



# THE SIGNALMAN'S JOURNAL

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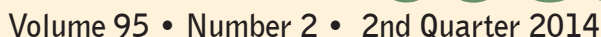


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## FEATURES:

®  1

Negotiating as one bargaining unit, the Brotherhood of Railroad Signalmen and the Brotherhood of Maintenance of Way Employees formed the Passenger Rail Labor Bargaining Coalition.

TASI Signal Employees Vote for Representation .....	5
FAMES — Fatalities on Adjacent Tracks .....	6
APWU: U.S. Mail is not for sale STOP STAPLES .....	8
Did You Know? .....	7, 13, 15, 20
IN MEMORIAM — James “Jim” Oberstar • 1934–2014 .....	14
Strategy to Keep Crude Oil Shipments Safe .....	15
Recommendations on Train Securement and Hazardous Materials Regulations ....	16
TTD Praises Federal Railroad Administration .....	17
Union Plus Mortgage Offers .....	17
Premium Increase for Supplemental GA-23111 .....	19
DON'T BUY .....	21
DO BUY .....	26
Operation Lifesaver — The Matchup that Doesn't Add Up .....	27
Photo Highlights from Local 25 Meeting .....	30
Photo Highlights from Local 119 Meeting .....	30
Photo Highlights from Local 31 Meeting .....	31
Photo Highlights from Local 52 Meeting .....	31
Photo Highlights from Local 153 Meeting .....	32
Photo Highlights from Local 172 Meeting .....	32

From the President .....	2
Washington Report .....	10
Railroad Retirement Questions & Answers .....	12
Designated Legal Counsel .....	18
Continuous Membership .....	22
Benefits Directory .....	23
Obituaries .....	24
Signalman's Store .....	28
Photo Contest Winners for Second Quarter 2014 .....	33





## BRS 51<sup>ST</sup> REGULAR CONVENTION

*Planning  
Our  
Future*



**O**ur 51st Regular Convention, which is being held at Bally's Las Vegas, is only days away, and we are anticipating that close to 300 local and general committee delegates will be in attendance.

The Brotherhood of Railroad Signalmen was formed in 1901 in Altoona, Pennsylvania, by a group of Signalmen who considered themselves skilled workers whose main goals were to receive recognition for their role in the safe and expeditious movement of trains and to receive higher wages. Many of the decisions that the Delegates will have to make are based on that same premise that was valid when our Organization began and is still valid today.

The right for workers to organize, otherwise known as freedom of assembly, is a fundamental right protected by the United States Constitution. It is implicitly linked to the First Amendment and guarantees the right of a group to take collective action in order to pursue the interests of its members. This right has been eroded over many decades, thanks to the increasing influence of rich, anti-union business owners who contribute heavily to politicians' campaigns, and then demand and receive preferential treatment. As a consequence, the diminishing rights of workers and the vast privileges given to millionaires become ingrained features of American society. This, in turn, makes people feel more and more removed from politics, causing long-term damage to democracy.

Unions are an essential part of a democratic society. They are the only mechanism for bargaining for reasonable wages, greater safety, and better hours for workers, which private companies are not going to provide on their own because of the cost involved.

The Convention serves as the primary decision-making body for our Organization and will establish the path for the future of the Brotherhood of Railroad Signalmen

*Unions are an essential part  
of a democratic society.*

(BRS) during the next four years. Each local lodge is entitled to two or more delegates based on its size. Each local delegate can cast one vote on each question presented before the convention body. This is democracy in action. While most of the locals participate, some choose not to send their allotted delegates for financial or other reasons.

I encourage all of our locals to take part in this event; the only way to have a voice is to have your representative at the table to speak on your behalf.

The membership is the backbone of our Organization. The rank-and-file

BRS members elect who they want to represent their interests at the Convention in the form of a Delegate. That Delegate then participates in the Regular Convention. This participation is what makes our Organization strong.

Some of the Delegates elected to represent you at the Convention will be chosen to serve on committees that are established at the Convention, such as: Committee on Credentials, Committee on Committees, Committee on Rules, Committee on Officers' Reports, Committee on Resolutions, and Committee on Appeals. Once a Delegate is selected for a committee, he or she will meet with the other members of that committee and perform the task that has been assigned to them. The committees will then report back to the Convention Delegates and the Delegates will vote on the issues that have been brought before them.

Among the items that the Convention Delegates will decide is the election of Grand Lodge Officers. The leadership of our Organization is key to future involvement in areas such as legislative issues, collective bargaining, and regulatory affairs, just to name a few. The Delegates will also vote on any amendments to the BRS Constitution and they will vote on any resolutions that affect our Organization.

This is a critical time for our Organization. There are many issues that the BRS has been dealing with and fight-

ing for, since our last Regular Convention in 2010. One issue that has reared its ugly head, particularly in the State of Florida, is the line sale of a piece of freight railroad to a State Department of Transportation and the ensuing attack to remove the BRS as the representative of the Signalmen working on that particular line. This is something that we believe will become an issue in other states going forward, as each state begins to work toward resolving their transportation planning for the future.

Don't get me wrong, I strongly believe in building commuter rail transportation opportunities in every state as an alternative to highway congestion, crowded air travel, and over-costly highway building and repairs. But, when a State attempts to circumvent continuing to allow organizations, like the BRS and others, to represent workers enabling them to benefit from fair wages, safe workplaces, and a quality life, there is a problem, and we must approach these fights head-on!

Fair wages are something every working class American wants! The best way to ensure that individuals can receive a fair wage for the work they perform is to give them the right to collectively bargain for those wages. The more labor organizations there are bargaining for better wages for their members, the higher the wages are for the average working person.

Concerning safety, we continue to be heavily involved in the regulatory efforts that the Federal Railroad Administration (FRA) is working on. The FRA continues to work on items that were required by the Rail Safety Improvement Act of 2008 (RSIA). Much progress has been made in this area, but there is still a lot of work to be done. Without organizations like the BRS sitting at the table with the FRA and the railroads at the Rail Safety Advisory Committee (RSAC) meetings and ensuring that railroads are not allowed to minimize the safety level of pending regulations, the railroads would insist that every regulation costs too much, no matter how many lives would be jeopardized if they were removed or weakened.

Quality of life is something

that everyone wants. It can be secured through many areas such as wages, set work schedules, hours-of-service restrictions, vacation time, etc. Without the ability to negotiate items that improve the quality of life, workers would continually be run down and miss out on time with family and loved ones.

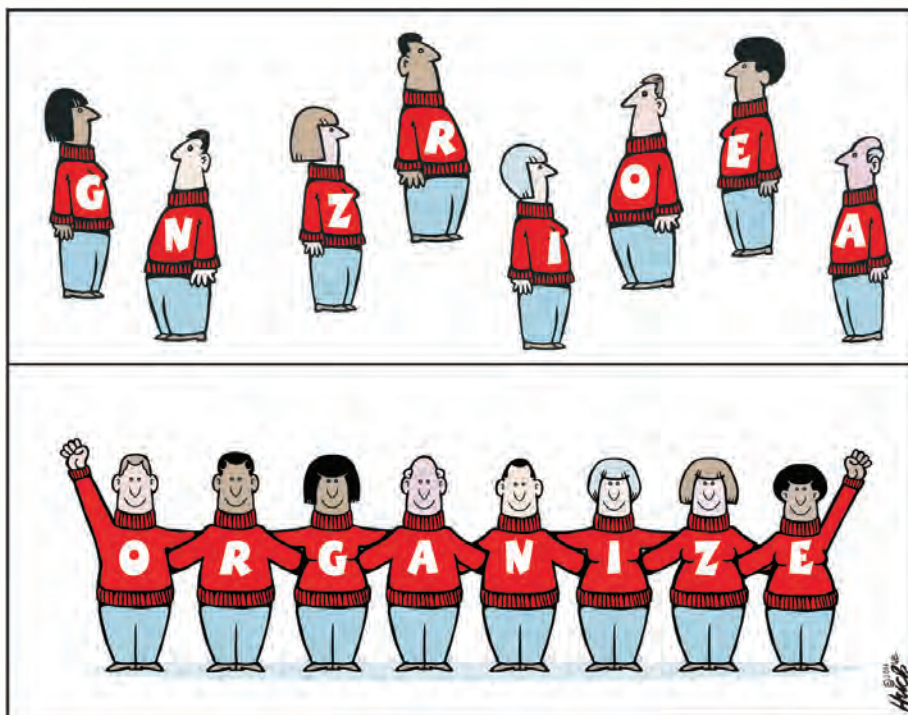
You see, the future of this great Organization relies on the participation of its members, at every level. Local lodge meetings are the grass roots of our Organization and the labor movement. Everyone should be involved in the meetings their respective local lodges hold and each person should be educated about our processes and procedures as outlined in the BRS Constitution. If each member becomes involved at every level possible, then it will significantly strengthen our Organization from within and give us an even stronger voice.

I believe that the action of the Delegates at the 51st Regular Convention will enable our Organization to not only survive but thrive through the coming years.

In Solidarity,

*W. Dan Pickett*

W. Dan Pickett  
*BRS President*



# Amtrak Arbitration Award

**T**he Brotherhood of Railroad Signalmen and its coalition partner, the Brotherhood of Maintenance of Way Employees (BMWED), joined together to form the Passenger Rail Labor Bargaining Coalition. Between the two Unions, almost all of Amtrak's engineering department employees negotiated together as one bargaining unit.

Amtrak and the PRLBC began discussing the possibility of a binding arbitration Agreement last July, and the parties signed the Agreement in September. The dispute

was supposed to be resolved and a contract in place by January 1, 2014, however, scheduling issues of the three neutrals delayed the proceedings until January 6, 2014.

The Arbitration Board consisted of Ira Jaffe, Chairman, Shayam Das, Member and Herbert Fishgold, Member.

