



# THE SIGNALMAN'S JOURNAL

Volume 96 • Number 2

2nd Quarter 2015





# 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](http://UnionPlus.org/ATT)  
Discount FAN: 3508840**

Credit approval and new two-year service agreement required. Offer cannot be combined with any other discounts. The 15% Union Plus AT&T wireless discount is not available on the iPad, additional lines for family plans, unlimited plans and Unity plans. Data services: Only the 5GB data plan and the shared minutes and data for AT&T Mobile share plans are discounted. All other individual data plans, data plans on secondary lines, and text plans are not discounted. Other conditions and restrictions apply. Offer available to union members, retired union members, and Union Plus Credit Card holders only. For more information, visit [UnionPlus.org/ATT](http://UnionPlus.org/ATT). AT&T is a registered trademark of AT&T Intellectual property. Union Plus is a registered trademark of Union Privilege.

# THE SIGNALMAN'S JOURNAL

Official Publication of the Brotherhood of Railroad Signalmen  
Web Page: [www.brs.org](http://www.brs.org)

Volume 96 • Number 2 • 2nd Quarter 2015



## DIRECTORY

### NATIONAL HEADQUARTERS:

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

Dan Pickett, President  
(ext. 525) • [wdp@brs.org](mailto:wdp@brs.org)

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

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

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

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

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

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

### WASHINGTON OFFICE:

304 Pennsylvania Avenue, SE  
Washington, D.C. 20003

Leonard Parker, National Legislative Director  
(202) 543-9841 • [lparker@brs.org](mailto: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](mailto:dmb@brs.org)

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

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

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

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



Fatality Analysis of Maintenance-of-way Employees and Signalmen

# FAMES

The FAMES Committee analyzes all fatalities and selected related incidents in order to make recommendations to reduce the risk of future occurrences and eliminate fatalities to roadway workers.

### FAMES — SAFETY ALERT: Use of Electronic Devices ..... 4



Southeastern Pennsylvania Transportation Authority Agreement was completed and ratified by a majority of the members of Local 53.

### SEPTA Agreement Ratified ..... 5

Control of Train Speeds on Northeast Corridor .....	6
Union Plus — Real Estate Rewards Program .....	7
FRA Issues New Critical Incident Stress Plan Rule .....	8
150 Workers Killed on the Job Every Day .....	8
Union Plus — Assistance Program for Texas and Oklahoma Storms .....	9
Did You Know? .....	4, 9, 13, 15, 22
Roadway Worker Protection Life Tips .....	14
AFL-CIO Do Buy List .....	16
AFL-CIO Don't Buy List .....	17
Identity Protection Tips .....	20
Tips to Help Keep Your Health on Track — Your Eyes .....	21
In Memoriam — Leon Eugene Cochran .....	23
FRA Recommends Actions to Prevent Passenger Trains from Speeding .....	23
Photo Highlights from Local 20 Meeting .....	28
Photo Highlights from Local 24 Meeting .....	28
Photo Highlights from Local 161 Meeting .....	29
Member Photos .....	30
Union Cool Treats for Summer .....	30
Photo Highlights from Local 174 Meeting .....	31

## DEPARTMENTS:

From the President .....	2
Washington Report .....	10
Railroad Retirement Questions & Answers .....	12
Designated Legal Counsel .....	18
Benefits Directory .....	19
Continuous Membership .....	22
Obituaries .....	24
Signalman's Store .....	26
Photo Contest Winners for Second Quarter 2015 .....	32



**COVER:** Highway-rail grade crossing in Bremen, Ohio.

Photo submitted by Randall Racine, Local Chairman and member of Local 94.



## “Right to Work” = Right to Work for Less

There seems to be a lot of focus these days on “right to work” (RTW) laws. The problem is that the name does not convey what the law really means. Over the past few years, big business has used this law, state by state, as a platform to attack unions. One of the more publicized battles took place in Wisconsin, with Governor Scott Walker aggressively attacking the State’s workers by taking away their ability to bargain for wages, among other issues.

Over a period of time, RTW laws will destroy a union. It’s no coincidence that states with union membership rates under 8 percent are all RTW states.

Unfortunately, living in a RTW state doesn’t mean that you have a right to work. What it does mean is that workers don’t have to pay for union representation, even when the majority of the workers in a company have democratically voted to be represented by the union.

The union still bargains for you, even though you are not paying for its representation. Unions help you attain a good salary, paid holidays, and a health and welfare plan — a better quality of life. Members of unions sometimes even elect to exercise their right to strike to make sure that they get these benefits. If you have a grievance under a union-negotiated contract, the union has to pursue your grievance. You get all the benefits of union coverage without any of the costs of union membership. Protecting a collectively bargained agreement takes conviction, perseverance, and capital.

This process of people receiving the benefits of union representation without contributing to their union through dues has been referred to by some as the “free-rider problem.” The free-rider problem occurs whenever someone can gain all the benefits of an activity without paying any of the costs. A classic free-rider example would be littering. Littering is great — for the litterer. It’s

a burden for everyone else left with the responsibility of disposing of it.

