the U.S. This is an area that can be addressed through the combined efforts of labor unions and the working class by insisting that there be caps set on the amount of money these CEOs can make and shifting some of this income level to working people, who are the ones that provide the hard work in the first place.

The economy added only 88,000 jobs in March, which highlights the reality that the challenge America faces is a jobs crisis. We are creating fewer jobs than we need to get back to post-recession employment levels. We should be investing in our infrastructure and rebuilding the middle class. By making these investments in the middle class, we would be able to see great improvements in our economic crisis.

Along with union growth boosting the pay of middle class families, there is another issue that needs to be fixed to ensure the future of our economy; that is to end the sequester. Recently, AFL-CIO President Trumka said, *“Working people across the country have sacrificed enough in*

the form of lost jobs and furloughed pay. It’s time for Congress to demand that corporations and the richest 2% pay their fair share. Congress created the sequester, and they can make it go away.” And I agree with him whole heartedly.

BRS members must continue to be involved in the struggles that workers face regardless of whether they are union or non-union. So I ask that you join me in doing everything we can as union members to ensure that our organization remains as strong as it is today and, in turn, we do what we can to help the working class people of this country to get ahead. Our efforts can make the difference in the quality of life and the economic stability of America.

In Solidarity,



W. Dan Pickett
BRS President

WASHINGTON REPORT

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complete privatization of Amtrak. Congressman Shuster has complete privatization of Amtrak. Congressman Shuster has identified his approach as taking *“baby steps.”*

The Hill quoted Rep. Shuster as saying, *“We’re not at the point where we’re going to have two competing companies on the line on the northeast corridor. [There are] baby steps we have to take to bring the private sector into the operations of it, whether it’s operating the equipment, whether it’s operating the personnel on the train that sell the tickets ... there’s lot different ways to do it to bring the private sector in.”*

The law that currently contains Amtrak’s funding, the Passenger Rail Investment and Improvement Act (PRIIA), is set to expire at the end of FY 2013. Congress will have to reauthorize it in the first year of Rep. Shuster’s leader-

ship in the Committee. The Chairman has said that he would like to take a bipartisan approach and seek *“common ground”* in getting the job done. Rail labor will be lobbying to make sure the *“baby”* is not thrown out with the bath water. Protecting the rights, wages, and benefits of railroad workers has been the focus of rail labor, lobbying the Committee to avoid privatization of the Nation’s only passenger rail service.

Additionally, we hope to see progress in the implementation of PTC, a critical enhancement to rail safety that was mandated by the last reauthorization. It is crucial that new legislation that affects the implementation of PTC not allow postponement without cause. PTC provides an enhanced level of safety and efficiency of the interstate rail system. ■



Benefits Under Railroad Retirement and Social Security

Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act, so that railroad retirement benefits remain higher than social security benefits, especially for career employees.

The following questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 2012. They also show the differences in age requirements and payroll taxes under the two systems.

1 How do the average monthly railroad retirement and social security benefits paid to retired employees and spouses compare?

The average age annuity being paid by the Railroad Retirement Board (RRB) at the end of fiscal year 2012 to career rail employees was \$2,975 a month, and for all retired rail employees the average was \$2,365. The average age retirement benefit being paid under social security was over \$1,235 a month. Spouse benefits averaged \$880 a month under railroad retirement compared to \$590 under social security.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between \$23 and \$43 a month, which are payable to employees who retire directly from the rail industry with 25 or more years of service.

2 Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes, because recent awards are based on higher average earnings. Age annuities awarded to career railroad employees retiring at the end of fiscal year 2012 averaged nearly \$3,510 a month while monthly benefits awarded to workers retiring at full retirement age under social security averaged some \$1,750. If spouse benefits are added, the combined benefits for the employee and spouse would total \$4,890 under railroad retirement coverage, compared to \$2,625 under social security. Adding a supplemental annuity to the railroad family's

benefit increases average total benefits for current career rail retirees to over \$4,920 a month.

3 How much are the disability benefits currently awarded?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2012 were awarded almost \$2,900 a month on the average while awards for disabled workers under social security averaged about \$1,190.

While both the Railroad Retirement and Social Security Acts provide benefits to workers who are totally disabled for any regular work, the Railroad Retirement Act also provides disability benefits specifically for career employees who are disabled for work in their regular railroad occupation. Career employees may be eligible for such an occupational disability annuity at age 60 with 10 years of service, or at any age with 20 years of service.

4 Can railroaders receive benefits at earlier ages than workers under social security?

Railroad employees with 30 or more years of creditable service are eligible for regular annuities based on age and service the first full month they are age 60, and rail employees with less than 30 years of creditable service are eligible for regular annuities based on age and service the first full month they are age 62.

No early retirement reduction applies if a rail employee retires at age 60 or older with 30 years of service and his

or her retirement is after 2001, or if the employee retired before 2002 at age 62 or older with 30 years of service.

Early retirement reductions are otherwise applied to annuities awarded before full retirement age, the age at which an employee can receive full benefits with no reduction for early retirement. This ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as under social security.

Under social security, a worker cannot begin receiving retirement benefits based on age until age 62, regardless of how long he or she worked, and social security retirement benefits are reduced for retirement prior to full retirement age regardless of years of coverage.

5 Does social security offer any benefits that are not available under railroad retirement?

Social security does pay certain types of benefits that are not available under railroad retirement. For example, social security provides children's benefits when an employee is disabled, retired or deceased. Under current law, the Railroad Retirement Act only provides children's benefits if the employee is deceased.

However, the Railroad Retirement Act includes a special minimum guaranty provision which ensures that railroad families will not receive less in monthly benefits than they would have if railroad earnings were covered by social security rather than railroad retirement laws. This guaranty is intended to cover situations in which one or more members of a family would otherwise be eligible for a type of social security benefit that is not provided under the Railroad Retirement Act. Therefore, if a retired rail employee has children who would otherwise be eligible for a benefit under social security, the employee's annuity can be increased to reflect what social security would pay the family.

6 How much are monthly benefits for survivors under railroad retirement and social security?

Survivor benefits are generally higher if payable by the RRB rather than social security. At the end of fiscal year 2012, the average annuity being paid to all aged and disabled widow(er)s averaged \$1,415 a month, compared to \$1,165 under social security.

Benefits awarded by the RRB at the end of fiscal year 2012 to aged and disabled widow(er)s of railroaders averaged nearly \$1,845 a month, compared to almost \$940 under social security.

The annuities being paid at the end of fiscal year 2012 to widowed mothers/fathers averaged \$1,700 a month and children's annuities averaged \$980, compared to \$890 and \$785 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded at the end of fiscal year 2012 averaged \$1,640 a month for widowed mothers/fathers and \$1,215 a month for children under railroad retirement, compared to \$840 and \$770 for widowed mothers/fathers and children, respectively, under social security.

7 How much are regular railroad retirement taxes for an employee earning \$113,700 in 2013 compared to social security taxes?