The newly released Arbitration Award is shown below. It allows for a 3.1% wage increase every year over a five year period. ■

## Change in Hourly Rate of Pay Arbitration Award --- March 26, 2014 BRS Classifications

Effective Date	Wage Increase	Signalman Rate	Maintainer Rate	Electronic Technician	Average Foreman	Average BRS Rate
Jan.1, 2010	Amendable	\$24.75	\$26.69	\$29.83	\$30.05	\$25.90
July 1, 2010	1.50%	\$25.12	\$27.09	\$30.28	\$30.50	\$26.29
Jan.1, 2011	1.50%	\$25.50	\$27.50	\$30.73	\$30.96	\$26.68
July 1, 2011	1.50%	\$25.88	\$27.91	\$31.19	\$31.42	\$27.08
Jan.1, 2012	1.00%	\$26.14	\$28.19	\$31.50	\$31.73	\$27.35
July 1, 2012	1.50%	\$26.53	\$28.61	\$31.97	\$32.21	\$27.76
Jan.1, 2013	1.50%	\$26.93	\$29.04	\$32.45	\$32.69	\$28.18
July 1, 2013	1.50%	\$27.33	\$29.48	\$32.94	\$33.18	\$28.60
Jan. 1, 2014	1.00%	\$27.60	\$29.77	\$33.27	\$33.51	\$28.89
July 1, 2014	1.50%	\$28.01	\$30.22	\$33.77	\$34.01	\$29.32
Jan. 1, 2015	3.02%	\$28.86	\$31.13	\$34.79	\$35.04	\$30.21
Jan. 2, 2015	Amendable					
Increase Over 5 -Yr.Term:		16.6%	16.6%	16.6%	16.6%	16.6%
Increase Per Year over 5-Yr. Term:		3.1%	3.1%	3.1%	3.1%	3.1%
Net Back Pay To April 1, 2014 - No OT:		<b>\$11,589</b>	<b>\$12,551</b>	<b>\$14,048</b>	<b>\$14,152</b>	<b>\$12,140</b>
Value Over 5-Yr.Term Net of HI - No OT:		\$16,176	\$17,538	\$19,649	\$19,784	\$16,966
Net Back Pay To April 1, 2014 - with 20% OT:		<b>\$14,003</b>	<b>\$15,157</b>	<b>\$16,954</b>	<b>\$17,078</b>	<b>\$14,664</b>
Value Over 5-Yr.Term Net of HI - with 20% OT:		\$19,563	\$21,198	\$23,731	\$23,893	\$20,512

# TASI Signal Employees Vote for Representation

**C**SX Transportation (CSXT) sold a portion of its mainline track to the Florida Department of Transportation (FDOT) in 2010 so that it could build a commuter line to be named SunRail.

From the beginning of the line sale process, the Brotherhood of Railroad Signalmen was fully engaged in ensuring that its members working for CSXT would be properly represented through out the process. In fact, the BRS eventually negotiated an agreement with FDOT ensuring that all maintenance work and Phase II construction would be performed by a rail carrier.

It was an uphill battle for the BRS from the beginning. And, from day one, the BRS was the only rail labor union who took up the fight. FDOT put the SunRail work, both signal maintenance and construction, out for bid. The bids were awarded to contractors who were not rail carriers and did not have BRS-represented signalmen working for them.

One of the companies that submitted a bid for the work was a rail carrier, and its employees were BRS members who were covered under all the laws associated with the Railway Labor Act. It was apparent by the way FDOT handled the bid award process that it had no intention of having any relationship with the BRS.

The company that was awarded the maintenance contract, and may very well be awarded Phase II construction,



is TransitAmerica Services, Inc. (TASI). The BRS already had a relationship with TASI in the State of California. Once the work was awarded to TASI, the BRS began the process of organizing the signal maintenance employees working on SunRail by meeting with them and collecting A-Cards that indicated that they were interested in being represented by the BRS.

The BRS then filed an Application for Investigation of Representation Dispute with the National Mediation Board (NMB).

An election was held by the NMB with seven out of nine employees voting, five voted for BRS representation and two voted against.

The BRS now enters into the process of negotiating a collective bargaining agreement with TASI to cover those employees. It is apparent that the BRS' efforts to fight for the signal employees working for TASI were not in vain. ■

**U.S. Supreme Court to rule on two cases, Harris v. Quinn and NLRB v. Noel Canning, that represent the biggest legal threat to the labor movement in a generation**



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## Fatalities on Adjacent Tracks

**F**ollowing the implementation of the Roadway Worker Protection (RWP) Rule in 1997, there have been a total of 42 fatal RWP accidents, in which 44 roadway workers have perished, as of January 1, 2012. The FAMES Committee was able to obtain data to analyze 39 fatal RWP accidents, which accounted for 41 of the 44 fatalities. The FAMES Committee analysis is based on the available data.

In 11 of the 29 cases where an adjacent track was present, the fatal accident occurred on the adjacent track immediately next to where the work was actually being performed. FAMES classified these 11 accidents as adjacent track fatalities. The available data indicates that all 11 adjacent track fatalities occurred on controlled track where track centers were 19 feet or less.

### Findings:

- Of the 11 adjacent track fatalities:

- Eight fatalities (73%) — no protection had been established on the adjacent track;
- Two fatalities (18%) — exclusive track occupancy was the form of protection established on the adjacent track. Trains were authorized to move on the adjacent track without the fatally injured roadway workers being notified; and
- One fatality (9%) — train approach warning (watchman/lookout) protection

was the form of on-track safety provided for the adjacent track. The watchman/lookout was the fatally injured employee.

- In 10 of the 11 (91%) adjacent track fatalities, Roadway Maintenance Machines (RMMs) were present and in use on the track where work was being performed.
- In 6 of the 11 (55%) adjacent track fatalities, roadway workers were struck while conducting training or observing surfacing operations.
  - Four were surfacing gang foremen observing the operation from the ground; and
  - Two were trainers struck while training tamper operators.
- In at least 7 of the 11 adjacent track fatalities, the affected roadway work groups consisted of four or fewer roadway workers.

*I pledge allegiance  
to the flag of the  
United States of America  
and to the Republic for  
which it stands, one nation  
under God, indivisible, with  
Liberty and Justice*



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### Recommendations:

- Establish adjacent track protection in accordance with FRA regulations, carrier rules, and as safety conditions dictate.
- Never use the adjacent track to walk around or observe work unless on-track safety has been established on the adjacent track.
- During the on-track safety briefing:
  - Identify if RMMs will be present and take actions to manage any additional risks associated with their presence.
  - Recognize that RMMs introduce noise, reduce visibility, present a striking hazard, and add to the complexity of the work being performed, especially where adjacent tracks are present.
  - Communicate the type of on-track safety in effect, notification and warning procedures for approaching movements, and operating procedures for the adjacent track.
  - Designate place(s) of safety for roadway workers to occupy upon the approach of a train and include specific methods for communicating when it is safe for roadway workers to resume work.
- Prior to authorizing movements through working limits on an adjacent track, the Employee-in-Charge must notify roadway workers and receive verification that personnel and equipment are clear of that adjacent track.
- Roadway work groups, especially small surfacing gangs, should have a heightened awareness of adjacent track risks when working in multi-track territory.
- As a supplement to on-track safety protection, RMM operators should sound their horn whenever they observe movements approaching on the adjacent track.

- When using Train Approach Warning, watchmen/lookouts must focus their sole attention to the detection of approaching movements.
- If you see someone fouling an unprotected track, adjacent or not, tell them to move to the clear.

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

The views, opinions, and recommendations contained in this report are those of the FAMES Committee and do not necessarily represent the views, opinions, or recommendations of any specific railroad, labor organization, or governmental agency. ■

## DID YOU KNOW?

### Title 49: Transportation

#### § 236.314 ELECTRIC LOCK FOR HAND-OPERATED SWITCH OR DERAIL

Electric lock shall be provided for each hand-operated switch or derail within interlocking limits, except where train movements are made at not exceeding 20 miles per hour. At manually operated interlocking it shall be controlled by operator of the machine and shall be unlocked only after signals governing movements over such switch or derail display aspects indicating stop. Approach or time locking shall be provided. ■

# APWU: U.S. Mail is not for sale STOP STAPLES



*"I, \_\_\_\_\_, do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign or domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God."*

**T**he oath of civil service is given to every federal government employee, including postal workers, when they begin their career. That oath isn't something that postal workers take lightly. That oath ensures that postal workers put the business of the American people first.

Beginning with a pilot program between the office-supply chain Staples and the United States Postal Service in four geographic areas, good middle-class postal service jobs will now be performed by low-wage retail employees rather than by civil servants who took that oath of service. The future of the Staples retail stores is in question after the company announced in March that it would close 15 percent of its stores in North America.

Eighty-two Staples stores have opened postal counters as part of the new agreement between the USPS and Staples. *"If postal management and Staples consider the pilot successful, the program may be expanded to the chain's 1,600 other locations, and agreements between the USPS and other big retailers may follow,"* APWU President Mark Dimondstein said, *"We've got to make sure every postal employee understands how serious the threat is."*

*"The Staples pilot is a major step toward privatizing retail services,"* he added. *"If we don't stop it here, mail processing, transportation, maintenance and other operations will soon follow. We can only stop these privatization plans if we work and fight together."*

APWU believes that this partnership between the USPS and Staples is a *"direct assault on postal jobs and public*

*postal services,"* according to a statement issued by the Union.

APWU Local 1462 President Steve Morris, was recently quoted as saying that the plan will *"jeopardize the safety and security of the U.S. mail system, and consumers are getting a bad deal, too."* Morris points out that *"Staples employees staffing the mail counters won't have the training and expertise required of career postal workers who must qualify for their assignments, pass a civil service exam to be hired, and take an oath to protect the U.S. mail."*

Unionized postal workers earned an average of \$25.00 an hour in

2013 and had benefits such as health care.

While the average nonmanagerial Staples employee is reported to earn \$8 or \$9 an hour and often lacks benefits.



## National Labor Relations Board: United States Postal Service Must Give APWU Staples Information

In a complaint issued in late February, Region 5 of the National Labor Relations Board upheld charges filed by the APWU. APWU had charged that the U.S. Postal Service had improperly refused to provide the union with information about its agreement with Staples. A hearing before an Administrative Law judge was scheduled for March 31, 2014.

The Region 5 NLRB also recommended that the board seek an injunction in federal court to compel the USPS to provide the requested information to the APWU. The decision to recommend an injunction is very rare, according to the union's attorneys. Violations carry heavy penalties for management officials who fail to comply, up to and including incarceration.

APWU President Dimondstein applauded the ruling. *"This is an important victory for the APWU and for postal customers. The Staples deal is a brazen attempt to privatize postal retail services and it has been shrouded in secrecy,"* he said.

*"Postal officials seem to forget that the Postal Service belongs to the people,"* Dimondstein said. *"We intend to keep reminding them."*

## Staples Announces Closure of Stores

On the heels of the USPS partnership with Staples, the retail office supply chain announced it would close 225 stores in North America by the end of 2015.