RTW legislation isn’t taken up by state legislators because a multitude of dissatisfied union members, buckling under the weight of membership, were driven to their representatives. Workers who don’t want representation can disband their union at any time. RTW legislation is

encouraged by corporations and industry associations/lobbyists funded by big money. Employers embrace “right to work” because it really means the right to employ

workers for less — less wages and less benefits.

The financial ramifications are plain as day. The three states with union membership rates of 4 percent or less are North Carolina, South Carolina, and Georgia with median hourly wages of \$15.16, \$14.45, and \$15.25 respectively. The three states with union membership rates of 20 percent or more are New York, Alaska, and Hawaii with median hourly wages of \$19.02, \$20.65, and \$17.44 respectively. On average, that’s roughly a difference of \$10,000 a year.

RTW supporters often state that employment grows faster in RTW states versus union-friendly states. Due to lower wages, corporations move out of union-friendly states, taking jobs and driving up unemployment with them. RTW laws drive down wages for workers in the states that receive those jobs. This type of economic “development” pits neighboring states against each other, and keeps wage and benefit packages at a bare minimum. How is this “developing” the United States economy?

Of course, RTW laws are good for the corporations and the legislators benefitting from the corporate dollars driving their campaigns. The benefits that should be benefiting the many, go to the few at the top.



If we're going to have "right to work," then why not "right to live"? Wouldn't it be great to have the right to live in any state without having to pay state taxes? Let the RTW states put their (tax) money where their mouths are. Why should you have to "join" a state just because you live there?

Elise Gould and Heidi Shierholz of The Economic Policy Institute conducted a very thorough and rigorous analysis of the statistics in RTW states. Their briefing paper directly examines the impact of RTW laws on the wages and benefits received by workers, both union and non-union. It does this by examining differences in the wages and benefits workers receive in RTW and non-RTW states. They analyze the relationship between RTW status and wages and benefits after controlling for the demographic and job characteristics of workers, in addition to state-level economic conditions and cost-of-living differences across states. In conclusion:

*"Recent proposals to advance so-called 'right-to-work' laws are being suggested in states as a way to boost economic growth. In this economic climate, something called right-to-work legislation sounds positive, but the name is misleading: these laws do not guarantee a job for anyone. In fact, they make it illegal for a group of unionized workers to negotiate a contract that requires each employee who enjoys the benefits of the contract terms to pay his or her share of costs for negotiating and policing the contract. This provision directly limits the financial viability of unions, reducing their strength and ability to negotiate favorable contracts, higher wages, and better benefits. Similarly, by diminishing union resources, a RTW law makes it more difficult for unions to*

*provide a workers' voice on policy issues ranging from unemployment insurance to workers compensation, minimum wages, and other areas. The simple reality is that RTW laws undermine the resources that help workers bargain for better wages and benefits.*

- *Wages in right-to-work states are 3.2% lower than those in non-RTW states, after controlling for a full complement of individual demographic and socioeconomic variables as well as state macroeconomic indicators. Using the average wage in non-RTW states as the base (\$22.11), the average full-time, full-year worker in an RTW state makes about \$1,500 less annually than a similar worker in a non-RTW state.*
- *The rate of employer-sponsored pensions is 4.8 percentage points lower in RTW states, using the full complement of control variables in our regression model. If workers in non-RTW states were to receive pensions at this lower rate, 3.8 million fewer workers nationally would have pensions."*

The following states (25) are right-to-work states: Alabama, Arizona, Arkansas, Florida, Georgia, Idaho, Indiana, Iowa, Kansas, Louisiana, Michigan, Mississippi, Nebraska, Nevada, North Carolina, North Dakota, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Wisconsin, and Wyoming. In addition, the territory of Guam also has right-to-work laws, and employees of the U.S. Federal Government have the right to choose whether or not to join their respective unions.

It is alarming to me that half of our nation's states are depriving its citizens of the ability to live abundantly. In a time when our country is in dire need of economic growth, state leadership is stepping on the necks of its workforce. It is time for workers to use the economic facts before them and demand change in their states. No more right to work for less!

In Solidarity,

*W. Dan Pickett*

W. Dan Pickett  
BRS President





## SAFETY ALERT: Use of Electronic Devices

**T**he inappropriate use of electronic devices has been linked to accidents and fatalities, both on railroads and highways.

Electronic devices such as cellular telephones, notebook computers, electronic notepads, etc. are widely used in today's culture. These devices can enhance railroad safety, operational efficiency, and communication when used appropriately, but may also introduce an element of distraction. Any distraction while performing a safety-critical task can be hazardous.

The FAMES Committee makes the following recommendations with regard to electronic devices:

- Employers should establish policies that clearly identify where, when, and under what conditions electronic devices can be used safely.
- Except as provided by employer's rules and policies, employees should not text, type, or communicate using a cellular telephone, notebook computer, electronic notepad, or similar device:
  - While driving a motor vehicle;
  - While operating on-track/off-track equipment;
  - When standing or walking foul of any track or when in close proximity to men or equipment working on or off track;
  - While performing RWP Watchman/Lookout or Flagman duties; or
  - During job/on-track safety briefings.
- When the use of electronic devices is permitted by railroad rules, their use should be addressed in the job briefing.

