



THE SIGNALMAN'S JOURNAL

Volume 95 • Number 4

4th Quarter 2014

Happy Holidays

**FROM THE
BROTHERHOOD OF RAILROAD SIGNALMEN**





CHOOSE UNION-MADE

for exclusive SAVINGS and SOLIDARITY!

- **AT&T WIRELESS SAVINGS: 15% OFF** all monthly service plans.
 - **UNION-MADE CAR AND TRUCK REBATES: \$100 BACK** on new models including popular Ford F-150, Chevy Silverado and Ford Escape; \$200 back on new union-made EPA Green Cars.
 - **GOODYEAR DEALS: 10% OFF** all Goodyear tires, plus 10% discount on service, maintenance and parts.
 - **CLOTHING DISCOUNTS: SAVE UP TO 10%** on union-made jeans, T-shirts, sweats, dresses, pants and more.
 - **PLUS ADDITIONAL RESOURCES** for union-made beer, candy, pet supplies and other union-made items!
- TAKE ADVANTAGE** of these great ways to stretch your paycheck while supporting fellow union workers.

For details, visit **UnionPlus.org/Union1**



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

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

THE SIGNALMAN'S JOURNAL

Official Publication of the Brotherhood of Railroad Signalmen
Web Page: www.brs.org



Volume 95 • Number 4 • 4th Quarter 2014

DIRECTORY

NATIONAL HEADQUARTERS:
917 Shenandoah Shores Road
Front Royal, VA 22630-6418
(540) 622-6522 Fax: (540) 622-6532
signalman@brs.org

Dan Pickett, President
(ext. 525) • wdp@brs.org

Jerry Boles, Secretary-Treasurer
(ext. 527) • jcb@brs.org

Kelly Haley, Vice President Headquarters
(ext. 524) • kelly@brs.org

John Bragg, Vice President NRAB
(ext. 524) • jbragg@brs.org

Mike Baldwin, Director of Research
(ext. 531) • msb@brs.org

Jim Finnegan, Grand Lodge Representative
(ext. 568) • jmfinnegan@brs.org

Tim Tarrant, Grand Lodge Representative
(ext. 565) • tmt@brs.org

WASHINGTON OFFICE:
304 Pennsylvania Avenue, SE
Washington, D.C. 20003

Leonard Parker, National Legislative Director
(202) 543-9841 • lparker@brs.org

FIELD OFFICES:
Dennis Boston, Vice President
Commuter, Passenger, Transit/Political Director
6523 White Post Road, Centreville, VA 20121
(703) 830-6907 • dmb@brs.org

Floyd Mason, Vice President East
2511 Smith Harbour Drive, Denver, NC 28037
(704) 483-1655 • fmason@brs.org

Joe Mattingly, Vice President Midwest
400 Contessa Lane, Trenton, KY 42286
(270) 466-0405 • jlm@brs.org

Mark Ciurej, Vice President West
8634 Crysler Avenue, Kansas City, MO 64138
(816) 513-6304 • mjc@brs.org

William L. Phillips, General Counsel
33 N. LaSalle Street, Suite 2100, Chicago, IL 60602
(312) 419-8170 • wlp@brs.org

BOARD OF TRUSTEES:
Mike Owens, Chairman
13022 County Line Road, Crown Point, IN 46307
(219) 988-2393

Gus Demott, Secretary
P.O. Box 888, Clinton, SC 29325
(864) 938-0353

Bill Duncan, Member
P.O. Box 99, Jumping Branch, WV 25969
(304) 466-9242

OFFICERS EMERITUS:
C.J. Chamberlain, President Emeritus
2901 Albert Drive, McHenry, IL 60050
V.M. "Butch" Speakman, Jr., President Emeritus
14212 Viola Place, Huntley, IL 60142

The Signalman's Journal (ISSN-0037-5020) is published quarterly by the Brotherhood of Railroad Signalmen
917 Shenandoah Shores Road
Front Royal, VA 22630-6418.

Periodicals Postage Paid at
Front Royal, VA and additional offices.

POSTMASTER: Send address changes to:
The Signalman's Journal,
The Brotherhood of Railroad Signalmen,
917 Shenandoah Shores Road, Front Royal, VA 22630-6418.
Subscription Rates: \$10.00 per year, sold only in the
United States and Canada. Single copy price is \$3.00.



FEATURES:

During a rally, BRS President W. Dan Pickett and BRS NRAB Vice President John Bragg joined hundreds of UMWA members protesting proposed EPA regulations that would impact the nation's coal industry and coal-related jobs..... 6



Season's Greetings from the BRS Officers and Grand Lodge Staff	4
Did You Know?	6,8,9,11,23
Amtrak Signal Helper Killed by Train	7
Tips to Help Keep Your Health on Track — Prediabetes: Are You at Risk?	10
Administrator Szabo Leaving the Federal Railroad Administration	11
Member News — Commendation for Metra Signalman	20
Member News — Signalmen Lend a Helping Hand	20
Member News — Golden Horseshoe Throwing Tournament	20
Photo Highlights from General Chairmen's Meeting	21
FRA Issues Safety Advisory on Roadway Worker Authority Limits	24
Union Plus Introduces Mortgage Veterans Grant	27
Union Plus Scholarship Program	29
2015 UAW Union-Built Vehicles List	32
AFL-CIO Don't Buy List	33
Photo Highlights from Local 99 Officer Elections	34
Photo Highlights from Local Chairmen's Training	34
Member News — Retirement: Eldon Luttrell	35
Member News — Retirement: Ted Stirling	35
Member News — T.P. Hudson	35

DEPARTMENTS:

From the President	2
Regulatory	9
Auditor's Report on Finances	12
Washington Report	14
Agency Fee Payers	16
Railroad Retirement Questions & Answers	18
Designated Legal Counsel	22
Benefits Directory	25
Continuous Membership	26
Obituaries	28
Signalman's Store	30
Photo Contest Winners for 2014	40



COVER: Photo of the Chicago Lake Street Plant, Kenosha Division, containing over 100 Switches, on the Union Pacific Railroad, Chicago Commuter Operation, Lake Street Tower. During the winter storm of 2014, the gas burner flames prevent the accumulation of snow in the switch points.

Photo submitted by Local 130 member Jennette Spencer.



2014 — Safety Issues, Arbitration, PTC, and Our 51st Regular Convention

Rail Safety — A Constant Battle

The safety of America's railroads has been put under a microscope due to some recent accidents that have occurred involving both freight and passenger railroads. This in-depth look at rail safety is mostly a result of media coverage and outrage from the traveling public, who previously did not realize the sometimes dangerous nature of the railroad and the possibilities of such catastrophic accidents. This has forced the Federal Railroad Administration to look at many areas of safety in the railroad industry.

Safety has always been a major concern for the BRS and its members. The hazardous environment we work in has become much too real for all of us. Each of us must do everything we can to prevent serious injuries and fatalities to our brothers and sisters. As BRS President, one of my greatest challenges and responsibilities is reminding our members of the hazardous and sometimes dangerous environment we work in every day. This past October, the dangers of working on the railroad as a signal employee became all too real, when we lost one of our sisters to a fatal accident. Minwella (Nikki) Kline-Hagen who was working as a signal helper for Amtrak was struck and fatally injured while working on a section of track in the Hudson Valley of New York. Our thoughts and prayers go out to her family. I consider the BRS members to be my brothers and sisters, so a loss of a member in any way feels like the loss of a family member.

This is why we continue to be involved in the Rail Safety Advisory Committee (RSAC). As a voting member of RSAC, I can assure you that the BRS has been, and will continue to be, fully engaged in the safety process of reviewing existing regulations and writing new ones that are undertaken by the RSAC. Since the passage of the Rail Safety Improvement Act of 2008, there have been many safety measures taken by Congress that have been addressed and closed with a final outcome. However, there is still much work to be done in completing what Congress has written into law.

RSAC is not the only venue through which the BRS has to stay on top of safety. There is a constant battle on Capitol Hill to ensure our elected leaders do not introduce bills that have the potential of hurting safety by taking steps back-

ward in areas that may have taken years to establish in the first place. We are also continually working with other rail labor unions to push through new rail safety legislation that would not only provide a safer work environment for our members, but would also work towards protecting our jobs well into the future.

Arbitration of Cases Under the Railway Labor Act

"The establishment of and representation in the grievance procedure is one of the most critical services a union provides to its members. Grievance procedures help bring democracy and fairness to the workplace." (P. F. Clark — Associate Professor, Labor Studies Penn State University)

The Arbitration process actually begins at the local level when the collective bargaining agreement (CBA) is violated. The beginning of this process at the local level is just as important as the end of the process when the case is heard by an arbitrator. A key to ensuring the member is properly represented begins with the training process that local chairmen are offered at BRS headquarters. The training curriculum has been designed and tested over time to ensure that local chairmen can perform their duties related to the representation of BRS members on the property to the best of their abilities.

Lapses in funding for the federal budget, which is where the National Mediation Board (NMB) receives the money needed to pay its arbitrators to hear cases that have been advanced to the Board, is a constant issue in today's political climate. There have been instances over the past few months in which the BRS received notification from the NMB that it has instructed its arbitrators not to schedule any hearings until Congress passes some type of appropriations bill extending the federal budget. Based on congressional inaction, funding has been provided in small doses through continuing resolutions, which is not the long-term fix we need for the arbitration process.

Our Organization believes that the arbitration process is one of the most important aspects we deal with on a daily basis. Through the arbitration process, we have the mechanism to enforce the CBAs that our members work under every day. Without these CBAs and the ability to protect them

through arbitration, the BRS and all of labor would not be able to provide our members with protections from discrimination, unwarranted discipline processes, being made to work without proper compensation, and the ability to have a quality life, both at work and home.

There are many variables to consider when advancing cases through the arbitration process. Was the grievance handled within the time limits on the property as outlined in the CBA? Was the case then forwarded to the BRS headquarters within the allotted time frame? Was the case submitted to the NRAB in a timely fashion? Did the Board docket the case in a timely manner? Does the Board have the available federal funding in order to schedule cases to be heard in a timely manner? Did the arbitrator present the award in a timely manner? And finally, did the railroad follow the arbitrator's ruling in a timely manner?

There is a lot of work and time involved in handling a case from the very beginning to the end. I have complete faith in the process that the BRS follows in handling grievances at every level, from the Locals, to the General Committees, and here at BRS headquarters. I believe our arbitration department here at Grand Lodge is second to none, whether it is logging in the cases and making sure they are docketed at the Board within the time limits, writing the submissions that build our final argument based on the records sent in from the field, or the act of arguing our cases against the railroads before the arbitrator.

There are many aspects of the Organization that I oversee and deal with as the President of the BRS, but I always keep close tabs on how things are going within our Arbitration Department because, as I stated before, this is how we as

an organization protect the CBAs that have been fought for over the years.

Positive Train Control

Many of you are not new to the term Positive Train Control (PTC). The National Transportation Safety Board has been asking that PTC be installed for many years, and that request finally came into existence with the passage of the Rail Safety Act in 2008. We owe a deep thanks to Chairman James Oberstar, who was a friend of all rail labor but especially the BRS. Chairman Oberstar recently passed on, but his leadership and friendship will truly be missed.