*"What would happen if service is moved to a Staples store, the nearby Post Office is closed and sold — and then Staples closes its store?"* Asks a press release issued by the APWU.

*"This proves, more than ever,"* said Dimondstein, *"that it's a bad idea to turn public services over to a private company*

*that can close stores at will, with no public input and no public comment."*

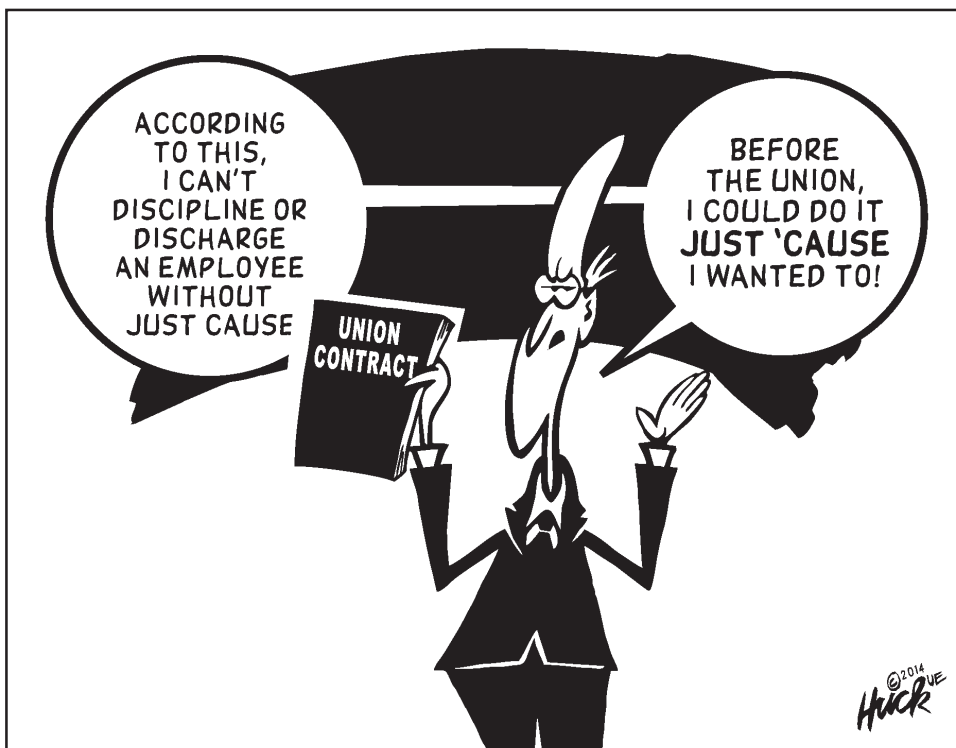
The U.S. Postmaster General has said he plans to

expand this *"pilot plan"* to 1,500 U.S. Staples' stores. And bills pending in Congress would make it easier to close and sell off U.S. Post Offices. ■

### For more information on the Stop Staples Campaign

Visit the APWU's website at: [www.APWU.org](http://www.APWU.org) or

Send a message to Staples at: [www.stopstaples.com](http://www.stopstaples.com)





- Congress Looks to Fortify U.S. Rail Safety Provisions
- DOT Secretary Foxx Submits Transportation bill to Congress
- Demand for TIGER Grants Highlights Need for Transportation Investment

## Congress Looks to Fortify U.S. Rail Safety Provisions

The Rail Safety Enforcement Act is co-sponsored by House Representatives Rosa DeLauro (D-CT), Jim Himes (D-CT), Elizabeth Esty (D-CT), and Sean Patrick Maloney (D-NY) and was introduced Tuesday, May 6, 2014. The bill was created largely in response to the May and December 2013 MTA Metro-North accidents affecting the Northeast corridor, resulting in well over a hundred injuries and four deaths. *"Metro North's string of accidents and delays over the past year is unacceptable and inexcusable. One of the busiest commuter rail lines in the country must be safer and must be more reliable – it is critical to our safety and to our region's continued economic vitality,"* said Representative Himes. *"I am pleased to join my colleagues in introducing legislation that will help ensure that accidents like the Bronx derailment and the death of a Metro-North track worker earlier this year will never happen again."*

National Legislative Director Leonard Parker, Jr., and Director of Research Mike Baldwin had the opportunity to conference with congressional staffers working on the bill to offer the Signalmen's perspective and insight on the need for additional safety requirements to protect our members and the general public.

The Act has five main provisions:

1. Requires that every rail carrier control cab have an "alerter," an automatic failsafe device that sounds an alarm when a train engineer seems idle while the train is in motion.
2. Requires every rail carrier to develop a fatigue risk plan within 60 days of the Act's passage and submit it to the Secretary of Transportation.
3. Requires every carrier to report on their progress in implementing the Positive Train Control System within 180 days of enactment.
4. Requires the Secretary of Transportation to issue regulations mandating "shunting," or redundant signal protection for workers on the track.
5. Mandates that railroad employees are provided with predictable and defined work and rest schedules.

Representative DeLauro stated, *"We should take every precaution to prevent rail accidents from happening. That is our duty. The Rail Safety Enforcement Act is comprehensive, common-sense legislation that will improve rail safety all across the nation. Our first responsibility for our train systems has to be ensuring the public safety."*

## U.S. DOT Secretary Foxx submits Transportation bill to Congress

The GROW AMERICA Act, Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America, is a four-year surface transportation funding bill that Transportation Secretary Anthony Foxx sent to Congress on April 29, 2014. MAP-21, signed into law July 2012, was the first "long-term" surface transportation funding bill passed since 2005 and only funded fiscal years 2013-14.

The GROW AMERICA Act aims to address twelve critical needs in the transportation sector:

- **Supporting a healthy environment**
- **Expanding our ability to move freight** — the Act provides \$10 billion over four years for targeted investments in the nation's transportation system that will improve freight movement. This \$10 billion will be limited to transportation projects that clearly contribute to improving freight transportation.
- **Growing investment in transportation** — the certainty of multi-year funding is critical for major state and local projects, and the Act will provide the commitment to job growth. Short-term funding undermines the ability of state and local leaders to move forward with sizeable and meaningful projects to improve communities. State and local leaders will only commit to major projects if there is a commitment to long-term funds due to the

time and cost involved in deploying such projects. Short-term bills only encourage states to tackle maintenance projects. While fixing potholes is critical, our economy will fall behind if we do not invest in fixing our major transportation assets and building new projects.

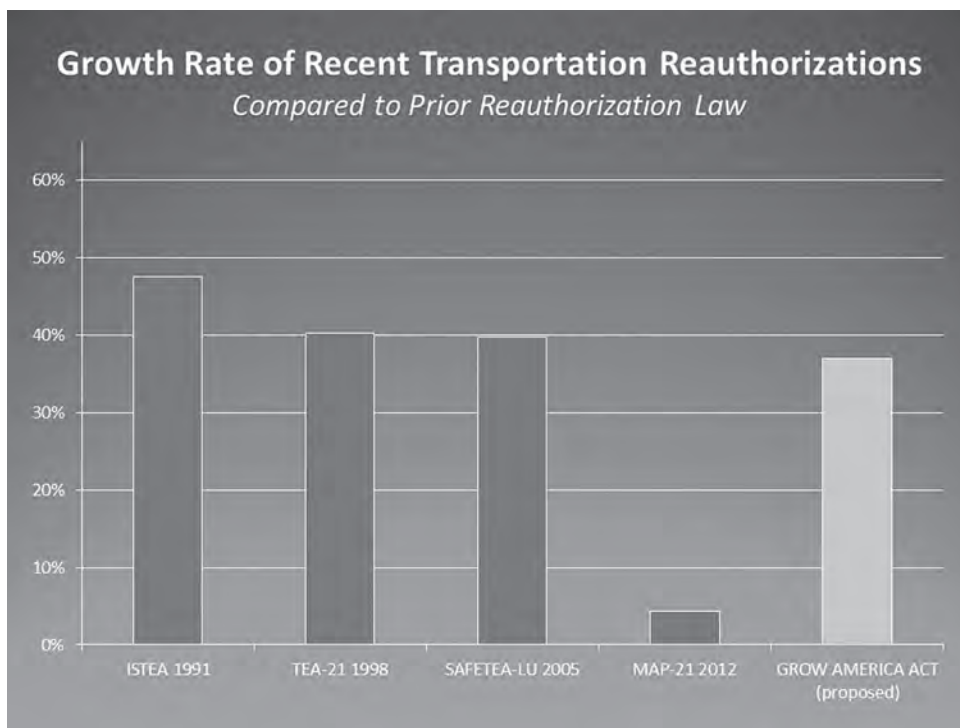
- **Making critical investments in highways and bridges**
- **Promoting innovative financing**
- **Building ladders of opportunity** — by providing transportation options that are more affordable and reliable and by improving Americans' quality of life through greater access to education and new job opportunities, including jobs in the transportation industry.
- **Empowering local decision makers**
- **Creating more efficient project delivery**
- **Investing in rural America**
- **Improving transportation safety** — provides \$2.35 billion to assist with the implementation of Positive Train Control on commuter rail to prevent collisions. The Act also strengthens the FRA's authority to regulate hours of service to prevent fatigue among rail employees.
- **Supporting safe, reliable public transit**
- **Shaping a pathway to transportation careers** — having state DOTs develop transportation workforce plans that identify immediate and anticipated demographic and workforce gaps to ensure that future training helps create a diverse workforce with the right mix of skills; strengthening Buy America rules, and

reinforcing fair wage provisions on transportation related projects.

## Strong Demand for TIGER Grants Highlights Continued Need for Transportation Investment

Transportation Secretary Anthony Foxx announced Thursday, May 15, 2014, that applications to the U.S. Department of Transportation for its sixth round of Transportation Investment Generating Economic Recovery (TIGER) grants totaled \$9.5 billion, 15 times the \$600 million set aside for the program, demonstrating the continued need for transportation investment nationwide. The Department received 797 eligible applications, compared to 585 in 2013, from 49 states, U.S. territories, and Washington, D.C.