*All distractions, electronic or otherwise, reduce your focus on safety and can be fatal. This is true whether you are on or near the track or highway.*

---

**Remember:** *"One text or call can wreck it all."*

---

**Dedication:** The FAMES Committee dedicates its efforts to all roadway workers who have lost their lives in the performance of duty and to the families, loved ones, and coworkers they have left behind.

**Mission Statement:** The Mission of the Fatality Analysis of Maintenance of way Employees and Signalmen (FAMES) Committee is to analyze all fatalities and selected related incidents in order to make recommendations to reduce the risk of future occurrences and eliminate fatalities to roadway workers. ■

### DID YOU KNOW?

It is estimated that at any given daylight moment across America, approximately 660,000 drivers are using cell phones or manipulating electronic devices while driving.

**According to the National Safety Council the three biggest causes of fatalities on the road include:**

- 1** Alcohol (30.8%)
- 2** Speeding (30%)
- 3** Distracted driving (26%)

# Southeastern Pennsylvania Transportation Authority Agreement Ratified

**O**n April 21, 2015, the Section 6 negotiations with Southeastern Pennsylvania Transportation Authority (SEPTA) were complete and ratified by a majority of the members of Local 53. The meetings with SEPTA began on November 10, 2014, in Philadelphia, and Vice President Dennis Boston and General Chairman Les Miller were involved from the beginning, as was Assistant General Chairman Jason Worcester (*not pictured*).

While SEPTA was committed to an Agreement of less than two years, General Wage Increases were included, and any changes to Health & Welfare were not. Changes made to the Holiday Allowance and Vacations will ben-



efit the members, as well as an increase in the Clothing and Tool allowance. A thorough 'Return From Leave' rule (which this Agreement previously lacked) will eliminate the ability for SEPTA to change how employees return in the future. ■



## 5TH ANNUAL — MARSHALL W. JAEGER — MEMORIAL GOLF OUTING —

**JULY 18, 2015 — 8 AM** (18 HOLES WITH A CART)

Riverside Golf Course — 245 E. Columbia Avenue, Battle Creek, MI 49015  
269-964-0291 • **COST: \$65** per person (Lunch Included — *Provided by Texas Corral*)

**PLEASE MAKE GOLF CHECKS OUT TO:**

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

*All proceeds will benefit Head and Neck Cancer Research  
at the University of Michigan Health System.*

Donations may be sent to the University of Michigan Head and Neck Surgery,  
Taubman Center — 1904, 1500 E. Medical Center Drive, SPC 5312, Ann Arbor, MI 48109-5312

[www.giving.umich.edu/give/med-jaegergolf](http://www.giving.umich.edu/give/med-jaegergolf)

**Please make check out to Marshall W. Jaeger Head and Neck Cancer Research Fund.**

# Control of Train Speeds on Northeast Corridor

**T**he May 12, 2015, derailment of Amtrak Train #188, in Philadelphia, Pennsylvania, that killed seven people and injured more than 200 was traveling at 106 mph shortly before the crash, the National Transportation Safety Board confirmed. That speed was twice the limit for the section of the curved track where the accident occurred. The emergency brakes slowed the train down to 102 mph before the accident.

Amtrak's Northeast Regional Train #188 from Washington, D.C., to New York City was carrying 238 passengers and five crew members when it left the track soon after 9 p.m. ET, throwing all seven cars into disarray along the busy New York-Philadelphia corridor.

The train's speed was captured on the "black box" that records data on the operation of the train. The device was recovered from the wreckage site and was being analyzed at the Amtrak operations center in Wilmington, Delaware.

Following the derailment, the Federal Railroad Administration (FRA) instructed Amtrak to immediately take several actions to improve safety along its Northeast Corridor (NEC), and on May 21, the FRA issued an Emergency Order (EO) formalizing the earlier instructions calling for immediate safety improvements. This order is the latest in a series of actions the FRA has taken in the wake of the derailment.

The FRA announced its intention to take additional actions to address potential speed issues on all other passenger corridors.

*"Although we do not yet know what caused the derailment of Amtrak Train #188, the information we do have underscores the need to continue to do all we can to further promote safety along the Northeast Corridor," said U.S. Transportation Secretary Anthony Foxx. "Today's action will help prevent similar incidents from occurring on the NEC until Amtrak completes its installation of Positive Train Control later this year."*

The EO requires Amtrak to take a series of steps to improve safety along the NEC, including implementing Automatic Train Control (ATC) code changes and modifications, adopting other safety procedures at several curve locations with significant speed reductions, and submitting an action plan to the FRA outlining additional steps.

The FRA will take additional steps in the coming days and weeks to ensure other corridors are addressing potential over-speed issues as well.