The maximum amount of regular railroad retirement taxes that an employee earning \$113,700 can pay in 2013 is \$12,407.25, compared to \$8,698.05 under social security. For railroad employers, the maximum annual regular retirement taxes on an employee earning \$113,700 are \$19,319.85, compared to \$8,698.05 under social security. Employees earning over \$113,700, and their employers, will pay more in retirement taxes than the above amounts because the Medicare hospital insurance tax is applied to all earnings. ■

DID YOU KNOW?

Title 49: Transportation

§ 236.10 ELECTRIC LOCKS, FORCE DROP TYPE; WHERE REQUIRED

Electric locks on new installations and new electric locks applied to existing installations shall be of the forced drop type. ■

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

FRA Post-Accident Testing Criteria

In an effort to improve understanding and compliance of federal drug and alcohol testing, the Federal Railroad Administration has prepared the following Post-Accident Criteria Flow Chart. The chart on *page 22* shows the various procedures that the carriers are to follow when making decisions on who is or is not tested after an accident under federal drug and alcohol testing regulations.

This flow chart is for informational purposes only. As always it is imperative that BRS members comply with any instruction/order to submit to a drug and/or alcohol test. Refusing an order to provide a drug and/or alcohol sample can result in the termination of the employee by the charge of insubordination. Any request to submit to a drug and/or alcohol test should be complied with.



However, if you believe that the carrier tested you in error, provide all pertinent information to your Local Chairman, and he will begin the claim process to rectify the situation. There is an old adage used by arbitrators

when deciding cases of insubordination on the railroad: **Obey now, grieve later.** Unless your personal safety will be at risk by obeying the order, we are expected to comply with the order and then pursue further action afterwards. Because there are no safety concerns when providing a drug and/or alcohol sample, it is recommended that every member adhere to the principle of obey now, grieve later.

The chart on *page 22* provides guidelines for the carrier's post-accident drug and alcohol testing. However, this information does not prohibit the carrier's decision to perform a drug and alcohol test under their railroad's drug and alcohol policies. ■

The Sequestration Squeeze



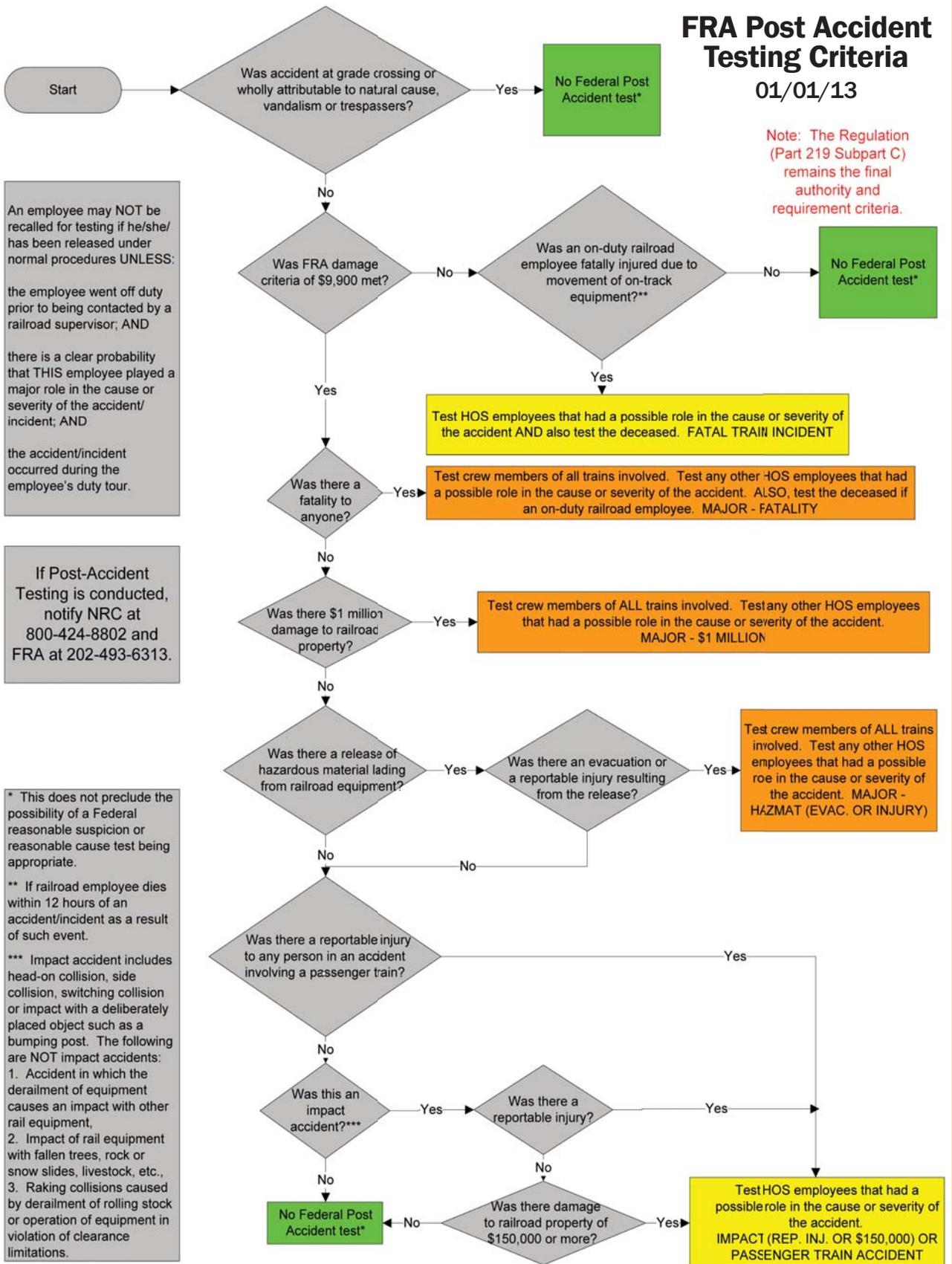
IMPORTANT

If you believe that the carrier tested you in error, provide all pertinent information to your Local Chairman, and he will begin the claim process to rectify the situation. There is an old adage used by arbitrators when deciding cases of insubordination on the railroad: Obey now, grieve later. Unless your personal safety will be at risk by obeying the order, we are expected to comply with the order and then pursue further action afterwards. ■

FRA Post Accident Testing Criteria

01/01/13

Note: The Regulation (Part 219 Subpart C) remains the final authority and requirement criteria.



An employee may NOT be recalled for testing if he/she/ has been released under normal procedures UNLESS:

- the employee went off duty prior to being contacted by a railroad supervisor; AND
- there is a clear probability that THIS employee played a major role in the cause or severity of the accident/ incident; AND
- the accident/incident occurred during the employee's duty tour.

If Post-Accident Testing is conducted, notify NRC at 800-424-8802 and FRA at 202-493-6313.

* This does not preclude the possibility of a Federal reasonable suspicion or reasonable cause test being appropriate.