PTC has created much work for our craft, which in turn has given us the highest membership levels in the history of the BRS. This has been the largest installation of a signal system in the history of the rail industry. The BRS and its members have been, and will continue to be, at the forefront of this major undertaking! I continue to believe that the safety benefits of PTC far outweigh the cost, especially because you cannot place a cost on human life! We will continue to push for the installation of PTC in a timely manner and insist that railroads not be given a blanket extension on the installation of this important safety-critical system!

National Negotiations — Job Responsibility

We finalized the last round of national bargaining with a decision from a Presidential Emergency Board (PEB). During that round of bargaining, I had the pleasure of representing our organization not only as BRS President, but also as chair of the bargaining coalition that consisted of many rail labor unions representing many crafts. While we did not get everything we initially set out to accomplish

in that round of bargaining, we did come away from the table with a decent wage package, and changes to our healthcare that we opposed, but have had minimal impact on our members.

One of the key elements of that PEB was the requirement for the carriers and the BRS to perform a joint study to determine the facts related to the level of responsibility of signal employees. This craft-specific requirement in the PEB recommendation resulted from the BRS submission presented at the PEB requesting a higher rate of pay for signalmen who perform maintenance and regulatory test-

continued on page 8



Season's

FROM THE **Officers and Grand Lodge Staff** OF



DAN PICKETT



JERRY BOLES



FLOYD MASON



JOE MATTINGLY



LEONARD PARKER



MIKE BALDWIN



JIM FINNEGAN



TIM TARRANT



GENE MOORE



CYNTHIA HALEY

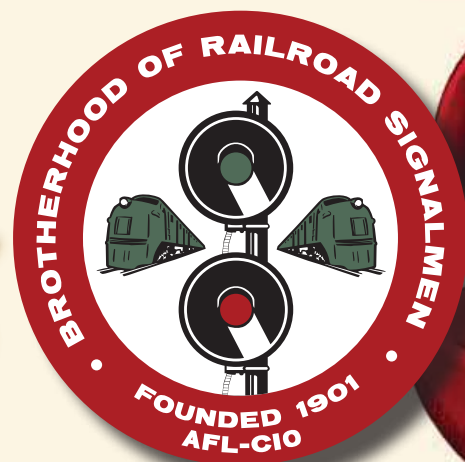


TERESA EMBREY



JILLIAN LASKY

Greetings



THE Brotherhood of Railroad Signalmen



DENNIS BOSTON



KELLY HALEY



MARK CIUREJ



JOHN BRAGG



MIKE OWENS



GUS DEMOTT



WILLIAM DUNCAN



BILL PHILLIPS



DONICA BOLES



LINDA BARROWS



OLIVIA FRENCH



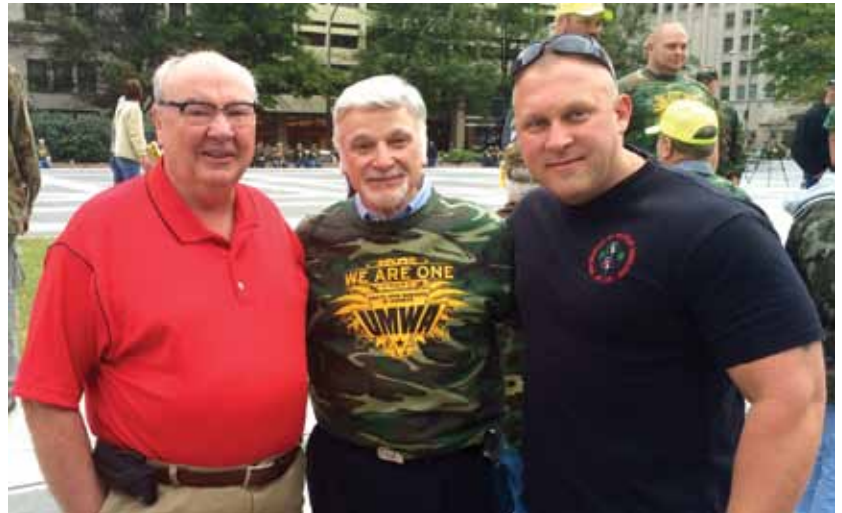
MICHAELA CLAYWELL

United Mine Workers Rally

On October 7, 2014, the United Mine Workers of America (UMWA) held a rally in Washington, DC. Hundreds of UMWA members and supporters protested proposed regulations by the U.S. Environmental Protection Agency (EPA). These proposed regulations would essentially destroy our nation's coal industry and coal-related jobs while effectively doing nothing globally to address the issue of climate change.

The EPA recently issued a rule that would require significant reductions in CO² emissions from existing coal-fired, electric generating power plants, reducing overall domestic demand for coal by 50% over the next 15 to 20 years. Yet it would affect less than 1% of globally generated CO², as it in no way compels other countries such as China and India, with their huge and rapidly growing appetite for coal, to follow our example.

In short, this rule does not accomplish what its authors purportedly intended, which is to scale back climate



LEFT TO RIGHT: Dan Pickett BRS President, Cecil Roberts UMWA President, and John Bragg BRS NRAB Vice President.

change. The only thing it does accomplish is to potentially put millions of American jobs in the coal, utility, rail, and associated industries at risk, while threatening to wipe out the healthcare and pension benefits of tens of thousands of retirees.

Visit www.umwa.org/files/u1/EPA_packet.pdf, for more information on this issue. ■

DID YOU KNOW?

Title 49: Transportation

§ 236.326 MECHANICAL LOCKING REMOVED OR DISARRANGED; REQUIREMENT FOR PERMITTING TRAIN MOVEMENTS THROUGH INTERLOCKING

When mechanical locking of interlocking machine is being changed or is removed from the machine, or locking becomes disarranged or broken, unless protection equivalent to mechanical locking is provided by electric locking or electric circuits, train movements

through the interlocking shall not be permitted until each switch, movable-point frog or derail in the route is spiked, clamped or blocked in proper position so that it cannot be moved by its controlling lever, and then train movements shall not exceed restricted speed until the interlocking is restored to normal operation. It will not be necessary to comply with this requirement at interlockings where protection is in service in accordance with section 303, provided that the signal controls are arranged so that the signals cannot display an aspect the indication of which is less restrictive than "*proceed at restricted speed.*" ■

Amtrak Signal Helper Killed by Train

On October 29, 2014, at approximately 11 a.m.(EST), BRS Signal Helper Minwella (Nikki) Kline-Hagen of Cossackie, New York, was struck and killed by a passenger train while working on a section of track in the Hudson Valley, near the border of Columbia and Dutchess counties.

The National Transportation Safety Board (NTSB) stated that she was hit by Train No. 280 heading south to New York City from Niagara Falls. There were no reported injuries to the 182 passengers and five crew members on board the train when the accident occurred.

Amtrak, and the NTSB are investigating what events may have led to the accident.

Signal Helper Minwella Kline-Hagen was a member of BRS Local 5, and was on-the-job, working on a section of track when she was fatally struck.

Minwella is survived by her husband Travis Hagen and twin daughters, Annabelle and Samantha.

The Brotherhood of Railroad Signalmen sends our heartfelt condolences to the family, friends, and coworkers of Sister Nikki Kline-Hagen in this difficult time. ■



**Minwella (Nikki)
Kline-Hagen**



JUST BECAUSE YOU'RE UNION.

The 15% Union Plus AT&T Wireless Discount was created to help hard-working union members like you save on wireless phone services from AT&T, the only national unionized wireless provider. Make the switch to AT&T to take advantage of this union member discount.

- Save 15% on monthly AT&T voice service and select data plans
- Qualify for up to \$200 in rebates when you use your Union Plus Credit Card to buy a new smartphone or switch to AT&T
- Support 45,000 union brothers and sisters working at AT&T



To start saving, visit
UnionPlus.org/ATT
Discount FAN: 3508840

Credit approval and new two-year service agreement required. Offer cannot be combined with any other discounts. Other conditions and restrictions apply, visit UnionPlus.org/ATT for details.

FROM THE PRESIDENT

continued from page 3

ing on signal systems. This request for higher pay for maintenance employees was initiated based on our survey that we send out before each round of national bargaining.

The responsibility study group is made up of members from both the railroad management ranks and your BRS leadership. As part of this fact-finding mission, we have visited different areas across the railroad and are still scheduling more visits into the future. I can tell you that these visits have confirmed what we have been asserting all along, signal employees have more responsibility than ever before, and it is time that their wages reflect that responsibility!

We will be entering the next round of national bargaining at the end of this year. As I stated, we send out a survey to the membership to determine what the most important issues are. I am disappointed that out of a little over 8,200 surveys sent to members working for railroads in national bargaining, there was only about 30 percent participation. We must encourage our members to be involved in our future.

The BRS 51st Regular Convention

We held our Regular Convention this year in Las Vegas, Nevada. It was great seeing all of your delegates come together in solidarity to handle the business before them as we do every four years. It was very humbling to see the trust and belief our organization has in the leadership as the delegates re-elected each officer by acclamation. I believe I can speak for our entire Grand Executive Council when I say that we will continue to work as hard for the membership during the next four years as we have over the past four.

I wish you and your family a joyous holiday season, and look forward to a safe and productive 2015.

In Solidarity,



W. Dan Pickett
BRS President

DID YOU KNOW?

Title 49: Transportation

§ 236.206 BATTERY OR POWER SUPPLY WITH RESPECT TO RELAY; LOCATION

The battery or power supply for each signal control relay circuit, where an open-wire circuit or a common return circuit is used, shall be located at the end of the circuit farthest from the relay. ■

HELP WANTED Grand Lodge Representative

The Brotherhood of Railroad Signalmen Grand Executive Council is accepting resumés for the purpose of appointing a new Grand Lodge Representative.

Title: Grand Lodge Representative.

Location: Grand Lodge Headquarters in Front Royal, Virginia.

Duties: President W. Dan Pickett will assign duties, and duties may vary.

Qualifications: Only active BRS members are eligible for appointment to this position.

Computer skills, including experience with Microsoft Office suite is a plus.

Union activism is a fundamental quality.

The successful candidate will be detail oriented and have strong writing,

communications, and organizational skills.

Currently, the role of this position is primarily involved in the preparation of submissions for grievance resolution and other labor/employee related functions.

Interested candidates should email their resumé to wdp@brs.org or mail it to the address below:



W. Dan Pickett
President
Brotherhood of
Railroad Signalmen
917 Shenandoah
Shores Road
Front Royal, Va.
22630

- **Updated Signal Hours of Service Interpretive Document**
- **Positive Train Control (PTC) — FINAL RULE**
- **Training Standards — FINAL RULE**

Updated Signal Hours of Service Interpretive Document

The Federal Railroad Administration (FRA) has issued its updated Signal Hours of Service (HOS) interpretive document S-14-01 amending the older G-00-02 interpretive document. This document covers an introduction, rules for signal service, records and reporting, and gives examples applicable to signal HOS. Additionally, the FRA reissued the letter for signal employees to carry explaining signal exclusivity and a copy of 49 U.S.C. Chapter 211 — the HOS regulation.