*"The Northeast Corridor is the busiest rail corridor in the country, and the steps we have ordered Amtrak to take will immediately improve safety on this busy corridor," said Acting Federal Railroad Administrator Sarah Feinberg. "But in the days and weeks to come, we will also do more — while the FRA will continue to push Amtrak and other commuter lines to achieve full implementation of Positive Train Control, we will also work with them in the short term to immediately address potential over-speed issues."*

The EO requires Amtrak to immediately implement a code change to its ATC system near the Frankford Junction curve in Philadelphia, Pennsylvania. The change must enforce the passenger train speed limit of 50 mph, or lower, for north-bound trains approaching the curve.

In addition, Amtrak must survey the NEC to identify each main track curve where there is a reduction of more than 20 mph from the maximum authorized approach speed to that curve for passenger trains, and provide a list of each location to the FRA.

**Following Amtrak's identification of the curves referenced above, Amtrak must develop and submit an action plan to the FRA that accomplishes each of the following:**

- Identify appropriate modifications to Amtrak's existing ATC system or other signal systems (or alternative operational changes) to enable warning and enforcement of applicable passenger train speeds at identified curves.
- Target dates for implementing each identified modification to Amtrak's existing ATC system or other signal systems (or alternative operational changes) to enable warning and enforcement of passenger train speeds at the identified curves.

Amtrak must submit the action plan to the FRA within 20 days of the date of the EO.

In addition, Amtrak must begin to install additional way-side signage alerting engineers and conductors of the maximum authorized passenger train speed throughout its NEC system no later than 30 days after the date of the order. ■





## Real Estate Rewards Program



**M**oving has to be among the most stressful of life events — from the house hunting and home buying process to the packing (some purging) and physical relocation of your worldly possessions. There are change-of-address notices to send out, and often new jobs and new schools take a social, even psychological, toll.

When 20-year BRS member, Howard Forte of Local 56, and his wife first started shopping around for a different address several months back, it was with great apprehension. Real estate agents weren't high on their list of favorite people.

*"We've owned before — this was our second time purchasing a home," said Forte. "We've just always had a difficult time with real estate in general."*

His expectations already abysmally low, Forte found a local real estate agent through the Union Plus Real Estate Rewards Program, powered by SIRVA.

*"Rosemarie Cazzorla and her associate agent at Century 21 have been absolutely amazing," said Forte. "She helped us purchase our home in North Bellmore, N.Y. We just moved in a few days ago and she's still helping us with stuff now. They're the most amazing agents we've ever worked with."*

The Real Estate Rewards Program allows union members to receive \$50 for every \$10,000 in home value after closing when they use a Real Estate Rewards agent to buy or sell a home. With 6,000 agents participating in the program throughout the U.S., local SIRVA agents are not hard to find. Call 800-284-9756 or visit [UnionPlus.org/RealEstate](http://UnionPlus.org/RealEstate) to learn more.

A long-time signalman for the Long Island Rail Road, Forte is looking at a daily commute of about 30 minutes from North Bellmore into the city, where his wife also works. While the couple and their three children are still getting settled, they're already enjoying their new home — though the kids would prefer it came with a dog!

*"Maybe in a few years," said Forte.*

Union Plus is here to help our fellow union members navigate any residential move. Check out our tips and offers and make your move a lot less stressful and expensive. ■

### Union Plus Mortgage Program Overview

Active and retired union members, their parents and children are eligible for the Union Plus Mortgage program. Through the mortgage program, they can:

- Leverage Mortgage Protection Assistance in the event of strike, lockout, disability, or job loss. No other mortgage program helps union members facing such financial hardship to make their mortgage payments and keep their homes.
- Receive a \$500 My Mortgage GiftSM award after closing on their new purchase or refinance mortgage.
- Take advantage of the wide range of financing options, educational programs, and knowledgeable mortgage professionals available to help them every step of the way.

In addition, union members who are first-time home buyers may qualify to receive a \$500 Union Plus First-Time Home Award from Union Plus. ■

# Federal Railroad Administration Issues New Critical Incident Stress Plan Rule

**T**he Federal Railroad Administration announced a new Final Rule (FR) requiring each Class I, intercity passenger, and commuter railroad to establish and implement a critical incident stress plan for employees who are directly involved in, witness, or respond to a critical incident. This rule making responds to the Rail Safety Improvement Act of 2008 mandate that the Secretary of Transportation establish regulations to define “critical incident” and to require certain railroads to develop and implement critical incident stress plans. Under the provisions of the rule, railroads would be required to develop, and submit to the Secretary

for approval, critical incident stress plans that provide for appropriate support services to be offered to their employees who are affected by a “critical incident.” The rule defines a “critical incident” as either — (1) An accident/incident reportable to FRA under 49 CFR part 225 that results in a fatality, loss of limb, or a similarly serious bodily injury; or (2) A catastrophic accident/incident reportable to FRA under part 225 that could be reasonably expected to impair a directly-involved employee’s ability to perform his or her job duties safely. ■

## 150 Workers Killed on the Job Every Day

**A**ccording to a report released by the AFL-CIO, 4,585 workers were killed in the United States during 2013 due to workplace injuries. An additional estimated 50,000 died from occupational diseases, resulting in a loss of nearly 150 workers each day from preventable workplace conditions.