*"These applicants confirm what I saw as I traveled through eight states and 13 cities as part of my Invest in America, Commit to the Future bus tour last month — America is hungry for infrastructure investment,"* said Secretary Foxx. *"The continued overwhelming demand for these grants demonstrates that communities want the kind of long-term funding our GROW AMERICA Act provides to build transportation projects across the country."* ■





## 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 who have 30 or more years of service.*

*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, 2013. 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 2013 to career rail employees was \$3,080 a month, and for all retired rail employees the average was \$2,450. The average age retirement benefit being paid under social security was over \$1,270 a month. Spouse benefits averaged \$915 a month under railroad retirement compared to \$615 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 2013 averaged about \$3,625 a month while monthly benefits awarded to workers retiring at full retirement age under social security averaged nearly \$1,765. If spouse benefits are added, the combined benefits for the employee and spouse would total \$4,985 under railroad retirement coverage, compared to \$2,645 under social security. Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to over \$5,015 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 2013 were awarded almost \$2,885 a month on the average while awards for disabled workers under social security averaged approximately \$1,210.

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 employees who are disabled for work in their regular railroad occupation. 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 2013, the average annuity being paid to all aged and disabled widow(er)s was \$1,465 a month, compared to \$1,190 under social security.

Benefits awarded by the RRB at the end of fiscal year 2013 to aged and disabled widow(er)s of railroaders averaged nearly \$1,925 a month, compared to almost \$945 under social security.

The annuities being paid at the end of fiscal year 2013 to widowed mothers/fathers averaged \$1,755 a month and

children's annuities averaged \$1,005, compared to \$905 and \$800 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded at the end of fiscal year 2013 averaged \$2,765 a month for widowed mothers/fathers and \$1,380 a month for children under railroad retirement, compared to \$880 and \$790 for widowed mothers/fathers and children, respectively, under social security.

### **7 How do railroad retirement and social security lump-sum death benefit provisions differ?**

Both the railroad retirement and social security systems provide a lump-sum death benefit. The railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death. The social security lump-sum benefit may be payable regardless of whether monthly benefits are also due. Both railroad retirement and social security provide a lump-sum benefit of \$255. However, if a railroad employee completed 10 years of creditable railroad service before 1975, the average railroad retirement lump-sum benefit payable is \$1,005. Also, if an employee had less than 10 years of service, but had at least 5 years of such service after 1995, he or she would have to have had an insured status under social security law (counting both railroad retirement and social security credits) in order for the \$255 lump-sum benefit to be payable.

The social security lump sum is generally only payable to the widow(er) living with the employee at the time of death. Under railroad retirement, if the employee had 10 years of service before 1975, and was not survived by a living-with widow(er), the lump sum may be paid to the funeral home or the payer of the funeral expenses. ■

## **DID YOU KNOW?**

### **Title 49: Transportation**

#### **§ 236.305 APPROACH OR TIME LOCKING**

Approach or time locking shall be provided in connection with signals displaying aspects with indications more favorable than "proceed at restricted speed." ■

# In Memoriam

## James “Jim” Oberstar • 1934–2014

**C**ongressman James “Jim” Oberstar passed away on May 3, 2014. Mr. Oberstar was first elected on January 3, 1975, as a Democrat to the 94th Congress representing Minnesota’s 8th District and was re-elected to 17 Congresses in succession, serving 36 years and retiring on January 3, 2011. Oberstar served on the Transportation and Infrastructure (T&I) Committee his entire Congressional career. He advocated tirelessly for the advancement of U.S. Transportation through safety standard improvements, better quality of life for workers and the general public, and promoting legislation that funded critical infrastructure projects.

Current House T&I Committee Chairman, Bill Shuster (R-PA), said of Oberstar, “*Congress, Minnesota, and the nation have lost a good man who dedicated his life to public service and our country’s transportation system. Jim Oberstar was respected and admired for his tireless advocacy for strengthening our infrastructure, first as a staffer, then*

*as a member, and finally as the chairman of this committee. I believe transportation was truly in his blood, and few possessed his breadth of knowledge and passion for these issues he understood to be so important to America. I will miss my good friend, and my thoughts and prayers are with his family.*”



We are truly grateful for Mr. Oberstar’s dedication as a public servant, his passion for the transportation industry, and support of our labor movement. He will be greatly missed. ■

## The Flexible Spending Account: WHAT CAN YOU USE IT FOR?

A Flexible Spending Account (FSA) is easy to set up, easy to use, and will save you money. BRS members can save on out-of-pocket costs for healthcare and dependent day care by using pre-tax dollars to pay for them. Some members mistakenly think that an FSA can only be used for co-pays, deductibles, and prescriptions. Fact is, your FSA can be used for a variety of things like: over-the-counter medications, eyeglasses, day care services, practically anything!

- Hurt your back? Your Flexible Spending Account funds can be used for acupuncture, physical therapy, and acupressure.
- Need to stock up your first aid kit at home? You can use your FSA for bandages, wraps, crutches, and other first aid supplies.
- Is anyone in your family looking to do Lasik and get that 20/20 vision? The Flexible Spending Account can be used for that, too.

- Did you break your reading glasses? You can use your FSA to replace them.

And the list doesn’t end there. Your FSA funds can be used for ambulance services, hearing aids, fertility treatments, mental care, hospital services, and even smoking cessation. There are so many uses for the Flexible Spending Account, and the list grows every year. This variety allows you to plan for the annual expenses you and your family have, as well as those one-time expenses, like Lasik or braces.

So how do you know what you can spend your Flexible Spending Account funds on? United Healthcare has a list on their website, but there is an ever-expanding list that is on the IRS website. <http://www.irs.gov/pub/irs-pdf/p502.pdf>. These lists help you to plan for the year and allow you to maximize your spending power. This variety allows you to have more freedom to save money and use your benefits. Try it and see! ■

# Strategy to Keep Crude Oil Shipments Safe

*U.S. DOT takes new emergency actions as part of emergency order requires railroads transporting crude to notify state emergency response commissions; safety advisory urges use of tank cars with highest integrity.*

**T**he U.S. Department of Transportation (DOT) issued an Emergency Order requiring all railroads operating trains containing large amounts of Bakken crude oil to notify State Emergency Response Commissions (SERCs) about the operation of these trains through their states.

Additionally, the DOT's Federal Railroad Administration (FRA) and Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a Safety Advisory strongly urging those shipping or offering Bakken crude oil to use tank car designs with the highest level of integrity available in their fleets. In addition, the PHMSA and the FRA advise offerors and carriers to the extent possible to avoid the use of older legacy DOT Specification 111 or CTC 111 tank cars for the shipment of Bakken crude oil.

*"The safety of our nation's railroad system, and the people who live along rail corridors is of paramount concern," said Transportation Secretary Anthony Foxx. "All options are on the table when it comes to improving the safe transportation of crude oil, and today's actions, the latest in a series that make up an expansive strategy, will ensure that communities are more informed and that companies are using the strongest possible tank cars."*

Effective immediately, the Emergency Order (Docket Number DOT-OST-2014-0067), requires that each railroad operating trains containing more than 1,000,000 gallons of Bakken crude oil, or approximately 35 tank cars, in a particular state to provide the SERC notification regarding the expected movement of such trains through the counties in that state.

The notification must include estimated volumes of Bakken crude oil being transported, frequencies of anticipated train traffic, and the route through which Bakken crude oil will be transported. The Emergency Order also requires the railroads to provide contact information for at least one responsible party at the host railroads to the SERCs. The Emergency Order advises railroads to assist the SERCs as necessary to share the information with the appropriate emergency responders in affected communities.

The FRA and the PHMSA also issued a joint Safety

Advisory, Number 2014-01, to the rail industry strongly recommending the use of tank cars with the highest level of integrity in their fleet when transporting Bakken crude oil.

The Department of Transportation continues to pursue a comprehensive, all-of-the-above approach in minimizing risk and ensuring the safe transport of crude oil. The FRA and the PHMSA have undertaken more than a dozen actions to enhance the safe transport of crude oil over the last ten months. This comprehensive approach includes immediate and long-term steps such as: launching *"Operation Classification"* in the Bakken region to verify that crude oil is being properly classified; issuing safety advisories, alerts, emergency orders and regulatory updates; conducting special inspections; moving forward with a rulemaking to enhance tank car standards; and reaching agreement with railroad companies on a series of immediate voluntary actions they can take by reducing speeds, increasing inspections, using new brake technology and investing in first responder training. ■

## DID YOU KNOW?

### Title 49: Transportation

#### § 236.302 TRACK CIRCUITS AND ROUTE LOCKING

Track circuits and route locking shall be provided and shall be effective when the first pair of wheels of a locomotive or a car passes a point not more than 13 feet in advance of the signal governing its movement, measured from the center of the mast, or if there is no mast, from the center of the signal. ■

# Recommendations on Train Securement and Hazardous Materials Regulations

**T**he U.S. Department of Transportation's Federal Railroad Administration (FRA) announced its intention to issue a proposed rule requiring two-person train crews on crude oil trains and establishing minimum crew size standards for most main line freight and passenger rail operations. The FRA also intends to advance a rulemaking on train securement and recommends a rulemaking on the movement of hazardous materials.

*"Safety is our highest priority, and we are committed to taking the necessary steps to assure the safety of those who work for railroads and shippers, and the residents and communities along shipping routes,"* said U.S. Transportation Secretary Anthony Foxx. *"The proposed rulemaking on crew size is the latest effort in our comprehensive strategy to ensure crude oil is transported as safely as possible."*

The announcement follows the deliberations of three Railroad Safety Advisory Committee (RSAC) Working Groups on Appropriate Train Crew Size, Securement, and Hazardous Materials Issues. All three Working Groups were created at the DOT's request last summer in response to the Lac-Mégantic derailment. The emergency meeting was held to evaluate and consider wide-ranging proposals to further enhance railroad safety including the safe shipment of crude oil by rail. Two of the Working Groups produced recommendations that were adopted by the full RSAC for consideration in future rulemakings. In light of the working group's failure to reach consensus on crew size, the FRA took action to move forward with a rulemaking.

*"We believe that safety is enhanced with the use of a multiple person crew — safety dictates that you never allow a single point of failure,"* FRA Administrator Joseph C. Szabo said. *"Ensuring that trains are adequately staffed for the type of service operated is a critically important to ensure safety redundancy. We commend the RSAC's efforts and will use the valuable input received to formulate a proposed rule that protects the public and recognizes the nuance of railroad operations."*

While existing FRA regulations do not mandate minimum crew staffing requirements, current industry practice is to have two person crews for over-the-road operations. The notice of proposed rulemaking (NPRM) will

most likely require a minimum of two person crews for most mainline train operations including those trains carrying crude oil. It is also expected to include appropriate exceptions.