Positive Train Control (PTC) FINAL RULE

The FRA has issued its final rule amending the regulations implementing a requirement of the Rail Safety Improvement Act of 2008 that certain passenger and freight railroads install Positive Train Control (PTC) systems governing operations on certain main line tracks. The final rule revises an existing regulatory exception to the requirement to install a PTC system for track segments carrying freight only that present a de minimis safety risk. The final rule also adds a new exception for PTC-unequipped freight trains associated with certain freight yard operations to operate within PTC systems. The final rule also revises the existing regulations related to en-route failures of a PTC system, adds new provisions related to other failures of a PTC system, and amends the regulations on applications for approval of certain modifications of signal and train control systems.

Finally, this final rule makes technical amendments to the FRA's other signal and train control regulations and the FRA's regulations governing highway-rail grade crossing warning systems.

This final rule was effective October 21, 2014.

Training Standards — FINAL RULE

The FRA has established minimum training standards for all safety-related railroad employees, as required by the Rail Safety Improvement Act of 2008. This final rule requires each railroad or contractor that employs one or more safety-related railroad employee(s) to develop and submit a training program to the FRA for approval and

to designate the minimum training qualifications for each occupational category of employee. This rule also requires most employers to conduct periodic oversight of their own employees and annual written reviews of their training programs to close performance gaps. This rule also contains specific training and qualification requirements for operators of roadway maintenance machines that can hoist, lower, and horizontally move a suspended load. Finally, the rule clarifies the existing training requirements for railroad and contractor employees that perform brake system inspections, tests, or maintenance.

This regulation is effective January 6, 2015.

Documents pertaining to the updated Signal Hours of Service, PTC Final Rule, and the Training Standards Final Rule are available for download at www.brs.org.com — under the Regulatory menu, found in the Member Services section. ■

DID YOU KNOW?

Title 49: Transportation

§ 236.311 SIGNAL CONTROL CIRCUITS, SELECTION THROUGH TRACK RELAYS OR DEVICES FUNCTIONING AS TRACK RELAYS AND THROUGH SIGNAL MECHANISM CONTACTS AND TIME RELEASES AT AUTOMATIC INTERLOCKING

(a) The control circuits for aspects with indications more favorable than “*proceed at restricted speed*” shall be selected through track relays, or through devices that function as track relays, for all track circuits in the route governed.

(b) At automatic interlocking, signal control circuits shall be selected (1) through track relays, or devices that function as track relays, for all track circuits in the route governed and in all conflicting routes within the interlocking; (2) through signal mechanism contacts or relay contacts closed when signals for such conflicting routes display “*stop*” aspects; and (3) through normal contacts of time releases, time element relays, or timing devices for such conflicting routes, or contacts of relays repeating the normal position or normal state of such time releases, time element relays, or timing devices. ■

PREDIABETES: ARE YOU AT RISK?

Tips to Help Keep Your Health On Track!



What is prediabetes?

You may know about type 2 diabetes, but what about prediabetes? Prediabetes means that your fasting blood sugar level is “*higher than normal*.” A fasting blood sugar test is conducted after you have not eaten anything for at least 8 hours.

Fasting blood sugar indicator levels are:

- Under 100 mg/dl — Normal (healthy)
- **100-125 mg/dl — Prediabetes**
(higher than normal)
- 126 mg/dl and above — Diabetes

Always seek the advice of a qualified physician or health provider for medical diagnosis and treatment.

Who is at risk for getting prediabetes?

The exact cause of prediabetes is unknown, but researchers have found that excess body weight — especially in the abdominal area — and inactivity are common factors in those that have prediabetes. Risk factors that can increase the likelihood of prediabetes include:

- Family history of type 2 diabetes
- Excess weight (Body Mass Index over 25)
- Lack of activity/exercise
- Age 45 or older
- High blood pressure
- HDL cholesterol (the “good” cholesterol) is below 35 milligrams or your triglyceride level is above 250 milligrams
- Ethnicity is African-American, Hispanic, American Indian, Asian-American or a Pacific Islander
- Gestational diabetes during pregnancy, or your baby’s birth weight was over 9 pounds
- Sleeping fewer than six hours or more than nine hours a night

What are the symptoms?

Often, prediabetes has no signs or symptoms. One symptom you may notice is darkened skin around the neck, armpits, elbows, knees and knuckles. This is a con-

dition called acanthosis nigricans and is one of the few visible signs that you may be at risk for prediabetes.

How will prediabetes affect me?

If you are diagnosed with prediabetes, it may be a time to consider making lifestyle changes to improve your overall health.

With healthy lifestyle changes — such as eating healthy foods, exercising and maintaining your weight, blood pressure and cholesterol levels — you may be able to bring your blood sugar level back to normal. Without these changes, prediabetes is likely to become type 2 diabetes within 10 years or less. And, if you have prediabetes, the long-term damage of diabetes — especially to your heart and circulatory system — may already be starting.

This material has been selected to provide background and useful information. It is not designed to replace either medical advice or medical treatment. Always seek the advice of a qualified physician or health provider for medical diagnosis and treatment.

Understand your health and your risk

Talk to your doctor about prediabetes and any other health concerns so you can understand your health risks and what you may be able to do to reduce them.

Take advantage of the resources and support that are available as part of your Railroad benefits that can help you maintain and/or improve your overall health. ■

*For more information about these resources,
contact your medical benefit administrator today:*

Aetna: Railroad Employees National Plan
1-800-842-4044

NRC/UTU Plan
1-888-332-8742

Highmark Blue Cross BlueShield
1-866-267-3320

UnitedHealthcare
1-866-735-5685

Szabo Leaving the Federal Railroad Administration at End of Year



**JOSEPH C. SZABO
FEDERAL RAILROAD
ADMINISTRATOR**

Joseph C. Szabo, the twelfth Administrator of the Federal Railroad Administration (FRA) and the first to come from the ranks of rail labor, is leaving the FRA at the end of the year to become the senior adviser on transportation policy at the Chicago Metropolitan Agency for Planning.

Created in 2005, the Chicago Metropolitan Agency for Planning is the official regional planning organization for northeastern Illinois.

During his tenure, Szabo lead a staff of over 900 professionals located in Washington, D.C. and at field offices across the United States who develop and enforce safety regulations, manage financial assistance programs, and oversee research and technology development programs.

Joseph Szabo, who has headed the Federal Railroad Administration since 2009, is expected to focus on working with elected officials and the railroad industry to help expedite and increase funding for infrastructure projects that are aimed at easing congestion involving freight carriers, Metra and South Shore Line commuter trains and Amtrak trains. ■



DID YOU KNOW?

Title 49: Transportation

§ 236.105 ELECTRIC LOCK

Electric lock, except forced-drop type, shall be tested at least once every two years. ■

AUDITOR'S REPORT

ON FINANCES

As provided for in Article 1, Section 68, of the Constitution, the Chairman of the Grand Board of Trustees caused the examination and audit of Grand Lodge financial records for the fiscal year July 1, 2013, to June 30, 2014, by certified public accountants. The firm Geissler & Associates was selected for the task.

GENERAL FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

Per capita tax, initiation fees, dues, donations, refunds	\$ 5,969,529.62	
Sales of supplies, services, books, advertising, subscriptions	42,131.80	
Interest	171,138.40	
		\$ 6,182,799.82

EXPENSES:

Salaries, payroll taxes, insurance	\$ 2,959,548.45	
Travel expenses	849,939.92	
Office expenses	340,417.78	
Association per capita, dues, subscriptions	157,461.35	
Attorney fees, professional services	274,511.99	
Depreciation	115,438.44	
Building expenses	99,580.70	
Convention, meeting expenses	449,116.91	
Signalman's Journal	88,845.60	
Allocation to Contingent Fund	84,136.00	
		5,418,997.14

NET INCOME (LOSS)

CAPITAL — June 30, 2013	763,802.68
CAPITAL — June 30, 2014	5,829,827.88
	\$ 6,593,630.56

CONTINGENT FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

General fund allocation	\$ 84,136.00
-------------------------	--------------

EXPENSES:

Convention credit	\$ —	
Bank charges	302.21	
		302.21

NET INCOME (LOSS)

CAPITAL — June 30, 2013	83,833.79
CAPITAL — June 30, 2014	3,653,776.66
	\$ 3,737,610.45

AUDITOR'S REPORT

ON FINANCES

The audit was completed and submitted to the Grand Board of Trustees on or before September 2, 2014. Copies were furnished to each Local Lodge and General Committee on or before September 2, 2014. In a written report, the auditors stated:

"In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of The Brotherhood of Railroad Signalmen as of June 30, 2014, and the changes in its capital and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America."

Balance Sheet

June 30, 2014

ASSETS

CURRENT ASSETS	Combined	General Fund	Contingent Fund
Cash	\$ 4,717,280.33	\$ 3,654,071.20	\$ 1,063,209.13
Securities – fair market value	5,458,693.96	1,129,117.28	4,329,576.68
Accounts receivable	67,612.86	67,612.86	–
Prepaid expenses	4,981.00	4,981.00	–
TOTAL CURRENT ASSETS	\$ <u>10,248,568.15</u>	\$ <u>4,855,782.34</u>	\$ <u>5,392,785.81</u>
FIXED ASSETS			
Land, Front Royal, VA	\$ 81,663.00	\$ 81,663.00	\$ –
Building, Front Royal, VA	1,757,470.83	1,757,470.83	–
Office furniture & equipment	37,023.20	37,023.20	–
TOTAL FIXED ASSETS	<u>1,876,157.03</u>	<u>1,876,157.03</u>	<u>–</u>
TOTAL ASSETS	\$ <u>12,124,725.18</u>	\$ <u>6,731,939.37</u>	\$ <u>5,392,785.81</u>

LIABILITIES

CURRENT LIABILITIES			
Accounts Payable	\$ 272.12	\$ 272.12	\$ –
Accrued payroll taxes	(419.65)	(419.65)	–
TOTAL CURRENT LIABILITIES	\$ <u>(147.53)</u>	\$ <u>(147.53)</u>	\$ <u>–</u>
CAPITAL			
General Fund	\$ 6,593,630.56	\$ 6,593,630.56	\$ –
Contingent Fund	3,737,610.45	–	3,737,610.45
Change in fair market value of securities	<u>1,793,631.70</u>	<u>138,456.34</u>	<u>1,655,175.36</u>
TOTAL CAPITAL	\$ <u>12,124,872.71</u>	\$ <u>6,732,086.90</u>	\$ <u>5,392,785.81</u>
TOTAL LIABILITIES AND CAPITAL	\$ <u>12,124,725.18</u>	\$ <u>6,731,939.37</u>	\$ <u>5,392,785.81</u>



Midterm Elections and Lame Duck Congress

The results of November's midterm "wave" elections underscored the dissatisfaction the American public is feeling towards the ability of policy makers in Washington to create legislation that keeps our economy stable, as well as facilitate positive change. The "kick the can" politics that have dominated recently is not what our country needs for progress. Unfortunately, most often the result of the "wave" is that policy makers that have the most experience and are most likely to negotiate end up losing their seats. To date, there will be 13 new senators and 60 new representatives. There are still several races that the results are yet to be decided. So far, the breakdown for the 114th Congress, when it convenes in January 2015, is 247 Republicans and 188 Democrats in the House of Representatives; and 54 Republicans, 44 Democrats, and 2 Independents in the Senate.

The Congressmen that still have duties to fulfill this November and December but will not be returning for the 114th Congressional Session due to retirement or defeat are referred to as "lame ducks."