** If railroad employee dies within 12 hours of an accident/incident as a result of such event.

*** Impact accident includes head-on collision, side collision, switching collision or impact with a deliberately placed object such as a bumping post. The following are NOT impact accidents:

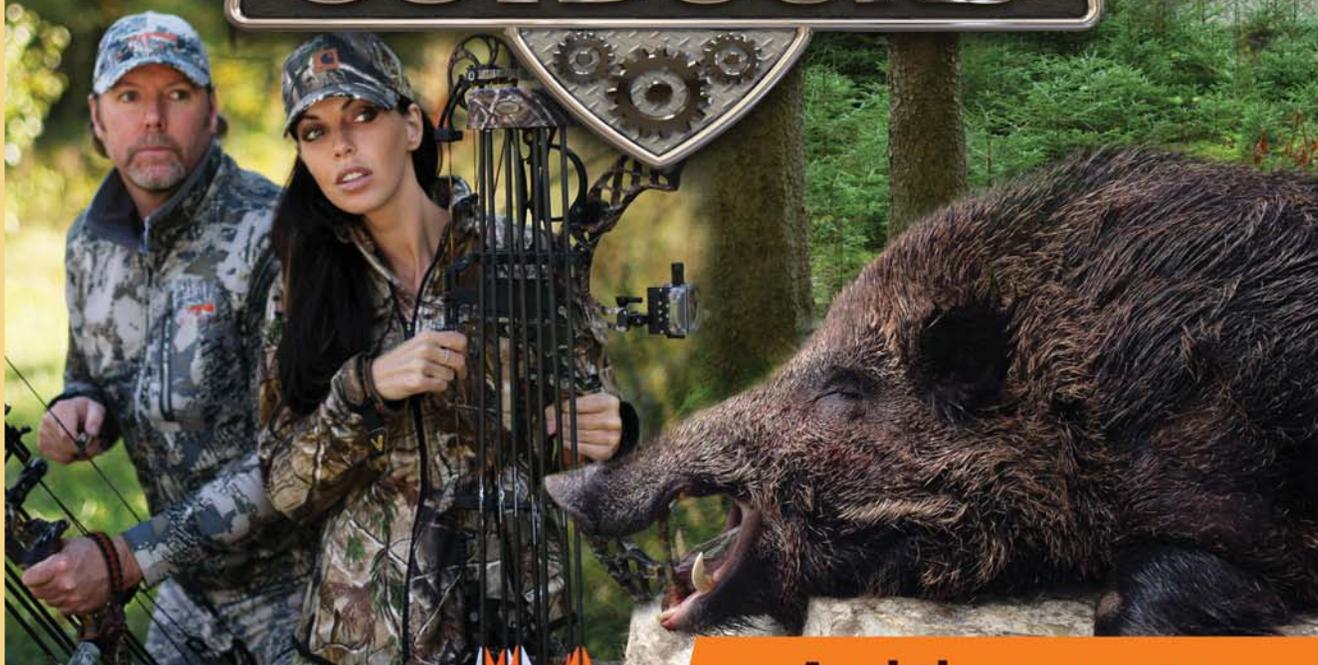
1. Accident in which the derailment of equipment causes an impact with other rail equipment,
2. Impact of rail equipment with fallen trees, rock or snow slides, livestock, etc.,
3. Raking collisions caused by derailment of rolling stock or operation of equipment in violation of clearance limitations.

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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

LG Dare 72
SM Lopez 156

40 YEARS OF SERVICE

TD House 8
MJ Lehman 8
RK Baker 11
JS Mitchell 11
JM Bennett, Jr. 16
RL Evans 16
SR Smith 16
GL Icenogle 20
FW Isaacks 20
CS Mayer 20
GD Mescher 20
RA Pielhop 20
SR Ames 33
JR Poland 98
JW Bennett 99
JD Scott 119
ML Burreson 126
B Wiehr 130
LE Norton 138
GR O'Flanagan 154
MJ Kalczynski 185

35 YEARS OF SERVICE

GL Bassett 8
AS McDonald, Jr. 8
TW Rairigh 8
JO Friedlund 10
CR Johnson 11
PE Putt 14
GR Tye 14
SA Gates 16

35 YEARS OF SERVICE

RC Moore 16
BG Stephens 16
LJ Joerger 20
DE Malone 20
PA Riley 20
GR Sanders 20
DH Westbrook 20
AT Baker 33
JJ Smith 33
GL Knuth 39
JM Connell 48
TF Miller 49
DJ Lamb 51
MP Kizis 62
RL Lamey 62
TJ Larkin 62
MD Sanders 72
SD Kesler 77
PD Smelser 77
MR Swain 77
DD Cook 81
S Mendez 84
KT Quigley 84
PM Bushle 94
NJ Rampulla, Jr. 94
RD Walker 94
DW Wermager 98
AM Gioia 99
GA Mahaffey 99
TP Bilodeau 102
TA Chenevey 109
RC Latimer 119
RJ Reiners 119
RW Sallee 119
PS Wesch 119
JK Wolfe 119

35 YEARS OF SERVICE

MJ Walsh 120
PR Moore 126
DL Drye 129
TG Hendrix 129
EW Lee 129
CD Sconyers 129
HR Trusty 129
ML Palmer 130
DW Corns 136
SC Anderson 141
EK Kerr 141
RG Powell 176
RA Chaplin 179
JL Goedert 188
CV Hensley, Jr. 198
JA Peterson 198
KS Falls 225
FE Jones 225
JL Atkins 229

30 YEARS OF SERVICE

TJ McNamara 5
MJ Papp 14
M Waligorski 31
KW Nelson 33
MW Waugh 33
GD Garrison 55
RD Wiggins 55
PJ Hoffman 58
BR Caughron 72
M Pena 84
W Hannah 102
E Jacobs 102
G Katt 102
DR Snyder 102
DC Jones 106
GR Ward 141
SS Jerdo 147
PJ Velazquez 157

30 YEARS OF SERVICE

MD Nicholson 174
SG Thompson 183
TA Edwards 198
FM Boncy 206

25 YEARS OF SERVICE

A January 5
JD Novak, Sr. 5
DS Adams 14
RL Ellington 14
IC Gray 16
WJ Johnson 16
HL Smith 16
IF Watkins 16
JD White 16
HA Carswell, Jr. 18
FJ Fabian 20
TD Jones 20
DA Dare 33
JL Smith 72
HJ Allen 84
L Bratcher 94
RJ Oboczky 94
BE Robinson 94
GA Rosso 102
MA Sweeney 106
CG Bouchard 120
BW Doherty 120
WR Kinneen 120
F Fulton 129
AV Martinez 133
RC Gibson 136
BD Hall 141
RE Eskew 161
RD Malone 161
L Belinte 172
KJ Edmonds 188
DL Lucas 188
GL Young 188
DL Love 198

Union Members Receive 15% AT&T Discount

It's time to switch to the only unionized wireless provider and save!

Now is a great time to switch your wireless service to AT&T to get savings, service, and solidarity with the only completely unionized wireless service. Take advantage of a 15% discount with Union Plus AT&T.

Savings. As a union member, you'll save 15% off the regular monthly rate on individual and family wireless cell phone plans.