*“America’s workers shouldn’t have to choose between earning a livelihood and risking their life, yet every day too many end up on the wrong end of that choice,” said AFL-CIO President Richard Trumka. “Corporations are prospering while working people suffer because of corporate negligence and insufficient government oversight. We must go beyond mourning those we’ve lost, and take bold, decisive action to ensure that a day’s work brings opportunity, not the risk of death or injury.”*

The report, entitled *Death on the Job: The Toll of Neglect*, marks the 24th year the AFL-CIO has produced its findings on safety and health protections for workers in the United States. The report shows the highest workplace fatality rates were found in North Dakota, Alaska, Wyoming, West Virginia, and New Mexico.

While workplace deaths and injuries were high in many private sector industries, such as oil and gas extraction, the injury rate for public sector workers was 58 percent higher than for private sector workers. In fact, 8 million state and local public employees lack any OSHA protections. OSHA oversight and enforcement remains weak. Federal OSHA has the resources and staff to inspect workplaces on average only once every 140 years. The average penalty for serious violations was only \$1,895, and the median penalty for worker deaths was only \$5,050.

Other report highlights include the startling rise of Latino worker deaths, as the Latino fatality rate was 18 percent greater than the overall rate, and the urgent need to update OSHA silica safety standards based on near-century old research.

*Death on the Job: The Toll of Neglect* was released after numerous Workers Memorial Day vigils, rallies, and actions were held across the country, and can be found online at: [aflcio.org/death-on-the-job](http://aflcio.org/death-on-the-job). ■



## ASSISTANCE FOR PROGRAM PARTICIPANTS IMPACTED BY Texas and Oklahoma Storms

**U**nion members living in areas impacted by the recent severe storms and widespread flooding in Texas and Oklahoma, and who participate in Union Plus programs may be eligible for financial assistance. More than 20 people were killed as a result of the storms and in the Houston area alone more than 4,000 properties were damaged and 2,500 vehicles were abandoned.

Union Plus Disaster Relief Grants of \$500 are available to help participants in the Union Plus Credit Card, Insurance, or Mortgage programs who are facing financial hardship due to this devastating natural disaster who live in Harris, Hays, and Van Zandt counties in Texas, and Cleveland, Grady, and Oklahoma counties in Oklahoma. The money does not have to be repaid.

**To qualify for a Union Plus Disaster Relief Grant, a union member must:**

1. Have been a victim of the severe weather in counties designated by FEMA as qualifying for individual assistance. (List of qualifying counties available at [UnionPlus.org/Disaster](http://UnionPlus.org/Disaster).)
2. Have experienced a significant loss of income or property within the last six months due to the disaster.

3. Have had a Union Plus Credit Card, Union Plus Insurance policy or Union Plus Mortgage for at least 12 months with the account or policy in good standing (be up-to-date on payments).
4. Describe his or her circumstances and document the income or property loss.

**To apply for a disaster relief grant, union members who participate in any of the following programs can call:**

- **Union Plus Credit Card: 1-800-622-2580**
- **Union Plus Mortgage: 1-800-472-2005**
- **Union Plus Insurance: 1-800-472-2005**

Union Plus Mortgage and Credit Card holders may also be eligible to receive payment extensions or other special help.

The Union Plus Disaster Relief Fund has provided more than \$780,000 in assistance to union members facing hardships following Hurricanes Sandy and Katrina, floods, wild fires, and other natural disasters.

For more information about the Union Plus disaster benefits, visit [UnionPlus.org/Disaster](http://UnionPlus.org/Disaster). ■

## DID YOU KNOW?

### Title 49: Transportation

#### §236.768 LOCKING, TIME

A method of locking, either mechanical or electrical, which, after a signal has been caused to display an aspect to proceed, prevents, until after the expiration of a predetermined time interval after such signal has been caused to display its most restrictive aspect, the operation

of any interlocked or electrically locked switch, movable-point frog, or derail in the route governed by that signal, and which prevents an aspect to proceed from being displayed for any conflicting route. ■





- **Short-Term Surface Transportation Authorization Extension**
- **H.R. 749: Passenger Rail Reform and Investment Act of 2015**
- **PTC Deadline Extension Legislation Introduced in House and Senate**
- **FRA Issues RRIF Loans to Commuter and Freight Railroads**

## **Congress Passes Short-Term Surface Transportation Authorization Extension**

On May 23, 2013, the Senate passed H.R. 2353, the Highway and Transportation Funding Act of 2015 by a voice vote. [A vote in which the presiding officer states the question, then asks those in favor and against to say “Yea” or “Nay,” respectively, and announces the result according to his or her judgment. The names or numbers of senators voting on each side are not recorded.] The vote passed the House of Representatives on May 19, 2015, by a vote of 377–35. Republicans voted 229–12 and Democrats voted 158–23. The bill was signed by the President and enacted into law May 29, 2015.