A major priority for this lame duck session is to pass a measure that will fund the federal government throughout the rest of the current fiscal year. The continuing resolution currently funding the government expires December 11. House Appropriations Committee Chairman Hal Rogers (R-KY), in a press release, articulated his hope that the lame duck Congress could "clear the decks" and begin the new session with a clean slate, "The bottom line from the election is this: The American people want a government that works for them. They want action on the issues that are meaningful and important to the country and to their daily lives. They do not want, nor will tolerate any longer, the circular and corrosive politicking that has infected our system and that is designed for quick cable TV news bites and little else."

The best way for Congress to fulfill this mandate is to bring no-nonsense governing and regularity to the federal funding process. At the core, this means 'regular order' for appropriations bills — enacting funding bills on time, and in a responsible, transparent and pragmatic way, without the specter of government shutdowns or the lurching, wasteful and unproductive budgeting caused by temporary stopgap measures.

All of us need to remind our elected federal officials about the importance of federal infrastructure investment in the communities that they represent in Washington.

The day-to-day work of the appropriations process isn't always headline-grabbing, but it is essential to the basic functioning of our government. It is the head-down, nose-to-the-grindstone

legislation that Congress can and should enact, but that has been stymied in the past few years by internal political battles...However, to get back to this regular order in the new Congress, we have to first clear the decks on the left-over, current-year appropriations work. We are now months behind in completing these annual bills, and the current temporary measure keeping the lights on in our government will expire on December 11."

Congress also needs to reauthorize the federal transit and highway bill before that law expires this spring. Congress recently extended the existing MAP-21 law, which authorizes federal transit and highway programs, through May 31, 2015, and that law will need to be rewritten prior to the deadline to ensure the continuing operation of federal transit and highway programs. Getting a surface transportation bill through both Houses of Congress and to the President's desk before June will require legislative action early in the 114th Congress.

Since one of the public transportation industry's top priorities is passage of a long-term transportation authorization bill, all of us need to remind our elected federal officials about the unfinished business before them and the importance of federal infrastructure investment in the communities that they represent in Washington.

Long-time Congressman Nick Rahall was not successful in his re-election bid for West Virginia's 3rd District Seat. Rahall has been a tireless proponent of transportation appropriations legislation that would ensure the integrity of our nation's infrastructure and boost our economy as the Ranking Member on the Transportation & Infrastructure (T&I) Committee. Congressman Rahall had 38 years of experience in Washington and had become a steadfast member of the House we could count on. The House Democrats will have to select a member to serve as Ranking Member for the next session.

Congressman Peter DeFazio (D-OR) looks to be Rahall's replacement as the Ranking Member on the T&I Committee for the 114th Congress. Chairman Bill Shuster (R-PA) told POLITICO, *"We have a very good relationship. Peter DeFazio is very smart. He's been around a while so he really has a deep knowledge of the issues, he's passionate — but like I said, we've got a pretty good relationship and hopefully we're going to work in a bipartisan way to get some things done."*

DeFazio is widely known for voicing his opinions and being generally demonstrative but also as a serious legislator. In a letter to his fellow colleagues he wrote, *"Even in a partisan atmosphere, I've been able to work across the*

aisle. With 28 years of service on the committee, I have the experience, knowledge, and leadership to lead the caucus on these issues."

Legislation to Watch

H.R.5624—Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act was introduced on September 18, 2014, by Congressman Alan Lowenthal (D-CA) and was referred to the T&I Committee, as well as the Ways and Means Committee. This legislation is aimed at strengthening our economic competitiveness by providing a dedicated revenue source to invest in America's national freight infrastructure.

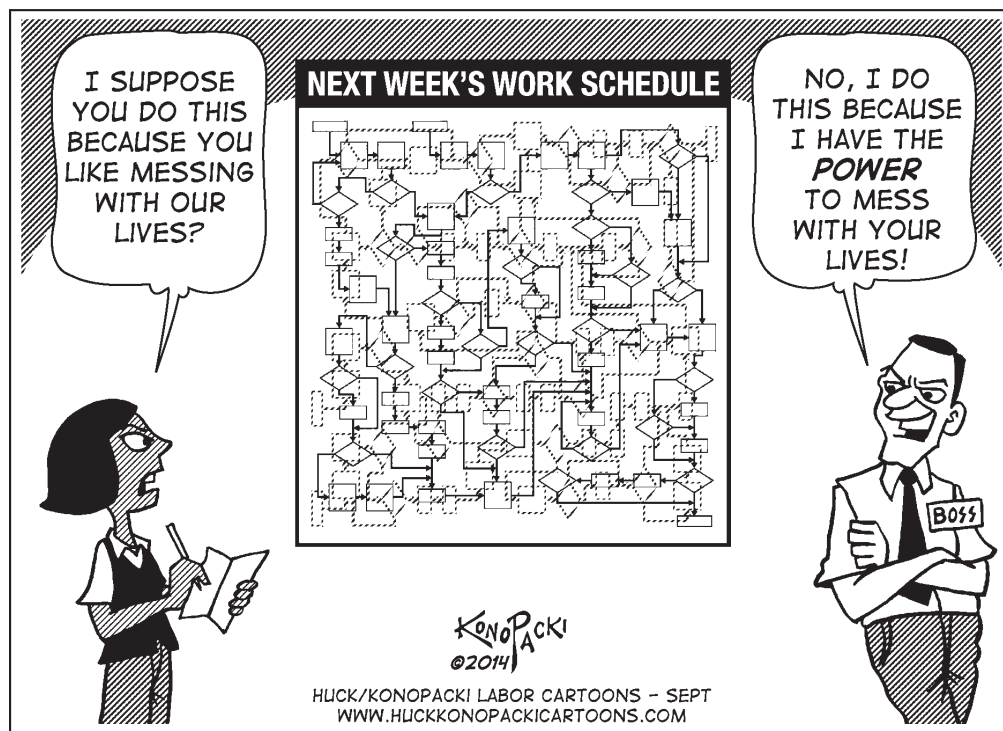
The bill would dedicate roughly \$8 billion a year to freight-related infrastructure projects with a focus on intermodal projects and projects that help relieve the bottlenecks in the freight transportation system.

The bill creates two freight-specific grant programs. The first is a formula system, in which states would receive funds each year based on the amount of existing freight infrastructure within the state. To be eligible, states must develop comprehensive State Freight Plans. They must also have, or form, State Freight Advisory Committees,

as encouraged under MAP-21, the federal highway authorization enacted in 2012. Under the formula mechanism, states can also create partnerships to receive funding for multi-state plans.

A second funding mechanism is a competitive grant program that would be open to all local, regional, and state governments. The freight programs would be funded through a national one percent waybill fee on the trans-

continued on page 29



AGENCY FEE PAYERS

Objection Procedures For Expenditures Not Germane To Collective Bargaining

Advance Reduction

Section 1.

Non-members required to pay agency fees as a condition of employment will have the right to object to expenditures on activities not germane to collective bargaining. Those persons filing objections, as required herein, will be entitled to receive an advance reduction of their fees. Although collective bargaining agreements requiring "membership" as a condition of employment are legal, it is the payment of all dues, fees, and assessments (agency fees), not actual membership, which is required.

Notice of Objection

Section 2.

- (a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector's current home address, and he or she will be obligated to keep the Secretary-Treasurer informed of any change in address.
- (b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days from tendering their resignation.
- (c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days of receiving such notice.

Chargeable and Non-Chargeable Expenditures

Section 3.

Objectors will be charged for all expenditures which (1) are germane to collective bargaining activity, (2) are justified by the government's vital policy interest in labor peace and avoiding free riders, and (3) do not significantly add to the burdening of free speech that is inherent in the allowance of an agency or union shop. Objectors will not be charged for expenditures failing to meet these criteria. The following are examples of these types of expenditures:

Chargeable Expenditures:

- (a) All funds expended on collective bargaining.
- (b) All funds expended on contract administration, grievance adjustment, and arbitration.
- (c) All funds expended on internal governance and administration.

Non-Chargeable Expenditures:

- (a) All funds expended on the election of candidates for public office, including contributions to any political party, political organization, or candidate for public office; expenditures on behalf of and facilities used for any political party, political organization, or candidate for public office.
- (b) All funds expended on efforts to recruit new members.
- (c) All funds expended on lobbying except for lobbying directly related to ratifying or implementing a collective bargaining agreement.
- (d) All dues to the AFL-CIO.
- (e) All contributions to charitable and educational groups.
- (f) A prorated portion of the cost of *The Signalman's Journal* and other Union publications devoted to the coverage of subjects specified in the preceding subsections, or any other non-germane subjects.

Audit Report

Section 4.

Grand Lodge will retain a certified public accountant to audit its allocation of expenditures into chargeable and non-chargeable categories during each July 1-June 30 fiscal year preceding any fiscal year during which an objector is required to pay an agency fee. A copy of said audit report and a description of chargeable and non-chargeable expenses will be mailed to all non-member agency fee payers on an annual basis in October. In addition, any non-member filing notice of objection under Section 2(b) and (c) will be mailed a copy of the documents listed above, at the time of their objection.

Advance Reduction Calculation

Section 5.

The percentage of non-chargeable expenditures will be calculated in accordance with the certified audit report. The amount of the advance reduction will be calculated by multiplying projected fee payments times the non-chargeable percentage. Non-members filing a notice of objection pursuant to Section 2(a) will receive an advance reduction in agency fees during the following calendar year. Non-members filing objections under Section 2(b) will receive an advance reduction in agency fees from the first day of the month following the month in which they tendered their resignation through December 31 of that year. Non-members filing objections under Section 2(c) will receive an advance reduction in agency fees for the period they begin paying such fees through December 31 of that year.

Challenge of Calculation

Section 6.

Non-members filing a notice of objection pursuant to Section 2 may challenge the calculation of chargeable and non-chargeable expenditures by filing a written challenge with the Secretary-Treasurer postmarked no later than the November 30 following the October mailing of the audit report being challenged. Non-members filing timely objections under Section 2(b) or (c) may also challenge the calculation of chargeable and non-chargeable expenses by filing a written challenge with the Secretary-Treasurer postmarked no later than the deadline set forth in said sections for filing objections; and such challenges will be consolidated for arbitration with those filed under the first sentence of this section.

Selection of Arbitrator

Section 7.

In the event a challenge is filed under Section 6, the Secretary-Treasurer will provide a list of challengers to the American Arbitration Association (AAA). All challenges will be consolidated. The AAA will appoint an arbitrator from a special panel maintained by the AAA for this purpose. The AAA will inform the Secretary-Treasurer and the challengers of the arbitrator selected.

Arbitration Procedures

Section 8.

- (a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.
- (b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.
- (c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy available for inspection.
- (d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.
- (e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses

it intends to call, except for exhibits and witnesses it may introduce for rebuttal. Copies of exhibits will be made available upon request.

- (f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.
- (g) If the arbitrator determines that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.
- (h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Escrow Account

Section 9.

The Union will establish an escrow account containing the portion of agency fees paid by non-members filing challenges pursuant to Section 6 which reasonably may be in dispute in arbitration. In the event the Union escrow is less than the entire amount of fees so paid, the amount of the escrow will be based on an independent audit, and the escrow figure will be independently verified. After the issuance of the arbitration award, the escrow fund will be distributed in accordance with the arbitrator's decision.