Service. You'll get great service from AT&T's union workers and great performance from the nation's fastest 3G network.

Solidarity. Not only will you be saving money, you'll be supporting some 40,000 union workers at AT&T Mobility who are members of the Communications Workers of America (CWA). AT&T is the only wireless company that is completely unionized.



How to Start Saving — There are two ways to start saving today:

1. In a Store: Visit UnionPlus.org/ATT to find a store. Then download the discount savings coupon and proof of membership form from the website and take both - along with union ID - to your local AT&T store (not available at authorized retailers or kiosks).
2. Online at UnionPlus.org/ATT: Find specials on AT&T cell phones and purchase wireless service online. You will be asked to provide your union name and local number.

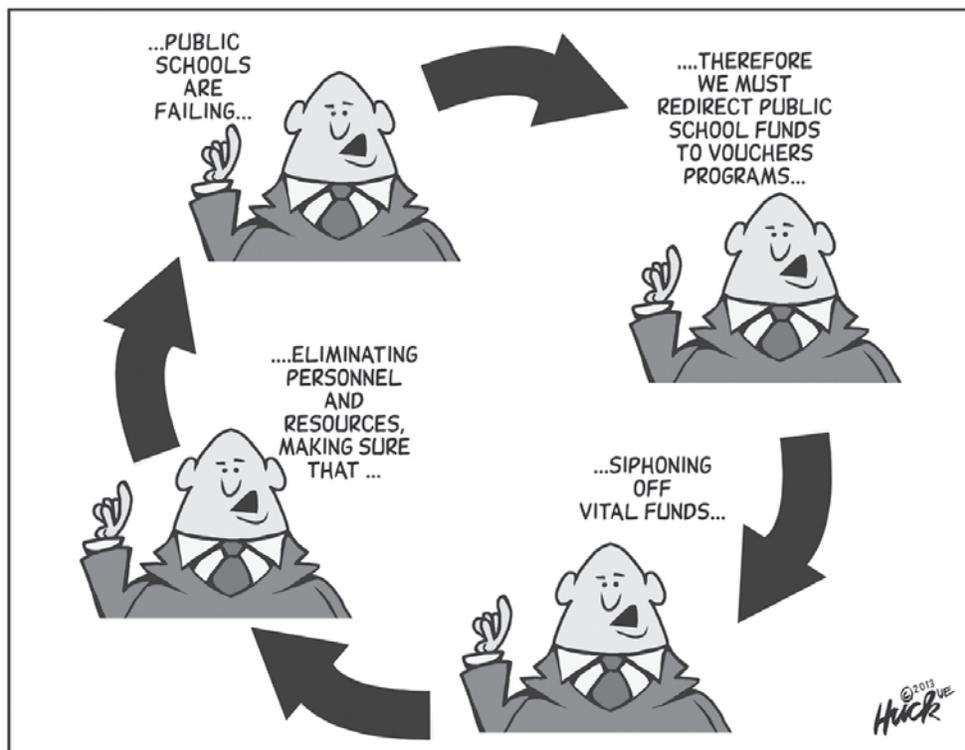
You must sign up for a two-year service agreement to receive the discount. So, take advantage of the benefits of union membership and start saving 15% on AT&T wireless service today. Visit UnionPlus.org/ATT. ■

DID YOU KNOW?

Title 49: Transportation

236.1 PLANS, WHERE KEPT

As required for maintenance, plans shall be kept at all interlockings, automatic signals and controlled points. Plans shall be legible and correct. ■



OBITUARIES

HOWARD S. BRUCE—retired member of **LOCAL 2**. Brother Bruce retired in 1985 after 34 years of service with Conrail. Brother Bruce was a Signal Maintainer at Rochester, Pennsylvania, at the time of his retirement.

GREGORY R. BUCK—active member of **LOCAL 236**. Brother Buck had six months of service with Balfour Beatty. Brother Buck was a Signaller at the time of his passing. Brother Buck's father, now retired, is Don Buck, a longtime Local Chairman and member of Local 40 and former officer of the United General Committee.

JOHN J. CAUDILL—retired member of **LOCAL 208**. Brother Caudill retired in 2009 after 38 years of service with CSX Transportation. Brother Caudill was a Signal Foreman at the time of his retirement.

JAMES C. CLEVELAND—active member of **LOCAL 178**. Brother Cleveland had 14 years of service with the Louisville & Nashville Railroad. Brother Cleveland was a Signal Maintainer at Decatur, Alabama, at the time of his passing.

KENNETH L. DEBROSSE—retired member of **LOCAL 10**. Brother DeBrosse retired in 1988 after 14 years of service with Conrail. Brother DeBrosse was an Electronic Technician at Fort Wayne, Indiana, at the time of his retirement.

CARL W. DECKARD—retired member of **LOCAL 55**. Brother Deckard retired in 1992 after 21 years of service with the Norfolk Southern Railroad. Brother Deckard was a Signal Maintainer at Jonesburg, Missouri, at the time of his retirement.

WILLIAM O. DISSPAIN—retired member of **LOCAL 49**. Brother Disspain retired in 1992 after 40 years of service with the Norfolk Southern Railroad. Brother Disspain was a Signal Maintainer at Attalla, Alabama, at the time of his retirement. Brother Disspain served as Local Chairman.

PADDY J. DOWNS—retired member of **LOCAL 19**. Brother Downs retired in 1988 after 22 years of service with the Union Pacific Railroad. Brother Downs was a Relay Repairman at Pocatello, Idaho, at the time of his retirement.

JAMES M. FITZPATRICK—retired member of **LOCAL 60**. Brother Fitzpatrick retired in 1997 after 41 years of service with the Port Authority Trans Hudson Railroad. Brother Fitzpatrick was a Signal Repairman at Jersey City, New Jersey, at the time of his retirement. Brother Fitzpatrick served as Local President.

JASON L. FOSSEY—active member of **LOCAL 8**. Brother Fossey had 11 years of service with the Union Pacific Railroad. Brother Fossey was a Signal Maintenance Foreman at Evanston, Wyoming, at the time of his passing.

LEITHAN O. GRINNELL, III—active member of **LOCAL 77**. Brother Grinnell had 33 years of service with the Norfolk Southern Railroad. Brother Grinnell was a Signal Maintainer at Roanoke, Virginia, at the time of his passing. Brother Grinnell was a Freemason with the Taylor Lodge in Salem, Virginia.

CHARLES R. HANDY—retired member of **LOCAL 45**. Brother Handy retired in 1980 after 38 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Handy was a Signaller at Anderson, Indiana, at the time of his retirement. Brother Handy served as Local Trustee.

WILLIAM HARLOW—retired member of **LOCAL 176**. Brother Harlow retired in 1992 after 44 years of service with CSX Transportation. Brother Harlow was a Signal Maintainer at Paris, Kentucky, at the time of his retirement. Brother Harlow served as Local Chaplain, Recording-Financial Secretary, and Local President.