The FRA plans to issue an additional NPRM based on the consensus recommendations of the Securement Working Group and approved by the full RSAC that would prohibit certain unattended freight trains or standing freight cars on main track or sidings and require railroads to adopt and implement procedures to verify securement of trains and unattended equipment for emergency responders. It would also require locomotive cabs to be locked and reversers to be removed and secured. Railroads would also be required to obtain advance approval from the FRA for locations or circumstances where unattended cars or equipment may be left.

The full RSAC also approved four recommendations of the Hazardous Materials Issues Working Group relating to identification, classification, operational control and handling of certain shipments. The four recommendations, directed to the Pipeline and Hazardous Materials Safety Administration (PHMSA), include amending or revising the definitions of "residue" and "key train," and clarifying its regulatory jurisdiction over the loading, unloading and storage of hazmat before and during transportation. The PHMSA continues to advance a rulemaking addressing the integrity of DOT Specification 111 tanker cars and the safe shipment by rail of flammable materials such as crude oil.

On August 29, 2013, the first-ever emergency session of the RSAC was held in response to the July 6, 2013, derailment of an unattended Montreal, Maine and Atlantic Railway freight train containing crude oil in Lac-Mégantic, Quebec, Canada. Building upon Secretary Anthony Foxx's February Agreement with the Rail and Petroleum Industries, the FRA's Emergency Order 28 and Safety Advisory 2013-06, PHMSA's Operation Safe Delivery, Safety Alerts and a DOT Emergency Order, the three RSAC working groups reviewed existing regulations and standards to identify and mitigate the risks posed by such shipments and prevent future accidents. ■

# TTD Praises Federal Railroad Administration

## PLAN FOR NEW RULE ON 2-PERSON RAIL CREWS

**E**dward Wytkind, president of the Transportation Trades Department, AFL-CIO (TTD), commends the Federal Railroad Administration on its intention to issue a new rule on two-person train crew requirements.

*"We know, through years of experience and too many tragic accidents that it takes two qualified crew members to safely operate trains — some up to 15,000 tons and a mile long.*

*Communities deserve a basic assurance that the trains operating in their neighborhoods are safe and today's*

*action moves us a step closer to meeting that expectation.*

*We are disappointed that our nation's railroads have predictably dismissed the need for today's action by federal regulators. While the railroads argue against this rule as unnecessary, they conveniently fail to mention that their previous collective bargaining pursuits have included attempts to employ one-person crews.*

*This is a common sense safety initiative by the FRA — we look forward to its timely completion and implementation." ■*



### Union Plus Mortgage Offers EXCLUSIVE BENEFITS TO UNION MEMBERS

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# 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

# Premium Increase for Supplemental GA-23111

**O**n June 1 of each calendar year, and only at that time, adjustments to the premium for all plans under GA-23111 may occur. The monthly premiums for supplemental coverage under Group Policy GA-23111 will increase starting June 1, 2014. If you are enrolled in either Plan A, B, or C under GA-23111, you will be allowed, at that time, to switch your plan to a different plan (A, B, or C).

Plan F is for persons eligible under Medicare; Plan E is for persons eligible under Early Retirement Major Medical Plan; Plan M is for persons eligible under MBCR Early Retirement Plan; Plans A, B, and C are for persons not eligible under Medicare or Early Retirement Major Medical Plans. Below are the new premium rates:

Employee		Dependents-Spouse, Widow/Widower, Children under age 19, Students (age 19 to 25), Incapacitated Child (age 19 and over)	
Plan F	\$175.00	Plan E	\$205.00
Plan E	\$205.00	Plan M	\$125.00
Plan M	\$125.00	Plan A	\$345.00
Plan A	\$345.00	Plan B	\$470.00
Plan B	\$470.00	Plan C	\$605.00
Plan C	\$605.00	Each Parent-Eligible under Medicare	
Dependents-Spouse, Widow/Widower		Plan F	\$175.00
Plan F	\$175.00	Each Incapacitated Child-Eligible under Medicare	
		Plan F	\$175.00



# DID YOU KNOW?

## Title 49: Transportation

### § 236.6 HAND-OPERATED SWITCH EQUIPPED WITH SWITCH CIRCUIT CONTROLLER

Hand-operated switch equipped with switch circuit controller connected to the point, or with facing-point lock and circuit controller, shall be so maintained that when point is open one-fourth inch or more on facing-point switch and three-eighths inch or more on trailing-point switch, track or control circuits will be opened or shunted or both, and if equipped with facing-point lock with cir-

cuit controller, switch cannot be locked. On such hand-operated switch, switch circuit controllers, facing-point locks, switch-and-lock movements, and their connections shall be securely fastened in place, and contacts maintained with an opening of not less than one-sixteenth inch when open. ■

## Importance of Good Nutrition — The Dairy Food Group Tips to Help Keep Your Health On Track!



As part of a series of articles on the importance of good nutrition, this month's article focuses on the dairy food group. This article will provide you with general information about the dairy food group such as: what foods are included, how much is needed daily, what counts as a serving, the health benefits, and tips for making wiser choices in the dairy group. Try to make fat-free or low-fat choices whenever possible from the dairy food group as those high in saturated fats and cholesterol may have negative health implications and raise the "bad" cholesterol levels (known as the LDL or low-density lipoprotein) in the blood. <sup>(1)</sup>

What Foods Are Included?	How Much is Needed Daily?	What counts as a Cup?	Health Benefits and Nutrients	Tips for Making Wiser Choices																					
<p>All fluid milk products and foods made from milk that keep their calcium content are part of the dairy food group. Examples of this are:</p> <ul style="list-style-type: none"><li>• <b>all fluid milks</b> such as whole, fat-free, low-fat (1%), reduced fat (2%), flavored milks, lactose-reduced and lactose-free milk</li><li>• <b>milk-based desserts</b> such as puddings, ice milk, frozen yogurt, ice cream and calcium-fortified soy beverages</li><li>• <b>hard cheeses</b> such as cheddar, mozzarella, swiss and parmesan</li><li>• <b>soft cheeses</b> such as ricotta and cottage</li><li>• <b>yogurt</b> such as fat-free, low fat reduced fat and whole milk</li></ul> <p>Foods made from milk that have little or no calcium, <u>are not</u> part of this food group such as cream cheese, cream and butter.</p>	<p>The amount from the dairy food group is dependent on your age. The recommended daily amounts are shown below:</p> <table><tr><th></th><th><u>Age</u></th><th><u>Amount</u></th></tr><tr><td><b>Children:</b></td><td>2-3</td><td>2 cups</td></tr><tr><td></td><td>4-8</td><td>2 ½ cups</td></tr><tr><td><b>Girls:</b></td><td>9-18</td><td>3 cups</td></tr><tr><td><b>Boys:</b></td><td>9-18</td><td>3 cups</td></tr><tr><td><b>Women:</b></td><td>19+</td><td>3 cups</td></tr><tr><td><b>Men:</b></td><td>19+</td><td>3 cups</td></tr></table> <p><b>NOTE:</b> <b>In general, 1 cup = 8 ounces</b></p>		<u>Age</u>	<u>Amount</u>	<b>Children:</b>	2-3	2 cups		4-8	2 ½ cups	<b>Girls:</b>	9-18	3 cups	<b>Boys:</b>	9-18	3 cups	<b>Women:</b>	19+	3 cups	<b>Men:</b>	19+	3 cups	<p>Generally, as a guide for a 1 cup serving in the dairy group towards your daily recommended intake, use the following portions:</p> <p><b><u>Amount That Counts as a Cup In the Dairy Food Group</u></b></p> <ul style="list-style-type: none"><li>• <b>Milk</b> - 1 cup milk, 1 half-pint container milk, ½ cup evaporated milk</li><li>• <b>Yogurt</b> – 1 regular container (8 fl. Oz.), 1 cup yogurt</li><li>• <b>Cheese</b> - 1 ½ oz. hard cheeses such as cheddar, mozzarella, swiss, parmesan, ½ cup shredded cheese, 2 oz. processed cheese, ½ cup ricotta cheese, 2 cups cottage cheese</li><li>• <b>Milk-based desserts</b> – 1 cup pudding made with milk, 1 cup frozen yogurt, 1 ½ cups ice-cream</li><li>• <b>Soy milk/soy beverage</b> – 1 cup calcium-fortified soy milk, 1 half-pint container calcium-fortified soy milk</li></ul>	<p>Dairy products offer many health benefits such as improved bone health, and nutrients such as calcium, potassium and vitamin D; all are vital to the health of your body.</p> <p><b><u>Health Benefits</u></b></p> <ul style="list-style-type: none"><li>• Improved bone health may reduce risk of osteoporosis</li><li>• Bone health during childhood is important as this is when bone mass is being built</li><li>• Reduced risk of cardiovascular disease and type 2 diabetes, along with lower blood pressure in adults</li></ul> <p><b><u>Nutrients Vital to Your Health</u></b></p> <ul style="list-style-type: none"><li>• <b>Calcium</b> is used for building bones and teeth. Diets that provide 3 cups per day can improve bone mass.</li><li>• <b>Potassium</b> may help you maintain healthy blood pressure.</li><li>• <b>Vitamin D</b> helps keep proper levels of calcium and phosphorous, both of which build and maintain bones.</li></ul>	<p>The following tips will help you make better choices in the dairy food group when you plan your daily meals:</p> <ul style="list-style-type: none"><li>• Choose fat-free or low-fat milk</li><li>• If you drink whole milk, gradually switch to 2% fat-free milk, then 1% low-fat, to finally 0% skim milk</li><li>• Add fat-free or low-fat milk to oatmeal and hot cereals instead of water</li><li>• Use fat-free or low-fat milk when making condensed cream soups such as cream of tomato</li><li>• Eat fat-free or low-fat yogurt for a snack; top with fresh fruit if desired</li><li>• Make fresh fruit yogurt blender smoothies</li><li>• Make a dip from fat-free or low-fat yogurt for fruits and vegetables</li><li>• When making pudding, add fat-free or low-fat milk</li></ul>
	<u>Age</u>	<u>Amount</u>																							
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<b>Men:</b>	19+	3 cups																							