Upon the bill passing the Senate, Environment and Public Works Committee Chairman James Inhofe (R-OK) and Ranking Member Barbara Boxer (D-CA) stated, *“With the two-month extension of the Highway Trust Fund, Congress prevented many critical road, bridge, and transit projects from coming to a grinding halt. But it’s time we end this costly uncertainty with the Highway Trust Fund. The only solution to fixing this problem is to enact a consensus-based, bipartisan, six-year surface transportation bill that will provide states and local communities the funding and the certainty they need to plan and construct multi-year projects to modernize our infrastructure. Our committee continues to make progress on a consensus, six-year surface transportation reauthorization bill, with a goal to mark up the legislation on June 24.”*

Since 2009, surface transportation programs have been operating under short-term extensions and continuing resolutions. The viability of our Nation’s infrastructure, which is in desperate need of not only sustainment but improvement, is dependent upon a long-term funding plan.

## **H.R. 749: Passenger Rail Reform and Investment Act of 2015**

Introduced by Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA); T&I Ranking Member Peter DeFazio (D-OR); Railroads,

Pipelines, and Hazardous Materials Subcommittee Chairman Jeff Denham (R-CA); and Subcommittee Ranking Member Michael Capuano (D-MA) on February 5, 2015; this bill authorizes appropriations for Amtrak for Fiscal Years 2016–2019 (FY 2016–2019). Included in this \$7.8 billion four-year authorization is approximately \$1.9 billion for the Amtrak Northeast Corridor Improvement Fund account, approximately \$3.9 billion for the Amtrak National Network account, \$96 million for the Amtrak Office of Inspector General, and \$1.2 billion for capital grants to states for new intercity passenger rail. The bill was passed by a vote of 316–101 on March 5, 2015. The bill has been referred to the Senate Committee on Commerce, Science, and Transportation for consideration.

Democrats on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security Subcommittee will no doubt play a vital role in helping get this legislation through the Senate. This subcommittee oversees interstate transportation policy issues and focuses on safety, security, and infrastructure development related to highways, waterways, and both freight and passenger rail — including Amtrak.

Senator Cory Booker (D-NJ) has been appointed to serve as ranking member of the Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security, part of the Commerce, Science and Transportation Committee. Anthony Coscia, Chairman of the Amtrak Board of Directors, said, *“Hailing from the highest-density state in America and home to major assets like the East Coast’s largest port and our Northeast Corridor, Senator Booker understands that transportation is the life-blood of our economy. It’s hard to imagine a better fit for this important position than Senator Booker and we look forward to working with him on improving the Northeast Corridor and passenger rail across the nation.”*

## Positive Train Control (PTC) Deadline Extension Legislation Introduced in House and Senate

H.R. 1405, the Reassuring Adequate Investment in Lifesaving Systems Act (RAILS) was introduced by Representatives Dan Lipinski (D-IL) and Mike Quigley (D-MA) on Tuesday, March 17, 2015. The bill authorizes \$200 million dollars per year in 2015–2020 for PTC installation, testing, and other related implementation costs. This is a fourfold increase compared to previous annual authorization levels for federal railroad safety technology grants.

Representatives Bobby Rush (D-IL), Danny Davis (D-IL), Luis Gutierrez (D-IL), Tammy Duckworth (D-IL), and Robin Kelly (D-IL) also joined Representatives Lipinski and Quigley in introducing the legislation.

On March 25, 2015, the Senate Committee on Commerce, Science, and Transportation passed legislation sponsored by Senator Roy Blunt (R-MO) and eleven other Senators to provide for an extension of the deadline to comply with the PTC requirements set forth under the Rail Safety Improvement Act of 2008. Senator

Blunt's legislation, S. 650, The Railroad Safety and Positive Train Control Extension Act extends the current December 31, 2015, Positive Train Control implementation deadline to December 31, 2020, and provides the U.S. Secretary of Transportation with limited authority to grant extensions on a case by case basis — based on safety and operational risk — for up to two additional years.

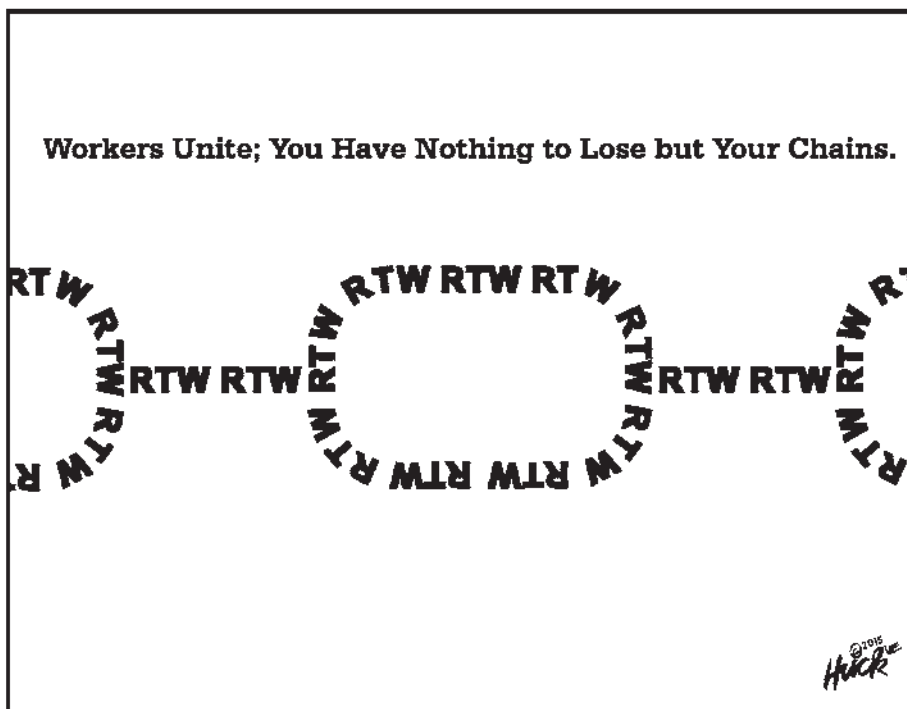
The Committee included an amendment (modified in Committee) offered by Senator Richard Blumenthal (D-CT) to the bill which added annual reporting requirements for railroads during the extension period covered by S. 650. Under