JAMES E. HEIN—retired member of **LOCAL 182**. Brother Hein retired in 1999 after 27 years of service with the Southern Pacific Railroad. Brother Hein was a Signal Maintainer at Alamogordo, New Mexico, at the time of his retirement.

JIMMY D. HILL—retired member of **LOCAL 19**. Brother Hill retired in 2008 after 37 years of service with the Union Pacific Railroad. Brother Hill was a Signal Maintainer at Guadalupe, California, at the time of his retirement.

SIDNEY E. HODGE—retired member of **LOCAL 77**. Brother Hodge retired in 1987 after 32 years of service with the Norfolk & Western and Norfolk Southern Railroads. Brother Hodge was a Signaller at Roanoke, Virginia, at the time of his retirement.

KEITH V. HYNSON—retired member of **LOCAL 33**. Brother Hynson retired in 1995 after 44 years of service with the Santa Fe Railroad. Brother Hynson was a Signal Maintainer at Strong City, Kansas, at the time of his retirement.

LAWRENCE E. JAHNS—retired member of **LOCAL 65**. Brother Jahns retired in 2003 after 45 years of service with Amtrak. Brother Jahns was a Signal Maintainer at Odenton, Maryland, at the time of his retirement.

JAMES F. JOHNSON—retired member of **LOCAL 102**. Brother Johnson retired in 1982 after 30 years of service with Amtrak. Brother Johnson was a Signaller at New York City, New York, at the time of his retirement.

QUINTEN C. JOHNSON—retired member of **LOCAL 31**. Brother Johnson retired in 1982 after 25 years of service with the Chessie System Railroad. Brother Johnson was a Lead Signaller at Mount Jewett, Pennsylvania, at the time of his retirement.

ROY J. JONES—retired member of **LOCAL 48**. Brother Jones retired in 1990 after 37 years of service with Amtrak. Brother Jones was a Signal Maintainer at Perryville, Maryland, at the time of his retirement.

JERRY L. KARLOSKY—retired member of **LOCAL 231**. Brother Karlosky retired in 2003 after 29 years of service with the Wheeling & Lake Erie Railroad. Brother Karlosky was a Welder Helper at Brewster, Ohio, at the time of his retirement. Brother Karlosky was a charter member of Local 231 and served as Local Chairman, Local President, and First Vice President.

TOM S. KELLER—retired member of **LOCAL 52**. Brother Keller retired in 1998 after 22 years of service with Conrail. Brother Keller was a Signal Maintainer at Columbus, Ohio, at the time of his retirement.

HENRY J. KOSZUTA—retired member of **LOCAL 225**. Brother Koszuta retired in 1988 after 20 years of service with the Erie Lackawanna Railroad and Conrail. Brother Koszuta was a Signal Maintainer at Buffalo, New York, at the time of his retirement.

OBITUARIES

R. D. LACY—retired member of **LOCAL 85**. Brother Lacy retired in 1984 after 40 years of service with the Illinois Central Gulf Railroad. Brother Lacy was a Circuit Design Engineer at Chicago, Illinois, at the time of his retirement.

RICHARD B. MENSEN—retired member of **LOCAL 94**. Brother Mensen retired in 1988 after 43 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Mensen was a Signal Inspector at Salem, Illinois, at the time of his retirement. Brother Mensen served as Local Chairman.

WILLIAM G. MORGAN—retired member of **LOCAL 84**. Brother Morgan retired in 1996 after 31 years of service with New Jersey Transit. Brother Morgan was a Signal Maintainer at Raritan, New Jersey, at the time of his retirement.

HARVEY A. NASH—retired member of **LOCAL 141**. Brother Nash retired in 1976 after 45 years of service with Texas & Pacific Railway Company. Brother Nash was a Signal Engineer at Sweetwater, Texas, at the time of his retirement. Brother Nash served his community as a Mason and volunteered with the Boy Scouts of America and the Little League Organization.

PAUL E. PEFFER—retired member of **LOCAL 155**. Brother Peffer retired in 1994 after 44 years of service with the Union Pacific Railroad. Brother Peffer was a Signalman at Portland, Oregon, at the time of his retirement.

ORAN R. PITTS—retired member of **LOCAL 141**. Brother Pitts retired in 1979 after 43 years of service with the Texas & Pacific Railroad. Brother Pitts was a Signal Inspector at Fort Worth, Texas, at the time of his retirement. Brother Pitts served as Local President, Recording-Financial Secretary, and Local Chairman.

LEE POLICH, JR.—retired member of **LOCAL 156**. Brother Polich retired in 1990 after 47 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Polich was a Signal Maintainer at Hesperia, California, at the time of his retirement.

RALPH A. RADER—retired member of **LOCAL 31**. Brother Rader retired in 1983 after 32 years of service with the Western Maryland Railroad. Brother Rader was a Signalman at Hagerstown, Maryland, at the time of his retirement. Brother Rader served on the Grievance Committee and as Local Recording-Financial Secretary.

RAYMOND T. RADZIEWICZ—retired member of **LOCAL 84**. Brother Radziewicz retired in 2003 after 43 years of service with the Erie Lackawanna Railway, Conrail, and New Jersey Transit. Brother Radziewicz was a Signal Foreman at Newark, New Jersey, at the time of his retirement.

RICHARD A. RUSSETT—retired member of **LOCAL 120**. Brother Russett retired in 1987 after 42 years of service with the Boston & Maine Railroad. Brother Russett was a Signal Maintainer at North Adams, Massachusetts, at the time of his retirement.

RONALD A. SAUBER—retired member of **LOCAL 28**. Brother Sauber retired in 1987 after ten years of service with Conrail. Brother Sauber was a Signalman at Jackson, Mississippi, at the time of his retirement.

DONALD W. SEYBOLD—retired member of **LOCAL 46**. Brother Seybold retired in 1988 after 45 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Seybold was a Signal Maintainer at Logansport, Indiana, at the time of his retirement. Brother Seybold is a U.S. Army Veteran who served during WWII.

PAUL M. SHANNON—retired member of **LOCAL 120**. Brother Shannon retired in 1983 after 41 years of service with the Maine Central Railroad. Brother Shannon was a Lead Signal Maintainer at Bangor, Maine, at the time of his retirement. Brother Shannon served as General Chairman.

DAVID B. SNYDER—retired member of **LOCAL 26**. Brother Snyder retired in 1988 after 43 years of service with the Reading Railroad, and Conrail. Brother Snyder was a Signal Maintainer at Reading, Pennsylvania, at the time of his retirement. Brother Snyder served as Local Chaplain and Vice President.

S. O. SOKOLIK—retired member of **LOCAL 29**. Brother Sokolik retired in 1994 after 45 years of service with the Chicago Central & Pacific Railroad. Brother Sokolik was a Signal Maintainer at Fort Dodge, Iowa, at the time of his retirement. Brother Sokolik served as Local Chaplain.

MICHAEL H. SPINKS—retired member of **LOCAL 3**. Brother Spinks retired in 2006 after 28 years of service with the Indiana Harbor Belt Railroad. Brother Spinks was a Signal Maintainer at Blue Island, Illinois, at the time of his retirement.