Administration by Secretary-Treasurer

Section 10.

The Secretary-Treasurer will administer this policy in a manner that is completely fair to agency fee payers who wish to object. The Secretary-Treasurer has the authority to determine the amount of the reduced fee each year, to provide proper notice of this policy to agency fee payers, to waive procedural requirements when fairness requires, to informally resolve challenges to the Union's calculation, and to promulgate procedures for accommodating agency fee objections in accordance with applicable state or federal laws.

Amendments

Section 11.

The Grand Executive Council will have authority to amend this policy as it deems appropriate.

Not Applicable in Canada

Section 12.

This policy is not applicable to members working in Canada. ■



Deemed Service Month Credits

Railroad retirement benefits are based on months of service and earnings credits. Earnings are creditable up to certain annual maximums on the amount of compensation subject to railroad retirement taxes.

Credit for a month of railroad service is given for every month in which an employee had some compensated service for an employer covered by the Railroad Retirement Act, even if only one day's service is performed in the month. (Local lodge compensation is disregarded for any calendar month in which it is less than \$25. However, work by a local lodge or division secretary collecting insurance premiums, regardless of the amount of salary, is creditable railroad work.) Also, under certain circumstances, additional service months may be deemed in some cases where an employee does not actually work in every month of the year.

The following questions and answers describe the conditions under which an employee may receive additional railroad retirement service month credits under the deeming provisions of the Railroad Retirement Act.

1 What requirements must be met before additional service months can be deemed?

In order for a month to be deemed a service month, an employee must be in an “employment relation” with a covered railroad employer, or be an employee representative, during that month. (An employee representative is a labor official of a noncovered labor organization who represents employees covered under the Acts administered by the Railroad Retirement Board.)

For this purpose, an “employment relation” generally exists for an employee on an approved leave of absence (for example, furlough, sick leave, suspension, etc.). An “employment relation” is severed by retirement, resignation, relinquishing job rights in order to receive a separation allowance, or termination.

2 An employee works eight months in 2014 before being furloughed, but earns compensation of \$88,300. How many additional service months could be credited to the employee?

The employee could be credited with four additional service months. One-twelfth of the 2014 \$87,000 tier II maximum (\$7,250) times the employee's actual service months (eight) equals \$58,000. The employee's compensation in excess of \$58,000 up to the \$87,000 maximum is \$29,000, which divided by \$7,250 equals four. Therefore, four deemed service months could be added

to the eight months actually worked and the employee would receive credit for 12 service months in 2014.

3 Another employee works for eight months in 2014 and earns compensation of \$75,200. How many additional service months could be credited to this employee?

In this case, the excess amount (\$75,200 minus \$58,000) is \$17,200, which divided by \$7,250 equals 2.372. After rounding, this employee could receive credit for three deemed service months and be credited with a total of 11 months of service in 2014.

4 Another employee works for nine months in 2014 before resigning on September 15, but earns compensation of \$91,000. How many additional service months could be credited to this employee?

None. Since the employee resigned in September, there is no employment relationship for the remaining months and no additional service months may be deemed and credited.

5 What would be an example of using deemed service months to establish benefit eligibility?

An example would be an employee under age 60 who

might be able to use deemed service months to establish the 240 months of service needed to qualify for an occupational disability annuity.

For instance, a 48-year-old employee applying for an occupational disability annuity last performed service on May 15, 2014, and received \$45,000 in compensation in 2014. She is credited with 238 months of creditable railroad service through May 2014. The employee designates an annuity beginning date of November 1, 2014, because she needs at least two additional months of service to establish eligibility for an occupational disability annuity and because she is eligible for other benefits before that time through her employer.

The employee's excess amount (\$45,000 minus \$36,250) is \$8,750, which divided by \$7,250 equals 1.207. Therefore, two deemed service months could be added to the five months actually worked and the employee would receive credit for seven service months in 2014 for a total of 240 service months.

In any case, a designated annuity beginning date should be considered in disability cases because, except in the case of a traumatic event, it is difficult to predict the onset date of a disability and the resultant annuity beginning date. In addition, as in the preceding example, other benefits may be involved.

6 Should an employee preparing to retire take deemed service months into account when designating the date his or her railroad retirement annuity is to begin?

Credit for deemed service months is a factor an employee may wish to consider in selecting an annuity beginning date. For instance, in some cases, a designated annuity beginning date that considers deemed service months could be used to establish basic eligibility for certain benefits, increase the tier II amount, or establish a current connection. It should be noted that service months cannot be deemed after the annuity beginning date.

7 How could deemed service months be used to increase an employee's tier II amount?

An employee worked in the first five months of 2014 and received compensation of \$43,500. He does not relinquish his rights until June 2, 2014, and applies for

an annuity to begin on that date.

The excess amount (\$43,500 minus \$36,250) is \$7,250, which yields one additional service month for a total of six service months in 2014. Had the employee relinquished his rights and applied for an annuity to begin on June 1, he would have been given credit for only five service months.

The employee received the maximum compensation in all of the last five years and had 360 months of service through 2013. The additional service and compensation increases his tier II from \$1,444.49 to \$1,450.89. However, delaying the annuity beginning date past the second day of the month after the date last worked solely to increase the tier II amount would not generally be to the employee's advantage.

8 Can deemed service months help an employee establish a current connection?

Yes. For example, an employee left the railroad industry in 1999 and engaged in employment covered by the Social Security Act. In August 2013, she returned to railroad employment and worked through June 28, 2014. She received compensation of \$44,050 in 2014. She does not relinquish her rights until July 2, 2014, and applies for an annuity to begin on July 2, 2014.

In this case, the excess amount (\$44,050 minus \$43,500) is \$550, which yields one deemed service month. Consequently, the employee is given credit for seven service months in 2014. With five months of service in 2013 and seven months in 2014, the employee establishes a current connection. Had she designated the earliest annuity beginning date permitted by law, she would not have met the 12-in-30-month requirement for a current connection. (An employee who worked for a railroad in at least 12 months in the 30 months immediately preceding the month his or her railroad retirement annuity begins will meet the current connection requirement for a supplemental annuity, occupational disability annuity or survivor benefits.)

9 Can an employee ever receive credit for more than 12 service months in any calendar year?

No. Twelve service months are the maximum that can be credited for any calendar year.

Commendation for Metra Signalman

In October 2014, two Metra workers, (L-R) Metra Police Officer Isaac Ash and Signal Maintainer Fidel Hernandez of Local 183, rescued a Metra rider who had collapsed near Metra's Oak Park Avenue on the Milwaukee West tracks; they were commended for saving the gentleman's life. ■



Signalmen Lend a Helping Hand

Norfolk Southern Signal Employees Jesse Bryant and David Ewing, both members of Local 77, were returning from a material run and noticed a vehicle that was upside down on the shoulder of the road. Upon closer inspection, the employees noticed that there was a woman's hand hanging from the car window and stopped to offer help.

trapped in her vehicle by her seatbelt, and asked if he could help. She stated that she was unable to exit the car, so he instructed her to put her arms down to help support herself as he then crawled in through the broken passenger window and released her seat belt. Once out of the car, Dave Ewing gave her his coat and both employees waited with her until emergency crews arrived. ■

Mr. Bryant approached the woman, who was found



Golden Horseshoe Throwing Tournament



On September 18, 2014, the Chicago Metropolitan General Committee Local 183 held their annual "Golden Shoes" horseshoe pitching tournament at the American Legion in New Lenox, Illinois. Teams are selected on the day of the event by random drawing. Winners are presented with the traveling trophies for

one year, which are then brought back to the next year's competition. Winners names each year are engraved on the trophy with the year of the event. This year's winners were Jason Bird and Ken Kots. The tournament provides friendly competition, food, and beverages. As always, a good time was had by all. ■

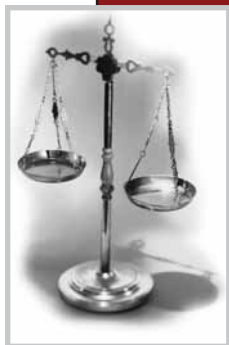
MEETING PHOTOS



General Chairmen's Meeting Front Royal, VA



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.

ALABAMA

W.C. Tucker, Jr.
Maples, Tucker & Jacobs, LLC
2001 Park Place North
Suite 501
Birmingham, AL 35203
Tel. (205) 322-2333
www.mtandj.com

ARIZONA

Lloyd L. Rabb, III
Rabb & Rabb, PLLC
1575 E. River Road
Tucson, AZ 85718
Tel. (520) 888-6740
800-354-3352
www.1stinjurylaw.com

CALIFORNIA

John D. Gilbert
Law Office of John D. Gilbert
2173 Salk Avenue
Suite 250
Carlsbad, CA 92008
(760) 579-7604
800-499-9904

Jay A. Kaplan
Kaplan Law Corporation
111 W. Ocean Blvd.
Long Beach, CA 90801
Tel. (562) 435-8300
800-552-7526
www.kaplanlawcorp.com

Anthony S. Petru
Hildebrand, McLeod & Nelson
Westlake Building
350 Frank H. Ogawa Plaza
4th Floor
Oakland, CA 94612-2006
Tel. (510) 451-6732
800-447-7500
www.hmnlaw.com

COLORADO

John J. Rossi
Rossi Vucinovich PC
3801 E. Florida Avenue
Floor 4
Denver, CO 80210-2500
Tel. (303) 759-3500
800-325-4014
www.rcvpc.com
1000 Second Avenue
Suite 1610
Seattle, WA 98104
Tel. (425) 646-8004
866-357-RAIL (7245)

DISTRICT OF COLUMBIA

Larry Mann
Alper & Mann, PC
9205 Redwood Avenue
Bethesda, MD 20817
Tel. (202) 298-9191
800-747-6266

FLORIDA

Alva A. Hollon, Jr.
Sams & Hollon, PA
9424 Baymeadows Road
Suite 160
Jacksonville, FL 32256
Tel. (904) 737-1995
800-327-4552

Howard A. Spier
Rossman Baumberger Rebozo
Spier & Connolly, PA
9155 S. Dadeland Blvd.
Suite 1200
Miami, FL 33156
Tel. (305) 373-0708
800-775-6511
www.rbrlaw.com

ILLINOIS

Daniel Petro
The Petro Law Firm
One North LaSalle
Suite 3150
Chicago, IL 60602
Tel. (312) 332-9596
800-472-5729

Daniel J. Downes
Ridge & Downes
101 N. Wacker Drive
Suite 200
Chicago, IL 60606
Tel. (312) 372-8282
800-624-2121
www.ridgedownes.com

MARYLAND

P. Matthew Darby
Berman, Sobin, Gross,
Feldman & Darby LLP
Heaver Plaza
1301 York Road
Suite 600
Lutherville, MD 21093
Tel. (410) 769-5400
800-248-3352
www.bsgfdlaw.com

MASSACHUSETTS

Robert T. Naumes
Naumes Law Group, LLC
2 Center Plaza
Suite 620
Boston, MA 02108
Tel. (617) 227-8444
844-826-8445
www.naumeslaw.com