<sup>(1)</sup> [www.cdc.gov/nutrition](http://www.cdc.gov/nutrition)

This is informational only; not a replacement for the medical advice of your physician.  
Series 2: Importance of Good Nutrition – The Dairy Food Group

# AFL-CIO NATIONAL BOYCOTTS



## HOSPITALITY, TRANSPORTATION & TRAVEL

### SUBMITTED BY UNITE HERE!

Please support the workers in these hotels by continuing to boycott the following properties:

- **MASSACHUSETTS:** Hyatt Harborside Boston, Hyatt Regency Boston and Hyatt Regency Cambridge
- **CALIFORNIA:** Hilton LAX, Hyatt Regency Santa Clara, the Hyatt Regency Sacramento and the Hyatt Fisherman's Wharf in San Francisco
- **TEXAS:** Grand Hyatt San Antonio and Hyatt Regency San Antonio
- **SEATTLE:** Grand Hyatt Seattle and Hyatt at Olive 8 Seattle
- **INDIANA:** Hyatt Regency Indianapolis
- **ANCHORAGE, AK,** Hilton; Sheraton
- **ARLINGTON, VA,** Sheraton Crystal City
- **IRVINE, CA,** Embassy Suites Irvine
- **LONG BEACH, CA,** Hilton Long Beach;
- **SACRAMENTO,** Arden West
- **SAN DIEGO,** Le Meridien
- **ARIZONA,** Hyatt Regency Scottsdale Resort & Spa and Gainey Ranch

### SUBMITTED BY United Steelworkers (USW)

- PALERMO PIZZA

## ENTERTAINMENT & RECREATION

### SUBMITTED BY Communications Workers of America

- ECHOSTAR DISHNETWORK Satellite Television Service

## LEGAL

### SUBMITTED BY American Federation of State, County & Municipal Employees

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

## OTHERS

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

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

**The global Hyatt boycott has ended. However, there are a number of local Hyatts with continuing labor disputes.**

**To avoid current or future strikes, boycotts, and other labor disputes at Hyatts or any other venues, use the UNITE HERE Union Hotel Guide at [unionhotelguide.com](http://unionhotelguide.com) or download their iPhone App, which lists which hotels to patronize or avoid.**

To avoid the prospect of labor conflict during your stay at a hotel, insist on protective contractual language when you make a reservation or organize an event. Suggested model protection language can be found on UNITE HERE's website at <http://www.hotelworkersrising.org/media/modelprotectivelanguage.pdf>

## POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

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

### THE GUIDELINES INCLUDE THESE PROVISIONS:

- All requests to the national AFL-CIO for endorsement must be made by a national or international union
- Any affiliated union with a contract in force with the same primary employer will be contacted by the AFL-CIO to determine whether there is an objection to the federation's endorsement.
- Affiliates will be asked to provide the AFL-CIO with background information on the dispute in a confidential information survey. Prior to endorsement of the boycott, the executive officers, or their designees, will meet with the national union's officers, or their designees, to discuss the union's strategic plan and timetable for the boycott, or other appropriate tactics, and to discuss the federation's role.
- The national or international union initiating the boycott is primarily responsible for all boycott activities; the AFL-CIO will provide supplemental support.
- Boycotts will be carried on the AFL-CIO national boycott list for a period of one year, and the endorsement will expire automatically at the end of that time. National and international unions may request one-year extensions of the listings for actions where an organizing or bargaining campaign is actively in place.

*(These guidelines were adopted by the AFL-CIO Executive Council in April 2011.)*

# 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 active members who recently received Continuous Service pins in recognition of their years as BRS Members:

## 45 YEARS OF SERVICE

RC Rupp 20  
CG Perkins 77

## 40 YEARS OF SERVICE

SM Fish 8  
RS Montoya 8  
WT Chrusciel 10  
RM Dangler 10  
LR Fitch 10  
CR Jackson 16  
KR Lamb 16  
JE Moss, III 26  
JP Knowles 58  
FA Boswinkle 68  
OB Bloomfield 77  
TD Earl 84  
WE Smith 98  
JL Leeth 106  
DR Wallace 126  
DC Clements 129  
RJ Kapuscinski 130  
JE Myers 155  
GE Wells 155  
SE Roberson 161  
JO McArthur 179  
MJ Reilly 183  
RR Epstein 226  
WA Barrows 228  
LA Holmer 228

## 35 YEARS OF SERVICE

MA Greblunas 8  
DR Griffin 8

## 35 YEARS OF SERVICE

JR Hernandez 8  
LD Buehler 16  
VL Miller 16  
WB Mobley 16  
BJ Glaudel 20  
JM Johnson 20  
MR Noll 20  
K Viksne 20  
LS Osiecki 24  
DK Blaylock 33  
GA Colicchio 35  
JP Donaldson 40  
JR Wilson 42  
DA Knox 43  
RM Hart 48  
KG Moll 57  
LC Pasqualone 65  
RR Klauss 71  
SL Bonham 72  
JW Mullins 72  
MJ Adams 77  
DA Redford 77  
WT Faber 94  
TJ Rich 94  
TM Nangle 98  
HL Tobias 99  
JL John 119  
GA Schwaderer 119  
D Shew 119  
RW Smith 119  
SL Stupka 119  
MT Mazenkas 120  
JH Moss 121

## 35 YEARS OF SERVICE

KL Brown 137  
GG Leonard 138  
RW Johnson 141  
PW Middleton 141  
LJ Mullaley 155  
LL Stephens 156  
CA Hastings 157  
CA Taylor 161  
DW Moore 183  
BW Burton 198  
RF Alaniz 206  
JS Hamilton 206  
JD Reed 206  
AJ Manzone 225  
SR Crabtree 228  
JD Crawford 228  
BW Schultz 228

## 30 YEARS OF SERVICE

JG Howell 16  
M Gillespie 18  
BL Robinson 53  
MI Troy 53  
CT Applewhite 56  
PS Lisowski 84  
KE Marks 94  
SA Maida 99  
K Kraus 102  
BW Oxner 102  
P Tangney 102  
LC Siperek, Jr. 106  
KD Powell 121  
KS Kralik 138  
JB Parker 141  
ME Hacker 161  
SD Mitchell 172

## 30 YEARS OF SERVICE

RA Muller 206  
EG Pratt 213  
DE Long 216

## 25 YEARS OF SERVICE

DM Shelburn 5  
JA Cassidy 16  
JE Chesser 16  
TS Fleet 16  
MN Ford 16  
VA Olliff 16  
EE Roberts 16  
MA Zeigler 16  
G Tyson 18  
GA Jones 20  
RL Mallery 20  
FJ Stottler 20  
T Ziegler 20  
BJ Schlotfeldt 87  
EE Howard 94  
E Adams, Jr. 102  
RL Evans 102  
L Huertas, Jr. 102  
G Kosinsky 102  
JR Moreau 102  
EM Heinemann 119  
JH Toomey 120  
TR Anderson 121  
RL Jurgens 129  
L Webster 130  
RJ Qual 154  
RI Samaniego 156  
JM Waddle 157  
ER Dawson, Jr. 173  
RA Reavis 191

# 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](http://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](http://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](http://www.bcbs.com)

## Life Insurance

MetLife

P.O. Box 6122

Utica, NY 13504-6122

**1-800-310-7770**

[www.metlife.com](http://www.metlife.com)

## Vision Service Plan

EyeMed

Member Support

**1-855-212-6003**

[www.eyemedvisioncare.com/railroad](http://www.eyemedvisioncare.com/railroad)

## Union Plus

Mortgage (Wells Fargo) • AT&T Discount

Credit Card • Scholarships and much more

[www.unionplus.org](http://www.unionplus.org)

## Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

United Behavioral Health

**1-866-850-6212**

[www.liveandworkwell.com](http://www.liveandworkwell.com)

Access code: Railroad

## Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna

P.O. Box 189145

Plantation, FL 33318-9145

**1-800-205-7651** • Fax: 954-452-4124

You may file online at: [www.wkabsystem.com](http://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](http://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](http://www.medco.com)

## Railroad Retirement Board

**1-877-772-5772** — Automated Help Line

[www.rrb.gov](http://www.rrb.gov)

## Railroad Info — Your Track to Health

[www.yourtracktohealth.com](http://www.yourtracktohealth.com)

(Note: Information on this site does not  
apply to Amtrak employees)

# OBITUARIES

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**CHARLES J. ANGELILLO**—retired member of **LOCAL 56**. Brother Angelillo retired in 1998 after 20 years of service with Long Island Rail Road. Brother Angelillo was a Signal Inspector at Ronkonkoma, New York, at the time of his retirement. Brother Angelillo is a U.S. Army Veteran who served during the Vietnam War.

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**JAMES W. BESTOL**—retired member of **LOCAL 119**. Brother Bestol retired in 1999 after 23 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Bestol was a Signal Maintainer at Hyannis, Nebraska, at the time of his retirement.

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**V. K. BEVAN**—retired member of **LOCAL 157**. Brother Bevan retired in 1992 after 44 years of service with Southern Pacific Railroad. Brother Bevan was a Signal Maintainer at Hutchinson, Kansas, at the time of his retirement. Brother Bevan served as Local Chairman, Local President, and Local Vice President.

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**JOSEPH A. BRADY**—retired member of **LOCAL 213**. Brother Brady retired in 1991 after 41 years of service with Conrail. Brother Brady was a Signal Maintainer at Framingham, Massachusetts, at the time of his retirement.

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**WILLIAM T. BUSCH**—retired member of **LOCAL 31**. Brother Busch retired in 1983 after 35 years of service with Baltimore & Ohio Railroad. Brother Busch was a Signal Foreman at Cumberland, Maryland, at the time of his retirement. Brother Busch served as Local Chairman.

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**CHARLES "CHARLIE" COX**—retired member of **LOCAL 138**. Brother Cox retired in 2012 after 19 years of service with CSX Transportation. Brother Cox was a Signal Maintainer at Potomac Yard in Newington, Virginia, at the time of his retirement.

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**DOMANIC A. CUSANO**—retired member of **LOCAL 35**. Brother Cusano retired in 1989 after 42 years of service with Conrail. Brother Cusano was a Maintainer Test at Ashtabula, Ohio, at the time of his retirement. Brother Cusano served as Local Chairman and Recording Secretary.

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**EDWARD M. DEEMS**—retired member of **LOCAL 65**. Brother Deems retired in 2010 after 30 years of service with Amtrak. Brother Deems was a Maintainer Test at Odenton, Maryland, at the time of his retirement.