SCOTT A. WAGONER—active member of **LOCAL 31**. Brother Wagoner had 15 years of service with CSX Transportation. Brother Wagoner was a Lead Signalman at Glassport, Pennsylvania, at the time of his passing. Brother Wagoner served as Financial Secretary and Local Trustee. Brother Wagoner is also a U.S. Air Force Veteran.

CLIFTON WEBSTER—retired member of **LOCAL 176**. Brother Webster retired in 1977 after 35 years of service with the Louisville & Nashville Railroad. Brother Webster was a Signal Maintainer at Falmouth, Kentucky, at the time of his retirement. Brother Webster served as Local Chairman. Brother Webster is also a U.S. Army Veteran who served during WWII.

JERRY D. WOODS—retired member of **LOCAL 72**. Brother Woods retired in 2006 after 26 years of service with the Union Pacific Railroad. Brother Woods was a Signalman at Chester, Illinois, at the time of his retirement.

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



Online Penny Auctions: Nothing for Something?

Who doesn't love to get a good deal? Some people shop sales circulars, others clip coupons. Still others find online penny auctions to be a fun way to try to get big ticket items like electronics, jewelry, gift cards, appliances, and sports equipment at reduced prices. But in many ways, penny auctions are more like lotteries than traditional online auction sites. In a penny auction, you have to pay to bid.

The Federal Trade Commission (FTC), the nation's consumer protection agency, wants you to know how online penny auctions work and how to recognize some of their pitfalls before you get caught in a bidding frenzy. Penny auctions move fast. Before you know it, you could spend far more than you intended, with no guarantee that you'll get anything in return.

How does a penny auction work?

In a penny auction, items are posted by the site owner and you pay to bid for them. Unlike a traditional auction, where only the winning bidder pays anything, penny auctions require you to pay before — and as — you play, win or lose.

For openers, you may have to pay a fee just to register for the site. Sometimes, the fee is substantial. Then, you have to buy a “bid package.” For example, you may “buy” 100 bids for \$50. Additional bids cost more money, often between 50 cents and a dollar per bid.

The price of auction items usually starts at zero, and each bid bumps the price of the item up a penny. Each bid also adds time — from 10 seconds to 2 minutes — to a countdown clock. The goal is to be the high bidder when the clock runs out. But because the clock resets with each bid, the auction process can be unpredictable and take time to complete.

Bogus Bidders: Bots and Shills

Some unscrupulous auction sites use bid bots, which are computer programs that automatically bid on behalf of the website. And some fraudulent sites achieve the same effect using human shills. You may be seconds away from winning an auction when another user places a bid. That keeps the clock ticking, and forces you into a bidding war

to stay in first place. Though the bidder appears to be another user, it may be a shill, or a bot programmed by the website to extend the auction and keep people bidding (and spending money) as they chase the “win.”

What does “winning” mean?

Winning the auction doesn't mean you've won the auction item: It means you've won the right to buy the item at the final price. For example, say you win an auction for a laptop that has a \$500 retail price tag. You placed 200 bids that cost \$1 each. The final price on the laptop is \$50. The laptop will actually cost you \$250, plus shipping and handling, and possibly a transaction fee.

If you lose an auction, chances are you've lost your money. If you placed 199 bids on the laptop, for example, you'd be out \$199. Some penny auction sites have a “Buy-It-Now” feature that lets players buy the item and apply the amount of the bids placed as a discount on the retail price of the product. So if you applied your \$199 in bids to the \$500 retail price of the laptop, you wouldn't lose your investment in the bids you purchased, but you wouldn't save any money off the retail price, either.

Penny Auction Pitfalls

Penny auctions may offer deals, but they also can present problems. For example:

Time lags. How soon do you need to receive the item you're bidding on? Can you tolerate it being delivered late, or not being delivered at all? Many complaints about penny auctions involve late shipments, no shipments, or shipments of products that aren't the same quality as advertised.

Misleading terms. Terms like “bonus bids” might suggest that bids are free. In a penny auction, you pay for every bid.

Hidden costs. Read each penny auction site's Terms of Use before you sign in or register. Sites may charge fees (for membership, ongoing subscriptions, or shipping), follow different rules, or have a variety of refund policies or other terms and conditions. The terms and conditions may not be well-disclosed elsewhere on the website.

Recreational Marijuana

RECENTLY, SOME STATES HAVE PASSED INITIATIVES TO PERMIT THE USE OF MARIJUANA FOR SO-CALLED “RECREATIONAL” PURPOSES.

Colorado and Washington are just two of the many states that now have laws legalizing marijuana in some form.

However, these state initiatives have no impact upon the Department of Transportation’s (DOT) longstanding regulation about the use of marijuana and no bearing on the DOT’s regulated drug testing program of safety-sensitive transportation employees such as: signalmen, pilots, school bus drivers, truck drivers, train engineers, subway operators, aircraft maintenance personnel, transit fire-armed security personnel, ship captains, and pipeline emergency response personnel, among others.

The DOT’s Drug and Alcohol Testing Regulation — 49 CFR Part 40 — does not authorize the use of Schedule I drugs, including marijuana, for any reason.

The DOT and the Federal Railroad Administration testing regulations (49 CFR Parts 40 and 219) apply

to all employees covered under the hours-of-service law (e.g., train and engine employees, dispatchers, and signal employees).

Therefore, Medical Review Officers (MROs) will not verify a drug test as negative based upon learning that the employee used “*recreational marijuana*” when states have passed “*recreational marijuana*” initiatives.

The FRA prohibits an MRO, from verifying a drug test negative based upon information that a physician recommended that the employee use “*medical marijuana*” when states have passed “*medical marijuana*” initiatives.

It is important to note that marijuana remains a drug listed in Schedule I of the Controlled Substances Act. It remains unacceptable for any safety-sensitive employee subject to drug testing under the DOT’s drug testing regulations to use marijuana. ■

Online Penny Auctions: Nothing for Something?

continued from page 28

Insecure payment options. Consider how you’ll pay. Do you have any recourse if something goes wrong? Don’t send cash or use a money wiring service. Instead, consider using a credit card. That way, if something goes awry, like you don’t get your merchandise or it’s not what you expected, you can dispute the charge with your credit card issuer.

Phishing trips. If you get a message that looks like it comes from an auction website or payment service and it asks for your password or financial information, hit delete. They’re “*phishing*” for your information so they could use it to commit fraud.

Reputation rules. Avoid doing business with sellers you can’t identify. Check out any penny auction site by entering its name in a search engine online. Read about other people’s experiences.

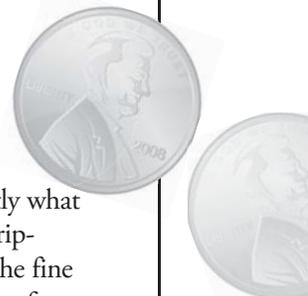
Hello? Anyone there? Look for a phone number and call it to confirm that you can contact the seller in case you have questions or problems.