MICHIGAN

Arvin J. Pearlman
Arvin J. Pearlman &
Associates, PC
24725 W. 12 Mile Road
Suite 220
Southfield, MI 48034
Tel. (248) 356-5000
800-272-5400
www.pearlpi.com

MINNESOTA

Randal W. LeNeave
Hunegs, LeNeave
& Kvas
1000 Twelve Oaks
Center Drive
Suite 101
Wayzata, MN 55391
Tel. (612) 339-4511
800-328-4340
www.hklaw.com

6035 Binney Street
Omaha, NE 68104
Tel. (402) 341-2020
800-342-3352

Yaeger & Weiner, PLC
Gregory T. Yaeger
2701 University Avenue SE
Suite 202
Minneapolis, MN 55414
Tel. (612) 345-9797

MISSOURI

Gene C. Napier
Hubbell Law Firm, LLC
1100 Main Street
Suite 2930
Kansas City, MO 64105
Tel. (816) 221-5666
800-821-5257
www.hubbellfirm.com

MISSOURI

Drew C. Baebler
Bauer & Baebler, PC
1716 South Broadway
St. Louis, MO 63104-4049
Tel. (314) 241-7700
800-682-4529
www.raillaw.com

NEBRASKA

See Minnesota

NEW YORK

Marc Wietzke
Flynn & Wietzke, PC
1205 Franklin Avenue
Garden City, NY 11530
Tel. (516) 877-1234
866-877-3352
www.felaattorney.com

OHIO

Andrew J. Thompson, Esq.
Shapero | Roloff Co., LPA
U.S. Bank Centre
1350 Euclid Avenue
Suite 1550
Cleveland, OH 44115
Tel. (216) 781-1700
800-321-9199
www.shaperoroloff.com

PENNSYLVANIA

Mitchell A. Kaye
Coffey, Kaye, Meyers & Olley
Two Bala Plaza
Suite 718
Bala Cynwyd, PA 19004
Tel. (610) 668-9800
800-334-2500
www.felaattys.com

Michael Y. Kleeman
Kleeman & DiGiovanni, PC
1819 John F. Kennedy Blvd.
Suite 350
Philadelphia, PA 19103
Tel. (215) 963-0187
800-221-5697
www.kleemanlawfirm.com

TEXAS

Sara Youngdahl
The Youngdahl Law Firm, PC
4203 Montrose Drive
Suite 280
Houston, TX 77006
Tel. (281) 996-0750
866-996-0750
www.youngdahl.com

TEXAS

Weldon Granger
Jones, Granger,
Tramuto, & Halstead
www.jonesgranger.com

Robert M. Tramuto
10000 Memorial Drive
Suite 888
Houston, TX 77210
Tel. (713) 668-0230
800-231-3359

UTAH

Brent O. Hatch
Hatch, James & Dodge, PC
10 West Broadway
Suite 400
Salt Lake City, UT 84101
Tel. (801) 363-6363
800-574-6310
www.bjdlaw.com

VIRGINIA

Willard J. Moody, Sr.
The Moody Law Firm, Inc.
500 Crawford Street
Suite 200
Portsmouth, VA 23704
Tel. (757) 393-4093
800-368-1033
www.moodyrrlaw.com

C. Richard Cranwell
Cranwell, Moore & Emick, PLC
111 W. Virginia Avenue
Vinton, VA 24179
Tel. (540) 904-1621
888-635-6304
www.cranwellmoorelaw.com

WASHINGTON

George A. Thornton
Thornton Mostul, PLLC
1000 Second Avenue
Suite 3200
Seattle, WA 98104
Tel. (206) 621-0600
800-525-3352
www.nwrrlaw.com

See Colorado

DID YOU KNOW?

Title 49: Transportation

§ 236.308 MECHANICAL OR ELECTRIC LOCKING OR ELECTRIC CIRCUITS; REQUISITES

Mechanical or electric locking or electric circuits shall be installed to prevent signals from displaying aspects which permit conflicting movements except that opposing signals may display an aspect indicating proceed at restricted speed at the same time on a track used for switching movements only, by one train at a time. Manual interlocking in service as of the date of this part at which opposing signals on the same track are permitted simultaneously to display aspects authorizing conflicting movements when interlocking is unattended, may be continued, provided that simultaneous train movements in opposite directions on the same track between stations on either side of the interlocking are not permitted.

NOTE: Relief from the requirement of this section will be granted upon an adequate showing by an individual carrier to allow opposing signals on the same track simultaneously to display aspects to proceed through an interlocking which is unattended, provided that train movements in opposite directions on the same track between stations on either side of the interlocking are not permitted at the same time. ■



For more safety tips visit SmokeyBear.com

ONLY **YOU** CAN PREVENT WILDFIRES.



FRA Issues Industry-Wide Safety Advisory on Roadway Worker Authority Limits

The U.S. Department of Transportation's Federal Railroad Administration (FRA) issued a safety advisory to the rail industry to better protect rail employees working on active tracks, or right-of-ways, under the supervision of a dispatcher.

"Clear communication is critical to keeping employees out of harm's way," said U.S. Transportation Secretary Anthony Foxx. "I want railway workers to return home safely to their families after their shift and it is the responsibility of the railroads and their employees to keep the work environment as safe as possible."

Safety Advisory 2014-02 Roadway Worker Authority Limits, highlights the need for railroads to ensure that appropriate safety redundancies are in place in the event an employee fails to comply with existing rules and procedures. The advisory describes several related incidents and stresses the importance of clear communication and the need for railroads to monitor their employees for compliance. This Safety Advisory satisfies one National Transportation Safety Board (NTSB) safety recommendation related to dispatchers and partially addresses another related to redundant signal protection.

There are three safety measures in the advisory designed to reduce incidents that the FRA expects railroads to take action on immediately:

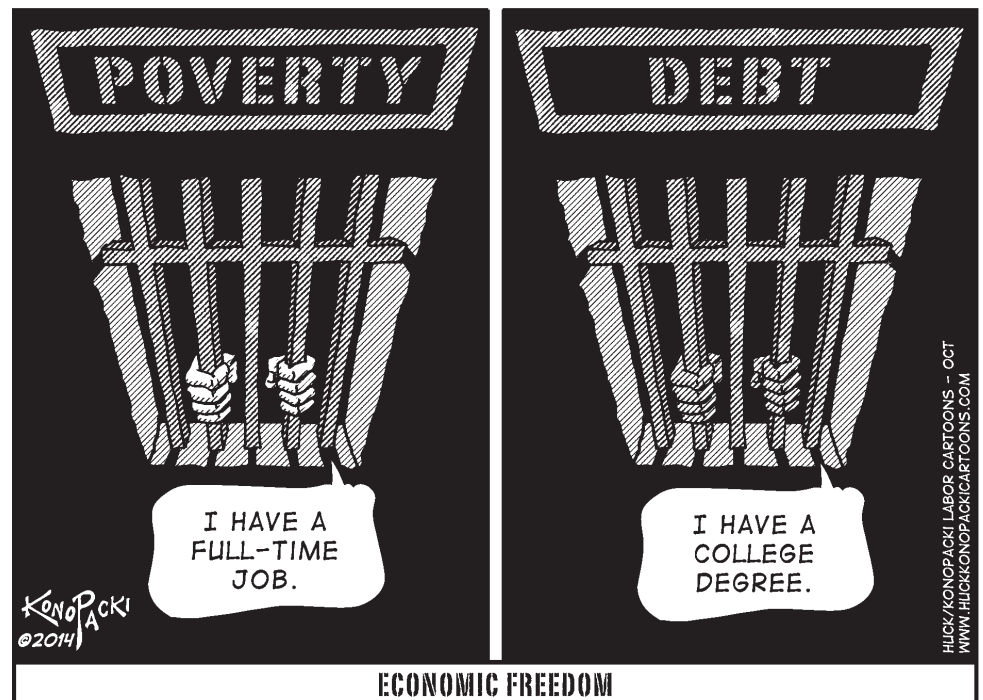
1. Increase monitoring of their employees for compliance with existing applicable rules and procedures.
2. Examine train dispatching systems, rules, and procedures to ensure that appropriate safety redundancies are in place.

3. If a railroad determines that appropriate safety redundancies are not in place, adopt electronic technology—such as the Enhanced Employee Protection System, Hi-Rail Limits Compliance System, and the Train Approach Warning System—that would provide appropriate safety redundancies.

Until such technologies are in place, railroads should stress the importance of dispatchers being advised of roadway workers' whereabouts and work plans; forbid student dispatchers from removing blocking devices until confirmed by a supervisor; and that, prior to passing any absolute signal, a roadway worker should verify the limits of his or her authority.

The FRA believes Positive Train Control, a system for monitoring and controlling train movements to enhance safety, would have prevented the incidents described in the Safety Advisory.

However, where Positive Train Control is not in effect, the FRA recommends that railroads adopt one or more electronic technologies that may serve to fill the technology gap and safeguard roadway workers. ■



BENEFITS DIRECTORY

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

UnitedHealthcare

National Plan — GA-23000

Managed Medical Care Programs (MMCP) &
Comprehensive Health Care Benefit (CHCB)

1-800-842-9905

www.myuhc.com

Retiree Claims — GA-46000

UnitedHealthcare

P.O. Box 30985

Salt Lake City, UT 84130-0985

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

1-800-842-5252

Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

1-800-842-4044

www.aetna.com

Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381

Camp Hill, PA 17089-0381

1-866-267-3320

www.bcbs.com

Life Insurance

MetLife

P.O. Box 6122

Utica, NY 13504-6122

1-800-310-7770

www.metlife.com

Vision Service Plan

EyeMed

Member Support

1-855-212-6003

www.eyemedvisioncare.com/railroad

Union Plus

Mortgage (Wells Fargo) • AT&T Discount

Credit Card • Scholarships and much more

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

Access code: Railroad

Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna

P.O. Box 189145

Plantation, FL 33318-9145

1-800-205-7651 • Fax: 954-452-4124

You may file online at: www.wkabsystem.com

Company identifier: RR

Dental Benefits under Group Policy No. GP-12000

Aetna

P.O. Box 14094

Lexington, KY 40512-4094

1-877-277-3368

www.aetna.com

Managed Pharmacy Benefit Express Scripts

Retail pharmacy network provides medication
for acute, short-term care.

Mail-order prescription service provides
medication for chronic, long-term care.