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**VIRGIL I. DEMINSKI**—retired member of **LOCAL 119**. Brother Deminski retired in 1988 after 40 years of service with Burlington Northern Railroad. Brother Deminski was a CTC Maintainer at Cambridge, Nebraska, at the time of his retirement. Brother Deminski served as Local Chairman.

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**CLIFFORD P. EDWARDS**—retired member of **LOCAL 68**. Brother Edwards retired in 1999 after 22 years of service with the Indiana Harbor Belt Railroad and Conrail. Brother Edwards was a Signal Foreman at Hammond, Indiana, at the time of his retirement.

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**BEN E. GASTON, JR.**—retired member of **LOCAL 176**. Brother Gaston retired in 2008 after 48 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Gaston was a Signal Technician at Nashville, Tennessee, at the time of his retirement.

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**JAMES M. GATELY**—retired member of **LOCAL 26**. Brother Gately retired in 1979 after 42 years of service with the Reading Railroad and Conrail. Brother Gately was a Signal Maintainer at Schuylkill Haven, Pennsylvania, at the time of his retirement. Brother Gately served on the Local Grievance Committee.

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**THOMAS J. GIBBS**—retired member of **LOCAL 59**. Brother Gibbs retired in 1989 after 22 years of service with the Erie Lackawanna Railroad and Conrail. Brother Gibbs was a Signal Maintainer at Callicoon, New York, at the time of his retirement. Brother Gibbs served as Recording Secretary.

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**FRANK E. GOODRICH**—retired member of **LOCAL 121**. Brother Goodrich retired in 1998 after 26 years of service with the Atchison, Topeka, and Santa Fe Railway. Brother Goodrich was a Signal Maintainer at Brenham, Texas, at the time of his retirement.

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**R. W. HALE**—retired member of **LOCAL 87**. Brother Hale retired in 1976 after 34 years of service with Burlington Northern Railroad. Brother Hale was a CTC Maintainer at Big Timber, Montana, at the time of his retirement.

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**TIMOTHY E. HAWKS**—active member of **LOCAL 16**. Brother Hawks had 24 years of service with CSX Transportation. Brother Hawks was a Signal Inspector at Ft. Lauderdale, Florida, at the time of his passing.

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**HAROLD M. HUNTLEY**—retired member of **LOCAL 33**. Brother Huntley retired in 2004 after 42 years of service with the Atchison, Topeka and Santa Fe Railway and BNSF Railway Company. Brother Huntley was a Signal Maintainer at Newton, Kansas, at the time of his retirement.

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**THOMAS A. LANTZ**—retired member of **LOCAL 2**. Brother Lantz retired in 2011 after 35 years of service with Norfolk Southern Railroad. Brother Lantz was a Maintainer Test at Salem, Ohio, at the time of his retirement. Brother Lantz served as Recording-Financial Secretary.

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**JAMES B. LOWER**—retired member of **LOCAL 226**. Brother Lower retired in 1989 after 34 years of service with the Milwaukee Road and Soo Line Railroads. Brother Lower was a Signaller at Liberty, Missouri, at the time of his retirement. Brother Lower is a Veteran of both the U.S. Army and Navy.

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**TOMMIE L. MCCALLISTER**—retired member of **LOCAL 16**. Brother McCallister retired in 1991 after 46 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother McCallister was a Signal Maintainer at Ridgeland, South Carolina, at the time of his retirement. Brother McCallister was a charter member of Local 16 and served as Local Chairman on the Florence Division. Brother McCallister is a U.S. Army Veteran who served during the Korean War.

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**RALPH W. MCCORMICK**—retired member of **LOCAL 58**. Brother McCormick retired in 1983 after 32 years of service with Conrail. Brother McCormick was a Signal Maintainer at Hammonton, New Jersey, at the time of his retirement.

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**CAROLL R. MCDANIEL**—retired member of **LOCAL 136**. Brother McDaniel retired in 1989 after 44 years of service with Chicago & Ohio Railroad and CSX Transportation. Brother McDaniel was a Signal Inspector at Huntington, West Virginia, at the time of his retirement.

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**WILLIAM G. MILLER**—retired member of **LOCAL 106**. Brother Miller retired in 1989 after 28 years of service with Amtrak. Brother Miller was a Signal Maintainer at Harrisburg, Pennsylvania, at the time of his retirement. Brother Miller served as Local President.

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**WILLIAM J. MOORE**—retired member of **LOCAL 56**. Brother Moore retired in 1980 after 27 years of service with the Long Island Rail Road. Brother Moore was a Communications Maintainer at Jamaica, New York, at the time of his retirement.

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**A. D. PARQUETH**—retired member of **LOCAL 183**. Brother Parqueth retired in 1997 after 42 years of service with the Illinois Central Railroad and Metra. Brother Parqueth was a Signal Maintainer at Chicago, Illinois, at the time of his retirement.

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**JAMES A. PIRTLE**—retired member of **LOCAL 161**. Brother Pirtle retired in 1973 after 18 years of service with the Atchison, Topeka and Santa Fe Railway. Brother Pirtle was a Signal Maintainer at Mountainair, New Mexico, at the time of his retirement.

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**ALBERT ROBINSON**—retired member of **LOCAL 99**. Brother Robinson retired in 1980 after 33 years of service with Southern Pacific Railroad. Brother Robinson was a Signal Maintainer at Houston, Texas, at the time of his retirement.

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**JAMES R. ROHL**—retired member of **LOCAL 3**. Brother Rohl retired in 2006 after 40 years of service with the Indiana Harbor Belt Railroad. Brother Rohl was a Signal Inspector at Blue Island, Illinois, at the time of his retirement.

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**RICHARD E. ROZEK, SR.**—retired member of **LOCAL 68**. Brother Rozek retired in 1996 after 20 years of service with the Indiana Harbor Belt Railroad and Conrail. Brother Rozek was a Materials Foreman at Elkhart, Tennessee, at the time of his retirement.

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**LUCIANO F. SANTINO**—retired member of **LOCAL 123**. Brother Santino retired in 1996 after 43 years of service with CSX Transportation. Brother Santino was a Signal Maintainer at Saginaw, Michigan, at the time of his retirement.

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**DEAN P. SOLLITT**—retired member of **LOCAL 33**. Brother Sollitt retired in 1982 after 42 years of service with the Atchison, Topeka and Santa Fe Railway. Brother Sollitt was a Signal Maintainer at Kinsley, Kansas, at the time of his retirement.

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**WILLIAM L. VOGT**—retired member of **LOCAL 20**. Brother Vogt retired in 2006 after 55 years of service with the Chicago, Burlington and Quincy Railroad, Burlington Northern Railroad, and BNSF Railway Company. Brother Vogt was a CTC Maintainer at Hinsdale, Illinois, at the time of his retirement.

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**STEPHEN H. WHALEN**—retired member of **LOCAL 87**. Brother Whalen retired in 1982 after 40 years of service with Burlington Northern Railroad. Brother Whalen was a Signal Maintainer at Great Falls, Montana, at the time of his retirement.

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**ROY L. WHITLEY**—retired member of **LOCAL 16**. Brother Whitley retired in 1990 after 37 years of service with CSX Transportation. Brother Whitley was a Signal Maintainer at Greenville, Florida, at the time of his retirement.

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**BILL E. WHITLOCK**—retired member of **LOCAL 85**. Brother Whitlock retired in 2007 after 35 years of service with Union Pacific Railroad. Brother Whitlock was a Signal Maintainer at Carlinville, Illinois, at the time of his retirement. Brother Whitlock served as Local Chairman and Recording-Financial Secretary.

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*Editor's Note: Please notify Grand Lodge of the passing of retired BRS members. Email: [membership@brs.org](mailto:membership@brs.org)*

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## DID YOU KNOW?

### Title 49: Transportation

#### § 236.204 TRACK SIGNALLED FOR MOVEMENTS IN BOTH DIRECTIONS, REQUIREMENTS

On track signaled for movements in both directions, a train shall cause one or more opposing signals immediately ahead of it to display the most restrictive aspect, the indication of which shall be not more favorable than *"proceed at restricted speed."* Signals shall be so arranged and controlled that if opposing trains can simultaneously pass signals displaying proceed aspects and the next signal in advance of each such signal then displays an aspect requiring a stop, or its most restrictive aspect, the distance between opposing signals displaying such aspects shall be not less than the aggregate of the stopping distances for movements in each direction. Where such opposing signals are spaced stopping distance apart for movements in one direction only, signals arranged to display restrictive aspects shall be provided in approach to at least one of the signals. Where such opposing signals are spaced less than stopping distance apart for movements in one direction, signals arranged to display restrictive aspects shall be provided in approach to both such signals. In absolute permissive block signaling, when a train passes a head block signal, it shall cause the opposing head block signal to display an aspect with an indication not more favorable than *"stop."* ■

# CELEBRATE the Union Way!



## Use these products from members of the BCTGM, IBB, IUANPW, IUE-CWA, UAW and the UFCW.

### FIRE UP A UNION-MADE GRILL:

- Weber (made by Int'l Union of Allied Novelty and Production Workers)
- Thermador (IBB-made)



### ON A BUN:

- Butterball burgers and franks
- Wenzel's sausage
- Smithfield sausage
- Oscar Meyer hot dogs
- Boars Head hot dogs
- Ball Park Franks
- Hebrew National franks
- Foster Farms fresh chicken
- Hormel Red Franks
- Nathan's Ball Park hot dogs

### THE BUN TO PUT 'EM ON:

- Wonder brand
- Alfred Nickles Bakery
- Stroehmann
- Arnold
- Francisco

### TOP 'EM OFF:

- Heinz Ketchup
- Open Pit
- French's
- Gulden's Mustard
- Frank's Red Hot
- Vlasic brand pickles

### ON THE SIDE:

- Munchos
- Funyuns
- Rold Gold
- Frito-Lay
- Doritos
- Chex Mixes
- Lays
- Sun Chips

### ADULT BEVERAGES:

- American Lager
- Camo Black Ice
- Hamm's
- Miller beer
- Shock Top
- Budweiser
- Iron City
- Mad River
- Michelob
- Pennsylvania Style Lager, Light and Ice

### WINE

- Chateau Ste. Michelle
- Columbia Crest
- Saddle Mountain
- Farron Ridge
- Scheid Vineyards Inc.
- Balletto
- Charles Krug
- C.K. Mondavi
- C.R. Cellars
- Gallo of Sonoma
- Gallo Estate
- Turning Leaf

### ALCOHOL

- Jim Beam
- Bacardi Rum
- Seagram's
- Captain Morgan
- Fleishman's
- Margaritaville
- Skol
- Wild Turkey
- Knob Creek

### NON- ALCOHOLIC BEVERAGES:

- Welch's Juices
- Minute Maid
- Hawaiian Punch
- Mott's
- V8
- Sprite
- Mountain Dew
- Pepsi, Diet Pepsi
- Coke, Diet Coke

From the kitchen of:

**RECIPE**

**Union-made Buffalo chicken dip**

1 (8 oz.) pkg. Horizon Dairy or Kraft Philadelphia Cream Cheese, softened

1/2 cup FRANK'S® RedHot® Original Cayenne Pepper Sauce  
or FRANK'S® RedHot® Buffalo Wings Sauce

1/2 cup Kraft Bleu cheese or Hidden Valley Ranch dressing

2 cups Shredded cooked Foster Farms fresh chicken.