You’re about to spend some money. Know exactly what you’re bidding on. Print a copy of the seller’s description of the product and read it closely, especially the fine print. Save copies of all emails you send and receive from the auction site, too.

Report Problems with Online Auctions

If you have problems during an online auction transaction, try to work them out directly with the website operator. If that doesn’t work, file a complaint with the Federal Trade Commission at ftc.gov/complaint and your state Attorney General, using contact information at naag.org. ■

The FTC works to prevent fraudulent, deceptive and unfair business practices in the marketplace and to provide information to help consumers spot, stop and avoid them. To file a complaint or get free information on consumer issues, visit ftc.gov or call toll-free, 1-877-FTC-HELP (1-877-382-4357); TTY: 1-866-653-4261. Watch a video, How to File a Complaint, at ftc.gov/video to learn more.



Union Plus Mortgage Program Moves to Wells Fargo

BRS MEMBER BENEFITS IS PLEASED TO ANNOUNCE THAT AS OF MARCH 1, 2013, WELLS FARGO WILL BE THE NEW MORTGAGE PROVIDER FOR OUR MORTGAGE PROGRAM.

Q: Why is Union Plus moving to a new mortgage provider?

A: Union Plus Mortgage has been administered by Chase since 1996. The current agreement with Chase will expire on Feb. 28, 2013.

Unfortunately, Chase decided that they were no longer willing to offer the full economic benefits of the program to union members and their families going forward.

Q: Why did Union Plus select Wells Fargo?

A: 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.

Q: Is anything changing?

A: 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 well-known 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.

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

A: 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.

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

A: 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 Feb. 28, 2013, will remain eligible for the unique benefits of the Union Plus Mortgage program.

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

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

Q: 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?

A: 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.

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

A: Yes, these points of contact will not change.

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
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Utica, NY 13504-6122
1-800-310-7770
www.metlife.com

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Member Support
1-855-212-6003
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Union Plus

Mortgage (Wells Fargo) • AT&T Discount
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www.unionplus.org

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:
United Behavioral Health
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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 Express Scripts

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)

continued from page 13

- Do not give the victim fluids to drink.
- Get medical assistance as soon as possible.

Sometimes a victim's muscles will begin to twitch uncontrollably as a result of heat stroke. If this happens, keep the victim from injuring himself, but do not place any object in the mouth and do not give fluids. If there is vomiting, make sure the airway remains open by turning the victim on his or her side.

Heat Exhaustion — Heat exhaustion is a milder form of heat-related illness that can develop after several days of exposure to high temperatures and inadequate or unbalanced replacement of fluids. It is the body's response to an excessive loss of the water and salt contained in sweat. Those most prone to heat exhaustion are elderly people, people with high blood pressure, and people working or exercising in a hot environment.

Recognizing Heat Exhaustion

Warning signs of heat exhaustion include the following:

- Heavy sweating
- Muscle cramps
- Weakness
- Dizziness
- Headache
- Nausea or vomiting
- Fainting
- Paleness
- Tiredness

The skin may be cool and moist. The victim's pulse rate will be fast and weak, and breathing will be fast and shallow. If heat exhaustion is untreated, it may progress to heat stroke. Seek medical attention immediately if any of the following occurs:

- Symptoms are severe
- The victim has

heart problems or high blood pressure

Otherwise, help the victim to cool off, and seek medical attention if symptoms worsen or last longer than one hour.

What to Do — Cooling measures that may be effective include the following:

- Cool, nonalcoholic beverages
- Rest
- Cool shower, bath, or sponge bath
- An air-conditioned environment
- Lightweight clothing

Heat Cramps — Heat cramps usually affect people who sweat a lot during strenuous activity. This sweating depletes the body's salt and moisture. The low salt level in the muscles may be the cause of heat cramps. Heat cramps may also be a symptom of heat exhaustion.

Recognizing Heat Cramps — Heat cramps are muscle pains or spasms — usually in the abdomen, arms, or legs — that may occur in association with strenuous activity. If you have heart problems or are on a low-sodium diet, get medical attention for heat cramps.



What to Do — If medical attention is not necessary, take these steps:

- Stop all activity, and sit quietly in a cool place.
- Drink clear juice or a sports beverage.
- Do not return to strenuous activity for a few hours after the cramps subside, because further exertion may lead to heat exhaustion or heat stroke.
- Seek medical attention for heat cramps if they do not subside in one hour.

Sunburn — Sunburn should be avoided because it damages the skin. Although the discomfort is usually minor and healing often occurs in about a week, a more severe sunburn may require medical attention.

Recognizing Sunburn — Symptoms of sunburn are well known: the skin becomes red, painful, and abnormally warm after sun exposure.

What to Do — Consult a doctor if the sunburn affects an infant younger than 1 year of age or if these symptoms are present:

- Fever
- Fluid-filled blisters
- Severe pain

Also, remember these tips when treating sunburn:

- Avoid repeated sun exposure.
- Apply cold compresses or immerse the sunburned area in cool water.
- Apply moisturizing lotion to affected areas. Do not use salve, butter, or ointment.
- Do not break blisters.

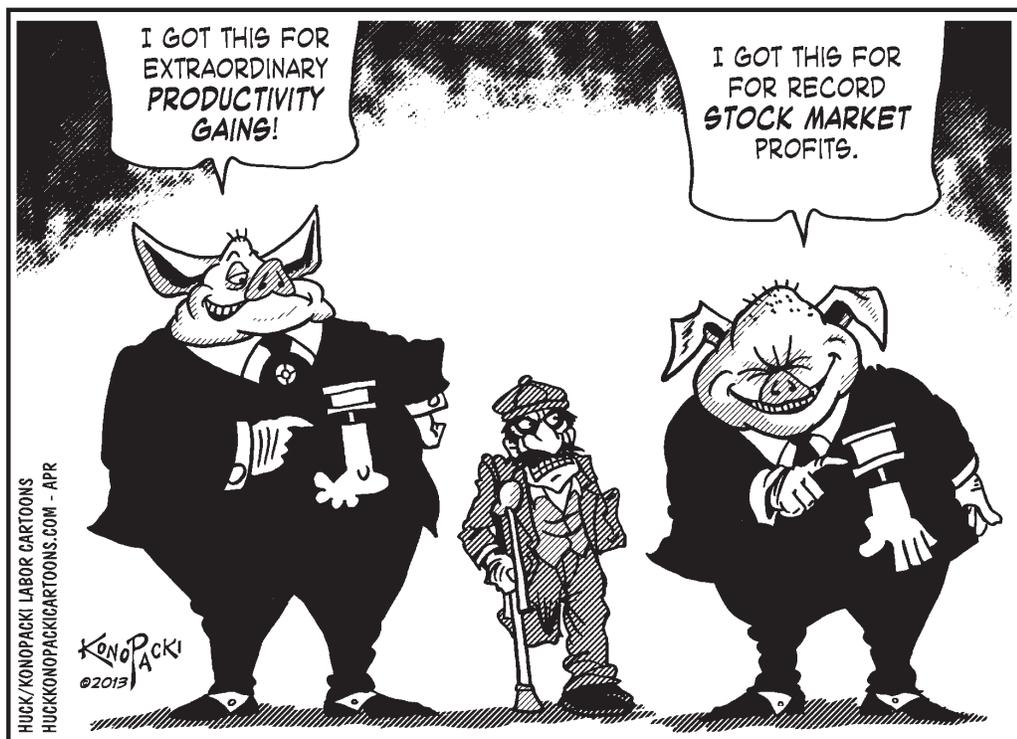
Heat Rash — Heat rash is a skin irritation caused by excessive sweating during hot, humid weather. It can occur at any age but is most common in young children.