UnitedHealthcare Plans GA-23000 and
GA-46000

1-844-238-8084

www.medco.com

Railroad Retirement Board

1-877-772-5772 — Automated Help Line

www.rrb.gov

Railroad Info — Your Track to Health

www.yourtracktohealth.com

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

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

RA Behrens 99
OJ Moe 236

40 YEARS OF SERVICE

ED Miller 14
DA Lamarine 24
TA Hitsman 43
SR Renninger 57
JS Higgins 71
GL Sandifer 72
WC Spowart, III 109
DC Henderson 111
JI Beal 143
R Seedig 161
PR Rothweiler, Jr. 172
MS Thomas 176
BE Tumlin 178
BJ Robertson 185
EV Harper 236

35 YEARS OF SERVICE

CH Carter 1
RJ McMillan 9
GM Olen 14
WS Evans 16
JJ Jones, Jr. 16
JL Owen 16
JE Peet 35
AA Venditti, III 35
DJ Caldwell 41
SK Schalter 49
M Marley 60
DW Mates 67
RC East 72

35 YEARS OF SERVICE

JD Farmer 72
JC Johnson 72
RK Massey, Jr. 72
GW Vaughn 72
AH Smith 77
NP Mazza 84
EH Holdampf 99
MJ Hymel, Jr. 99
LA Johnney 99
TW Lawson 99
KJ Prince 99
JS Ryan 99
WB Monroe 110
PM Niziolek 130
MA McComas 136
JK Hayes 138
KD Smith 155
LJ Huson 156
FL Odell 161
DL Winstead 176
SD Pruitt 179
RP Duran 182
JD Masek 182
DP Romaniszak 183
KL Miller 185
PJ Rizzo 194
RJ Bankieris 228

30 YEARS OF SERVICE

RE Nurrenbern 16
TL Jordan 31
RL Luckey 41
JG Head 49
BD Lawlor 56
JH Smith 65

30 YEARS OF SERVICE

TL Baker 72
E Figueroa 84
JJ Gutierrez 92
JP Dillon 93
EC Keys 110
JP Cawyer, Jr. 121
AB Lieto 123
EP Taylor 141
TL Snowden 157
TA Buckley 172
LW Peacock 198

25 YEARS OF SERVICE

WM Carter 16
DD Hogarth 16
PG Shaffer, Jr. 16
DA Sulier 16
HA Wendell 16
WR Yancey 16
JD Blankenship 20
AL Tribioli 26
S Ehmann 53
JC Groves 71
JS Sondergeld 77
DO Bantilan 92
ML DeLaRosa 94
RA Ronald 94
N Augustin 102
A Cagle 102
JM Candia 102
K Dolberry 102
K Dupell 102
JK Heeser, Jr. 102
GA Kolifraith 102
KC Lettow 102
PJ Lynn 102
ST Mui 102
WR Stoute 102

25 YEARS OF SERVICE

JA Testa 102
EW Thomas 102
KL Redd 129
SB Law 141
VG Buchanan 153
GE Kearns 156
AC Sabo 156
CA Starks 156
DM Crotwell 173
R Ringwald 206
MW Smith 208
T Lee 234
C Rawlings 234
J Whitenack 234
KM Carlson 239

ENTER TO WIN

Submit your photo or photos to:

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.

Union Plus Introduces Mortgage Veterans Grant to Help Union Members Who Served

The American dream of homeownership is far too often out of reach, especially for those who make significant sacrifices to protect our country. Union Plus wants to make the dream of homeownership a reality for hard working union members who have served in our armed forces.

Union Plus now offers the new Union Plus Mortgage Veterans Grant to provide qualified union member veterans with a \$1,000 grant that never needs to be repaid to help offset the costs of a down payment.

Only 33 percent of veterans report looking for a home within the first year of their return from active duty, citing the high cost of home prices and the inability to come up with a down payment as reasons that deter them. Union Plus wants to make sure that veterans that have joined a union after their service time receive help in making their dream of homeownership a reality.

"There are over two million union veterans in this country; they give so much and their families deserve to live in a great home," Leslie Tolf, president of Union Plus, said. *"The Union Plus Mortgage Veterans Grant of \$1,000 will help them continue to be part of the middle class and live in a secure house."*

To be eligible for a grant, members must meet the following qualifications:

- Finance their mortgage of their primary residence through the Union Plus Mortgage program on or after November 1.
- Be an active or retired union member of a participating union.
- Be a veteran of the United States Armed Services.

Applications must be submitted within 90 days of closing on a mortgage. Limited funds are available and will be awarded in the order eligible applications are received.

The Union Plus Mortgage program, with financing provided by Wells Fargo Home Mortgage, has provided \$43.6 billion in mortgages to help more than 200,000 union members and their families buy or refinance a home. It is packed with unique benefits tailored to meet the needs of active or retired union members, as well as their parents and children. Union members who are

first-time buyers even have the opportunity to receive a \$500 First-Time Home Award from Union Plus.

Some of the other benefits of the Union Plus Mortgage program include:

- Hardship Assistance — Union Plus Mortgage Assistance helps members and their families who are unemployed, recently disabled, on strike, or locked out make their mortgage payments with interest-free loans and grants. Mortgage Assistance has provided almost \$10 million to help members keep their loans current and stay in their homes.
- Award Card — Union members and their families may receive a \$500 Wells Fargo My Mortgage GiftSM award card after closing on a purchase or refinance loan.
- Incentive for First-Time Home Buyers — Union members who are first-time buyers can apply for a \$500 First-Time Home Award from Union Plus. Active or retired union members who used the Union Plus Mortgage program to purchase their first home are eligible to apply. They simply need to fill out an application and provide a short, written description of their Union Plus Mortgage program experience and why home ownership matters.

To learn more about the Union Plus Mortgage program and the new Mortgage Veterans Grant, please visit UnionPlus.org/Mortgage.

Your union and Union Plus are looking out for you. To find out more about all the benefits and discounts for which you're eligible, please visit UnionPlus.org ■



OBITUARIES

DANIEL J. AUCHTER—retired member of **LOCAL 109**. Brother Auchter retired in 2001 after 41 years of service with the Erie and Erie Lackawanna Railroads, Conrail, and Norfolk Southern Railway. Brother Auchter was a Signal Maintainer at Greenville, Pennsylvania, at the time of his retirement. Brother Auchter served as Local President.

EUGENE F. BAYLISS—retired member of **LOCAL 126**. Brother Bayliss retired in 1988 after 41 years of service with the Southern Pacific Railroad. Brother Bayliss was a Signal Maintainer at Tempe, Arizona, at the time of his retirement.

RONALD H. CRISS—retired member of **LOCAL 227**. Brother Criss retired in 1996 after 41 years of service with the Milwaukee Road Railroad. Brother Criss was a Lead Signal Maintainer at Bensenville, Illinois, at the time of his retirement. Brother Criss served on the Local Grievance Committee.

ROBERT J. EMERSON—retired member of **LOCAL 28**. Brother Emerson retired in 2001 after 34 years of service with Norfolk Southern Railway. Brother Emerson was a Signal Maintainer at Wayne, Michigan, at the time of his retirement.

JAMES C. FOX—retired member of **LOCAL 25**. Brother Fox retired in 1990 after 43 years of service with CSX Transportation. Brother Fox was a Communications Maintainer at Terre Haute, Indiana, at the time of his retirement.

FRED L. HAMILTON—retired member of **LOCAL 188**. Brother Hamilton retired in 1997 after 27 years of service with the Burlington Northern Railroad. Brother Hamilton was a Relief Hump Yard Maintainer at Pasco, Washington, at the time of his retirement.

FORREST O. HAMMOND—retired member of **LOCAL 56**. Brother Hammond retired in 1978 after 33 years of service with the Long Island Rail Road. Brother Hammond was an Assistant Foreman at Jamaica, New York, at the time of his retirement.

JAMES V. HESTER—retired member of **LOCAL 49**. Brother Hester retired in 1990 after 39 years of service with the Southern Railroad. Brother Hester was a CTC Signal Maintainer at Atlanta, Georgia, at the time of his retirement. Brother Hester served as Local President, Local Chairman, and Local Trustee.

C. J. INGRAM—retired member of **LOCAL 8**. Brother Ingram retired in 1990 after 31 years of service with Union Pacific Railroad. Brother Ingram was a Signalman at Omaha, Nebraska, at the time of his retirement. Brother Ingram is also a U.S. Army Veteran who served in the Korean War.

RONALD J. KLINE—retired member of **LOCAL 174**. Brother Kline retired in 1991 after 22 years of service with Union Pacific Railroad. Brother Kline was an Equipment Installer at Salem, Illinois, at the time of his retirement.

JOHN R. MEANYHAN, JR.—active member of **LOCAL 31**. Brother Meanyhan had 16 years of service with the Baltimore & Ohio Railroad. Brother Meanyhan was a System Signal Construction Foreman at the time of his passing. Brother Meanyhan is a Veteran of the U.S. Air Force. Brother Meanyhan was also a Master Mason and a member of the Ali Ghan Shrine.

W. L. MICHAEL—retired member of **LOCAL 103**. Brother Michael retired in 1980 after 39 years of service with the Burlington Northern Railroad. Brother Michael was a Retarder Yard Maintainer at Galesburg, Illinois, at the time of his retirement.

GREGORY M. OLEN—active member of **LOCAL 14**. Brother Olen had 35 years of service with Canadian National Railway. Brother Olen was a Signal Maintainer at South Bend, Indiana, at the time of his passing.

H. B. REED—retired member of **LOCAL 49**. Brother Reed retired in 1979 after 32 years of service with the Southern Railroad. Brother Reed was a Signal Maintainer at Birmingham, Alabama, at the time of his retirement.

FREDERICK W. RUDOLPH—active member of **LOCAL 102**. Brother Rudolph had 36 years of service with Amtrak. Brother Rudolph was a Communications Foreman at Belford, New Jersey, at the time of his passing. Brother Rudolph served as Local President.

DALE R. SHELTON—retired member of **LOCAL 129**. Brother Shelton retired in 2001 after 36 years of service with the BNSF Railway Company. Brother Shelton was a Signalman at Springfield, Missouri, at the time of his retirement. Brother Shelton served as Local Chairman.

DAVID B. THOMASON—retired member of **LOCAL 141**. Brother Thomason retired in 1981 after 40 years of service with the Texas & Pacific Railway and the Missouri Pacific Railroad. Brother Thomason was a Signal Maintainer at Van Horn, Texas, at the time of his retirement.

JOHN R. VREE—active member of **LOCAL 39**. Brother Vree had 17 years of service with Union Pacific Railroad. Brother Vree was a Signal Maintainer at Clyman, Wisconsin, at the time of his passing. Brother Vree served as Local President and Local Trustee.

TRACY K. WILBORN—active member of **LOCAL 72**. Brother Wilborn had 18 years of service with Union Pacific Railroad. Brother Wilborn was a Signal Construction Foreman at St. Louis, Missouri, at the time of his passing.

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

Union Plus Scholarship Program

Since 1992, the Union Plus Scholarship Program has awarded more than \$3.6 million to students of working families who want to begin or continue their post-secondary education. Over 2,400 families have benefited from our commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation.

EVALUATION CRITERIA

This is a competitive scholarship. Applicants are evaluated according to academic ability, social awareness, financial need, and appreciation of labor. A GPA of 3.0 or higher is recommended.

The required essay can account for up to half of your total score.

Scholarship applicants are judged by a committee of impartial post-secondary educators.

APPLICATION DEADLINE

A complete application must be received on or before noon (Eastern Time) on Saturday, January 31, 2015.

Applications received after this deadline will not be considered.

SCHOLARSHIP AWARD AMOUNTS

Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2015. Students may re-apply each year.

AWARD DATE

The Scholarship Committee will determine recipients of scholarship awards by May 31 each year. During the first week of June 2015, award recipients will be individually notified by mail, and all applicants will be sent an email with notification that the award list is posted at UnionPlus.org/Scholarships.

Please note that due to the volume of applications, we cannot provide any information on the status of an application before award announcements are made. ■

*To receive mobile text alerts about education-related deadlines and information, text STUDENT to 22555**



WASHINGTON REPORT

continued from page 15

portation cost of goods. To ensure that these user fees will be dedicated to building our nation's freight infrastructure, the bill establishes the Freight Transportation Infrastructure Trust Fund, which will prevent the funds from being diverted for other purposes.