the Blumenthal provision, beginning six months after the date of the enactment of the bill, and annually thereafter until its positive train control system is certified by the Secretary of Transportation, each Class I railroad carrier, and each intercity or commuter rail passenger railroad will be required to submit a progress report to the Secretary of Transportation on the status of the plan.

Senator Blumenthal indicated during the markup that he would continue to seek changes to the bill, as it proceeds forward in the legislative process.

***PTC is the backbone of the next generation of rail safety and we are committed to its full deployment and implementation”***

— SARA FEINBERG, ACTING FRA ADMINISTRATOR



## Federal Railroad Administration Issues RRIF Loans to Commuter and Freight Railroads

On May 6, 2015, the FRA closed on a \$967.1 million Railroad Rehabilitation and Improvement Financing (RRIF) loan with New York City's Metropolitan Transportation Authority (MTA) in order to facilitate the deployment of Positive Train Control (PTC) on both the Metro-North Railroad (Metro-North) and the Long Island Rail Road (LIRR). It is the

*continued on page 15*



## Comparison of Benefits Under Railroad Retirement and Social Security

*Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act, so that railroad retirement benefits remain higher than social security benefits, especially for “career” employees who have 30 or more years of service.*

*The following questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 2014. They also show the differences in age requirements and payroll taxes under the two systems.*

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

The average age annuity being paid by the Railroad Retirement Board (RRB) at the end of fiscal year 2014 to career rail employees was \$3,180 a month, and for all retired rail employees the average was \$2,535. The average age retirement benefit being paid under social security was nearly \$1,305 a month. Spouse benefits averaged \$945 a month under railroad retirement compared to \$635 under social security.

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

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

Yes, because recent awards are based on higher average earnings. Age annuities awarded to career railroad employees retiring at the end of fiscal year 2014 averaged about \$3,710 a month while monthly benefits awarded to workers retiring at full retirement age under social security averaged nearly \$1,815. If spouse benefits are added, the combined benefits for the employee and spouse would total \$5,135 under railroad retirement coverage, compared to \$2,720 under social security. Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to nearly \$5,170 a month.

### **3 How much are the disability benefits currently awarded?**

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2014 were awarded almost \$2,870 a month on the average while awards for disabled workers under social security averaged over \$1,235.

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

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

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

No early retirement reduction applies if a rail employee retires at age 60 or older with 30 years of service and his or her retirement is after 2001, or if the employee retired before 2002 at age 62 or older with 30 years of service.

Early retirement reductions are otherwise applied to annuities awarded before full retirement age, the age at which an employee can receive full benefits with no



reduction for early retirement. This ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as under social security.

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

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

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

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

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

Survivor benefits are generally higher if payable by the RRB rather than social security. At the end of fiscal year 2014, the average annuity being paid to all aged and disabled widow(er)s was \$1,515 a month, compared to \$1,220 under social security.

Benefits awarded by the RRB at the end of fiscal year 2014 to aged and disabled widow(er)s of railroaders averaged more than \$1,990 a month, compared to almost \$1,170 under social security.

The annuities being paid at the end of fiscal year 2014 to widowed mothers/fathers averaged \$1,800 a month and

children's annuities averaged \$1,025, compared to \$920 and \$815 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded at the end of fiscal year 2014 averaged \$1,925 a month for widowed mothers/fathers and \$1,425 a month for children under railroad retirement, compared to \$885 and \$805 for widowed mothers/fathers and children, respectively, under social security.

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

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

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

## **DID YOU KNOW?**

### **Title 49: Transportation**

#### **§ 236.306 FACING POINT LOCK OR SWITCH-AND-LOCK MOVEMENT**

Facing point lock or switch-and-lock movement shall be provided for mechanically operated switch, movable-point frog, or split-point derail. ■

# Roadway Worker Protection Life Tips

**1**

A copy of the railroad's on-track safety rules must be readily available.

**2**

Never foul a track unless necessary in the performance of duty. In other words, do not walk or stand in the fouling space to conduct work unless you are absolutely certain that on-track safety has been established.

**3**

You have the right to challenge the on-track safety procedures to be applied at the job location if you believe that they do not comply with the rules of the railroad. You should remain clear of the track until the challenge is resolved.