1/2 cup Kraft Crumbled bleu cheese or your favorite Hiland Dairy shredded cheese

**DIRECTIONS:** PREHEAT oven to 350°F.

COMBINE all ingredients in a Pyrex 1-quart baking dish.

BAKE 20 min. or until mixture is heated through; stir. Serve with Nabisco crackers, Bimbo Bakeries breads and/or Mann's Carrots and other crunchy companions by Eurofresh Vegetables.



# ★ ★ THE MATCHUP ★ ★ THAT DOESN'T ADD UP.



## CAR

**1½ TONS**  
OF STEEL, PLASTIC,  
RUBBER & GLASS

# VS

## TRAIN

**6,000 TONS**  
OF SOLID BUILT  
AMERICAN STEEL



## IT'S NO CONTEST.

Every day, people are  
injured or killed trying  
to beat a train.



SeeTracksThinkTrain.org

# SIGNALMAN'S STORE



**TITLEIST VELOCITY GOLF BALLS** with the BRS logo. Powered for distance — the explosive distance of the Titleist Velocity golf ball is the result of leading-edge design, proprietary technology and the unparalleled precision of a world-class manufacturing process. \$9.25 for a box of 3 or \$37.00 per dozen.

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

**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.

**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. 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.

**GOLF SHIRTS with CONTRASTING PIPING** These fashionable golf shirts feature 100% polyester fabric with contrasting armhole piping, three-button placket, tipped collar, and hemmed sleeves. Shirts available in navy, white, and red. The Navy Golf Shirt has the BRS searchlight signal logo embroidered in red and green on the front of the shirt. The White, and Red Golf Shirts feature the logo on the left sleeve only.

**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.

**Make check or money order payable to:**

Brotherhood of Railroad Signalmen

**Mail payment and order to:**

Brotherhood of Railroad Signalmen  
917 Shenandoah Shores Road  
Front Royal, VA 22630-6418

UNION-MADE



## ORDER FORM

ITEM	QUANTITY	PRICE	TOTAL
Lapel Pin/Tie Tack		4.75	
BRS Flag (3' x 5')		103.00	
BRS Flag (2'x3')		39.00	
Golf Balls (3)		9.25	
Golf Balls (12)		37.00	
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	

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						

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

GOLF SHIRTS	S	M	L	XL	2X	3X
Gray (Laser Logo)						
Navy w/piping						
White w/piping						
Red w/piping						
White						
Wind Shirt						

JACKETS	S	M	L	XL	2X	3X
Blue						

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

Available sizes in un-shaded boxes only	<b>TOTAL</b>
---	--------------

NAME \_\_\_\_\_

CERTIFICATE NUMBER \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

ORDER ONLINE AT: [www.brs.org](http://www.brs.org)

# Quality UNION-MADE Items



**THE Signalman's STORE**

www.brs.org • (540) 622-6522



**GRAPHIC T-SHIRT**



**BLACK SWEATSHIRT**



**WINDSHIRT**



**BROWN CANVAS COAT**



**BLACK WOOL & LEATHER COAT**



**BLUE JACKET**



**BLACK CANVAS COAT**



**HOODED SWEATSHIRT**



**Navy Golf Shirt**  
BRS logo on front only

**White Golf Shirt**  
BRS logo on left sleeve only

**Red Golf Shirt**  
BRS logo on left sleeve only

*Only*  
**\$35**

**GOLF SHIRTS WITH PIPING**



**GRAY GOLF SHIRT**



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.



**BASEBALL CAPS**

**GOLF BALLS**



**MANTLE CLOCK**



Coffee Mugs are available individually or in a set of 4

**COFFEE MUG**



**POCKET WATCH**



**WRIST WATCH**



**FLAG**

# MEETING PHOTOS



## Local 119 Meeting

Lincoln, NE



## Local 25 Meeting

Terre Haute, IN



# MEETING PHOTOS



## Local 31 Meeting

Timonium, MD



## Local 52 Meeting

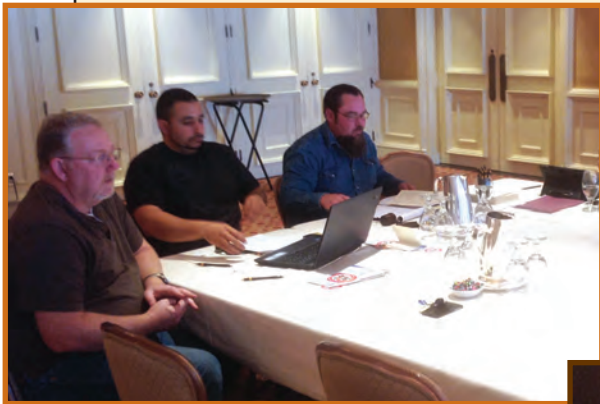
Piqua, OH



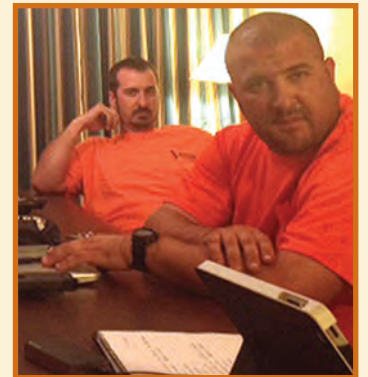
# MEETING PHOTOS



## Local 172 Meeting Flagstaff, AZ



## Local 153 Meeting Orlando, FL



## RRB Annual Meeting

**PICTURED (left to right):** Walter A. Barrows, Labor Member-Railroad Retirement Board with Jack Scott, BRS Local 119 Chairman.

Walt Barrows was the keynote speaker at the Annual RRB Meeting at Mahoney State Park near Ashland, Nebraska. The RRB staff answered questions about how the system works, sharing valuable pointers on how to plan for retirement. ■

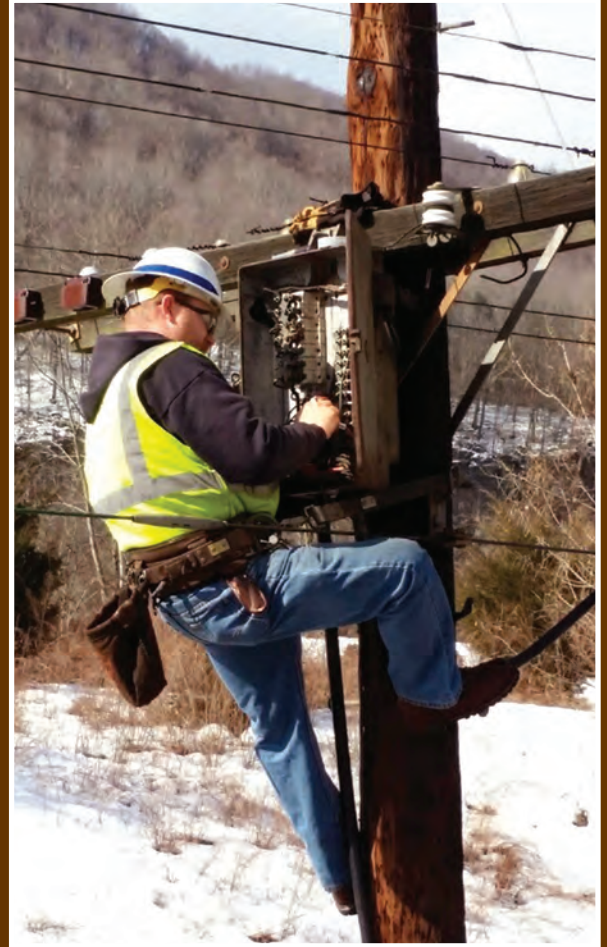
# PHOTO CONTEST

## WINNERS FOR 2nd Quarter 2014



*Jace Spurling, Local 119 member and Signal Electronic Technician, BNSF Lincoln Terminal, is shown above programming a hump yard retarder computer.*

*Photo submitted by Rod Turner, Retired BNSF Lead Signal Maintainer Local 119.*



*Timothy Okes, member of Local 89, working on the New River Subdivision in Sandstone, West Virginia.*

*Photo submitted by Local Trustee Scott Bradberry of Local 89.*



*Signalmen Ian Johnson and Joe Colotti, both members of Local 111, set a 8x10 CP house with help from Maintenance of Way workers Scott Braddock (Crane Operator) and Greg Lee (Equipment Operator).*

*Photo submitted by Dusty Mullaley member of Local 155.*

### ENTER TO WIN

Submit your photos to:

**[tme@brs.org](mailto:tme@brs.org)**

If we use your photo in the *Signalman's Journal*, you will be automatically entered in the yearly Photo Contest.

#### PRIZES AWARDED:

Three gift certificates to the Signalman's Store valued at \$50-\$100.

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Extending Nationwide Programming  
To New Cities Across America

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Detroit, MI	Panama City, FL	Spokane, WA
Hartford, CT	Philadelphia, PA	Springfield, MA
Indianapolis, IN	Sacramento, CA	Tallahassee, FL
Jacksonville, FL	San Francisco, CA	Washington, DC
Knoxville, TN	San Jose, CA	

DIRECTV 605 / DISH 395 HD / AT&T U-VERSE 642 / AT&T U-VERSE 1642 HD / VERIZON FIOS 308  
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Tune in Sundays at 11 AM ET

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