In addition, the state freight plans will contain environmental goals and strategies developed by state freight advisory committee members; providing a path for freight projects to address and reduce the environmental and community impacts of the movement of goods.

"The movement of goods is one of the most important economic engines in our nation. The infrastructure this engine depends on is crumbling and we must fix it, make it stron-

ger, and make it better. My bill would do this while also taking action to mitigate the adverse environmental impacts that are the unintended consequence of goods movement. We can create a cleaner economic engine," Congressman Lowenthal said.

Sustained investment at the \$8 billion level is necessary to address a growing backlog of infrastructure needs to support our economy. According to a new report by the National Association of Manufacturers, *"the United States is stuck in a decade-long period of decline in overall infrastructure capital spending that will eventually harm job creation, future productivity and global competitiveness."* ■

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.

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

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 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.

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

ORDER ONLINE AT:
www.brs.org

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				QUANTITY	PRICE	TOTAL
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	QUANTITY	PRICE	TOTAL
Signal Graphic								13.00	

SWEATSHIRTS	S	M	L	XL	2X	3X	QUANTITY	PRICE	TOTAL
Black (quarter zip)								42.00	

GOLF SHIRTS	S	M	L	XL	2X	3X	QUANTITY	PRICE	TOTAL
Navy w/piping								35.00	
White w/piping								35.00	
Red w/piping								35.00	

JACKETS	S	M	L	XL	2X	3X	QUANTITY	PRICE	TOTAL
Blue								63.00	

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

Available sizes in un-shaded boxes only

TOTAL

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____ STATE _____ ZIP _____

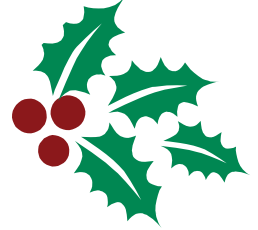
PHONE _____ EMAIL _____

Quality UNION-MADE Items



THE Signalman's STORE

www.brs.org • (540) 622-6522



WINDSHIRT



BROWN CANVAS COAT



**BLACK WOOL
& LEATHER COAT**



BLUE JACKET



BLACK CANVAS COAT



GRAPHIC T-SHIRT



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



BLACK SWEATSHIRT



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

**Large
Selection**



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



BASEBALL CAPS

GOLF BALLS



MANTLE CLOCK



Coffee Mugs are available individually or in a set of 4

COFFEE MUG



POCKET WATCH



WRIST WATCH



FLAG



UAW CARS

BUICK LACROSSE
 BUICK VERANO
 CADILLAC ATS
 CADILLAC CTS
 CADILLAC ELR (*ELECTRIC*)
 CHEVROLET CORVETTE
 CHEVROLET CRUZE
 CHEVROLET CRUZE (*DIESEL*)
 CHEVROLET IMPALA
 CHEVROLET IMPALA (*POLICE*)
 CHEVROLET MALIBU
 CHEVROLET SONIC
 CHEVROLET VOLT
 CHRYSLER 200
 DODGE DART
 DODGE VIPER
 FORD C-MAX
 (*FULL HYBRID/ELECTRIC*)
 FORD FOCUS
 FORD FOCUS (*ELECTRIC*)
 FORD FUSION*
 (*GAS-POWERED ONLY*)
 FORD MUSTANG
 FORD TAURUS
 LINCOLN MKS

UAW TRUCKS

CHEVROLET CANYON
 CHEVROLET COLORADO
 CHEVROLET SILVERADO**
 FORD F SERIES
 GMC SIERRA**
 RAM 1500*

UAW SUVs/CUVs

BUICK ENCLAVE
 CADILLAC ESCALADE ESV
 CADILLAC ESCALADE/HYBRID
 CHEVROLET EQUINOX
 CHEVROLET SUBURBAN
 CHEVROLET TAHOE
 CHEVROLET TAHOE (*POLICE*)
 CHEVROLET TAHOE
 (*SPECIAL SERVICE*)
 CHEVROLET TRAVERSE
 DODGE DURANGO
 FORD ESCAPE
 FORD EXPEDITION
 FORD EXPLORER
 GMC ACADIA
 GMC YUKON/HYBRID
 GMC YUKON XL

JEEP CHEROKEE
 JEEP COMPASS
 JEEP GRAND CHEROKEE
 JEEP PATRIOT
 JEEP WRANGLER
 LINCOLN MKC
 LINCOLN NAVIGATOR
 MITSUBISHI OUTLANDER SPORT

UAW VANS

CHEVROLET EXPRESS
 FORD TRANSIT
 GMC SAVANA

UNIFOR CARS

BUICK REGAL
 CADILLAC XTS
 CHEVROLET CAMARO
 CHEVROLET IMPALA
 CHRYSLER 300
 DODGE CHALLENGER
 DODGE CHARGER

UNIFOR SUVs/CUVs

CHEVROLET EQUINOX
 FORD EDGE
 FORD FLEX
 GMC TERRAIN
 LINCOLN MKT
 LINCOLN MKX

UNIFOR VANS

CHRYSLER TOWN & COUNTRY
 DODGE GRAND CARAVAN
 RAM C/V



These vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union, formerly the Canadian Auto Workers (CAW). Because of the integration of United States and Canadian vehicle production, all the vehicles listed made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (*) are produced in the United States and another country. The light-duty, 1500 model crew-cab versions of the vehicles marked with a double asterisk (**) are manufactured in the United States and Mexico. When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

SUBMITTED BY UNITE HERE!

- **ANCHORAGE, AK:** Hilton; Sheraton
- **ARIZONA:** Hyatt Regency Scottsdale Resort & Spa and Gainey Ranch
- **CALIFORNIA:** Hilton LAX, Hyatt Regency Santa Clara, Hyatt Regency Sacramento, Hyatt Fisherman's Wharf San Francisco, Hilton Long Beach, Embassy Suites Irvine, Arden West Sacramento, Le Meridien San Diego
- **INDIANA:** Hyatt Regency Indianapolis
- **MASSACHUSETTS:** Hyatt Harborside Boston, Hyatt Regency Boston and Hyatt Regency Cambridge
- **RHODE ISLAND:** Renaissance Providence Downtown Hotel
- **SEATTLE:** Grand Hyatt Seattle and Hyatt at Olive 8 Seattle
- **TEXAS:** Grand Hyatt San Antonio and Hyatt Regency San Antonio
- **ARLINGTON, VA:** Sheraton Crystal City

▶ PALERMO PIZZA

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

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

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

- 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

SUBMITTED BY
American Postal Workers Union

- **STAPLES** retail stores

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 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>

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.

- 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.)*

MEETING PHOTOS

Local 99 Officer Elections



**ENTER TO
WIN**

Submit your
photo or photos to:

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.



Local Chairmen's Training

Front Royal, VA



MEMBER NEWS

RETIREMENT

Eldon Luttrell

RETIRED GENERAL CHAIRMAN, UNITED GENERAL COMMITTEE



President Dan Pickett presents Brother Luttrell with a commemorative plaque from the BRS.



Chris Natale, Long Island Rail Road General Chairman (L) presents Brother Luttrell with a retirement plaque.



RETIREMENT

Ted Stirling

RETIRED GENERAL SECRETARY-TREASURER, UNION PACIFIC GENERAL COMMITTEE



Brother Ted Stirling and his wife Marlene.

T.P. Hudson

STEPS DOWN FROM THE POSITION OF VICE GENERAL CHAIRMAN, SOUTHEAST GENERAL COMMITTEE



Gus Demott, General Chairman Southeast General Committee (L) presents Brother Hudson with a retirement plaque for his service as Vice General Chairman.

PHOTO CONTEST

WINNERS FOR 2014

FIRST PLACE



Local 56 BRS members on the Long Island Rail Road, Hampton Bay, New York, installing fiber-optic cable.

Photo submitted by Robert Perrino, Signalman and Local 56 member.

SECOND PLACE



Canadian National Signal Gang receiving a job briefing before removing an old signal at Mays Control Point just north of Mays Yard in Louisiana after a successful cutover.

Photo submitted by Local 162 member Chris Pullen.

THIRD PLACE



Signal Gang 5087 erecting a signal bridge for a new refueling yard in Strauss, New Mexico, on the Union Pacific Railroad. Signal 5087 gang members present — H.C. Camacho, J.M. Soto, and E.R. Cedillos (in bucket), all three are members of Local 19. Also present — H.J. Gomez of Local 126; along with S.P. Reyes, A. Gamboa, and Nohe Galindo, who are members of Local 182.

Photo submitted by Local 182 Member Nohe Galindo.

32ND ANNUAL 2015 PHOTO CONTEST

The Signalman's Journal will conduct its 32nd Annual Photo Contest during 2015, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

The Signalman's Journal 2015 Photo Contest prizes include:

First Place: Union-made BRS logo wristwatch and \$100 gift certificate to the Signalman's Store.

Second Place: Union-made black canvas coat with blanket lining and \$75 gift certificate to the Signalman's Store.

Third Place: \$50 gift certificate to the Signalman's Store.

The Signalman's Journal encourages members to submit photographs that feature signal equipment or Signalmen working at their craft. Photographs of Signalmen at work must depict proper safety equipment (for example: hard hats, eye protection, or other necessary safety gear) and other generally recognized safe work practices.

The contest rules for 2015 are as follows:

1. Photographs should be in color and no smaller than 3 inches by 5 inches in size. Digital pictures are accepted and encouraged, but the photo should be of very high resolution. Negatives or Polaroid photos will not be considered. There is no limit on the number of entries.

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2015 contest will be October 1, 2015. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

Editor – *The Signalman's Journal*
917 Shenandoah Shores Road
Front Royal, VA 22630-6418

Or email to: tme@brs.org

BROTHERHOOD OF RAILROAD SIGNALMEN — 2015 PHOTO CONTEST

NAME _____ LOCAL _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

EMAIL ADDRESS _____

PHONE (Daytime) _____ (Evening) _____

R.R. EMPLOYER _____ JOB TITLE _____

PHOTO LOCATION _____ R.R. DIVISION _____

PHOTO DESCRIPTION _____

ENTRY FORM

USA AND CARHARTT WANT TO HELP YOU ROCK IT OUT AT THE CMA MUSIC FESTIVAL

ENTER TO WIN

AN ALL-EXPENSE - PAID TRIP TO THE 2015 CMA MUSIC FESTIVAL!

A proud partner of the Union Sportsmen's Alliance, Carhartt is inviting one USA member and a friend to be VIP guests on an all-expense-paid trip to the 2015 CMA Music Festival in Nashville from June 11th-14, 2015. It's Country's Night to Rock as fans meet and greet country artists, pick up autographs, take close-up photos and enjoy live performances!

The Grand Prize and 1st Place winner will receive a complete set of Carhartt camo gear in the Realtree Xtra, and 25 2nd Place winners will receive the Carhartt Camo Active Jac.



Go here to enter:

CMA

MUSIC FESTIVAL

JUNE 11-14 2015 NASHVILLE
CMAFEST.COM



carhartt

UnionSportsmen.org/CarharttCountry

Promotion available to active USA members. Deadline to enter: Jan. 16, 2015