Recognizing Heat Rash — Heat rash looks like a red cluster of pimples or small blisters. It is more likely to occur on the neck and upper chest, in the groin, under the breasts, and in elbow creases.

What to Do — The best treatment for heat rash is to provide a cooler, less humid environment. Keep the affected area dry. Dusting powder may be used to increase comfort.

Treating heat rash is simple and usually does not require medical assistance. Other heat-related problems can be much more severe. ■

Information provided by: The National Center for Environmental Health's Health Studies Branch (HSB) at the Centers for Disease Control and Prevention (CDC) is the response branch for the Center. HSB conducts rapid epidemiologic investigations in response to outbreaks that are believed to have environmental causes and responds to natural and technologic disasters. HSB also conducts extended research studies to more accurately define the relation between human health and environmental exposures.



SIGNALMAN'S STORE



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

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

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

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

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

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

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



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

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

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Graphic T-Shirt



Black Sweatshirt



Windshirt



Brown Canvas Coat



Black Wool & Leather Coat



Blue Jacket



Black Canvas Coat



Also available in White

Blue Oxford



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



Gray Golf Shirt



Hooded Sweatshirt



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

Large Selection



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

TRAINING PHOTOS



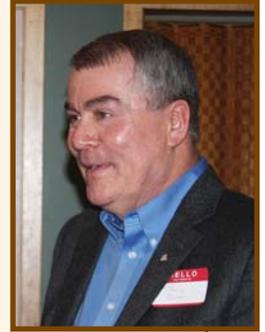
Local Chairmen's Training Front Royal, VA



MEETING PHOTOS



Local 154 — 63rd Signalmen's Party Long Prairie, MN



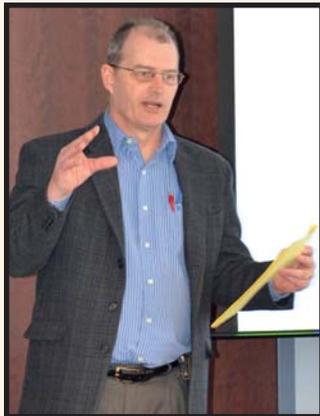
Local 56 Babylon, NY



TRAINING PHOTOS



RFS Training
Front Royal, VA



MEETING PHOTOS

Local 161 Meeting Ute Lake, NM

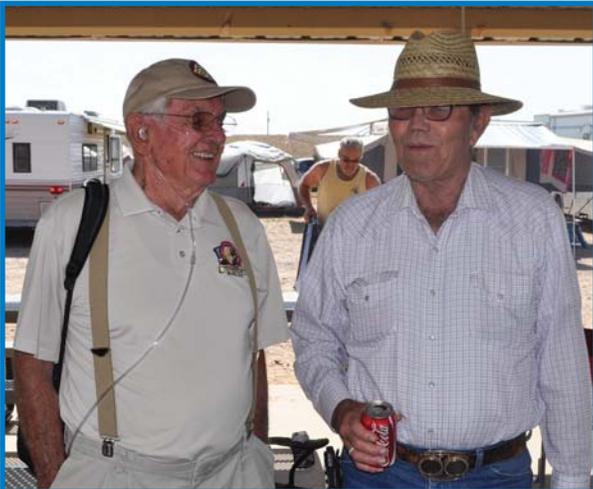
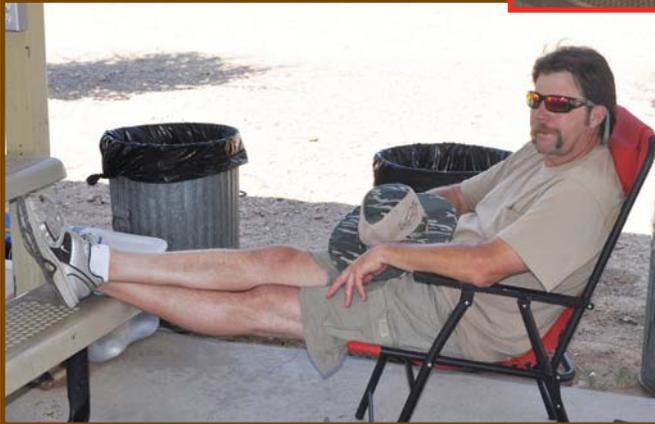
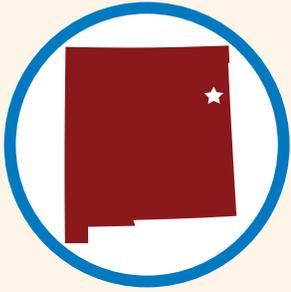


PHOTO CONTEST

WINNERS FOR 2nd Quarter 2013



Pictured above are Lead Signal Maintainer Bill Cundiff and Signal Maintainer Jason Wade. Both are members of Local 71.

Photo submitted by Bill Cundiff, Jr.



Signalman Jason Leuenberger of Local 226 taking track circuit readings and adjusting circuit levels as needed on the Soo Line Railroad, Canadian Pacific Railway.

Photo submitted by Local 226 member Jim Kresh.

SUBMIT YOUR PHOTOS

tme@brs.org

OR MAIL ENTRIES TO: Editor – The Signalman’s Journal
917 Shenandoah Shores Road, Front Royal, VA 22630-6418



East Bound Coal train at K.C. Terminal Tower 5.

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



READY TO BUY OR REFI?

EXCLUSIVE benefits available with a Union Plus® mortgage provided by Wells Fargo Home Mortgage.

Whether you're looking to buy your first home, your next home, or refinance your current one — we're committed to helping you achieve your homeownership goals and stay comfortably in your home for years to come.

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Knowledgeable professionals can help you determine your price range and provide financing option that meet your needs.

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Active or retired union members may apply for the Union Plus First-Time Home Award.

\$500 MY MORTGAGE GIFT™ AWARD

Receive a \$500 gift card with every purchase or refinance.

UNIQUE HARDSHIP ASSISTANCE

Union Plus provides interest-free loans to help you make mortgage payments if you become unemployed, disabled, locked out or on strike. The first \$1,000 is a grant that does not need to be repaid.

UnionPlus.org/Mortgage1



or call **1-800-848-6466**

Text **UNION** to **22555** for information about all of your Union Plus benefits.

Msg&Data Rates May Apply. Reply STOP to opt-out. Reply HELP or contact info@unionplus.org for help. Expect no more than 2msgs/mo.