**4**

An on-track safety job briefing must be conducted before fouling the track, and you should understand all aspects of your on-track safety to ensure that you are adequately protected. You must acknowledge that you understand the briefing and the on-track safety must be appropriate for the work that you are performing.

**5**

Remind the person providing you the on-track safety job briefing that you must be notified of any changes in the on-track safety procedures that may occur throughout the day.

**6**

You must know the identity of the worker who is in charge of the on-track safety procedures.

**7**

It is critical to know the type of on-track safety for the track(s) you are to foul.

**8**

The specific working limits must be clearly defined. Otherwise, train approach warning must be provided and, when clearing the track, the designated place of safety must be known. It is imperative that you are clear of the track before any train is not less than 15 seconds from your work location.

**9**

If the work activity is likely to foul adjacent track(s) or it is large-scale, you must know what type of on-track safety is provided on those adjacent track(s).

**10**

If you are a lone worker using individual train detection:

- You cannot be working where there is noise (e.g., environmental, power tools, machines, etc.) or other impairments interfering with your ability to detect approaching trains.
- You must be outside a manual interlocking, controlled point, or remote hump yard facility.
- You must have the ability to clear to a protected area.
- The required sight distance must be available in order for you to be in the clear before any train is not less than 15 seconds away from your work location.
- Only minor repairs, inspection, or correction work may be performed as long as they do not interfere with your ability to detect the approaching trains.

**11**

If the task involves Roadway Maintenance Machines (RMM), you must know the RMM procedures to ensure your safety.

**12**

The required on-track safety training and/or qualification must be completed before you perform your duties.

**13**

If required, railroad communication (e.g., radio) must be available.

**14**

Stop, look, and listen before crossing any track, regardless of the on-track safety status of the track(s). Expect the movement of trains, engines, cars, or other moveable equipment at any time, on any track, in either direction.

## WASHINGTON REPORT

*continued from page 11*

largest RRIF loan in the FRA's history.

*"This loan will help prevent derailments and ensure the safety of the riding public,"* said Transportation Secretary Anthony Foxx. *"Continuous investment in rail technology and infrastructure will enable us to meet the growing demand for rail while saving lives."*

The RRIF program provides direct federal loans and loan guarantees to finance the acquisition and development of railroad and intermodal facilities and equipment, including PTC. The FRA gives priority to projects that provide public benefits, including benefits to public safety, the environment, and economic development. As part of President Obama's Build America Investment Initiative, the Department has established the Build America Transportation Investment Center to encourage the use of innovative financing tools such as RRIF.

The loan will help establish an additional layer of safeguards that will increase safety for LIRR and Metro-North customers, employees, and residents of the communities served by the railroads. MTA will integrate PTC with existing safety controls that the LIRR and Metro-North currently have in place and have used for decades.

*"PTC is the backbone of the next generation of rail safety and we are committed to its full deployment and implementation,"* said Acting FRA Administrator Sarah Feinberg. *"There are 166 million rides taken on LIRR and Metro-North annually. Installing PTC will further ensure the safety of employees and passengers alike."*

On May 28, 2015, the FRA also issued a \$6.8 million RRIF loan to the Arkansas and Missouri Railroad (A&M). A&M will use the loan to refinance the purchase of three locomotives that improves the company's operations, enhances safety, and reduces carbon emissions.

*"Expanding financing opportunities for railroads will create jobs, grow the economy, and improve the quality of our rail infrastructure,"* said Transportation Secretary Anthony Foxx. *"The GROW AMERICA Act will strengthen the RRIF program by reducing the cost of obtaining a loan and making the program more accessible."*

*"RRIF is a vital tool for railroads,"* said Acting FRA Administrator Sarah Feinberg. *"FRA has significantly decreased the time it takes to process RRIF loans and we look forward to closing additional loans later this year."* ■

## 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. ■



# 2015 Union Made OUTDOOR LIVING



## OUTDOOR PROTECTION

- Coppertone (USW)
- Bain De Soleil (USW)
- Chapstick (USW)
- Claritin (USW)
- Chlor-Trimeton (USW)

## LAWN MOWERS/ CONSTRUCTION/FARM EQUIPMENT

- John Deere 7000, 8000, 9000 series tractors (IAM and UAW)
- Amerequip Corporation (IAM)
- American Road Machinery Inc. (IAM)
- Ashland Industries (IAM)
- Beall Manufacturing (IAM)
- BLOK LOK (IAM)
- Bobcat of New York (IAM)
- CA Lawton Co. (IAM)
- Carmanah Design and Manufacturing (IAM)
- Caterpillar (IAM)
- Eagle Iron Works (IAM)
- Edwards Equipment Co. (IAM)
- Gledhill Road Machinery (IAM)
- Gradall Industries (IAM)
- Greenlee Textron Co. (IAM)
- H and H Manufacturing (IAM)
- MB Companies (IAM)

- Manitowoc Cranes (IAM)
- Markey Machinery Co. (IAM)
- Meyer Products (IAM)
- Pierce Pacific Manufacturing (IAM)
- Superior Lidgerwood Mundy Corp (IAM)
- Toro (IAM)
- Briggs and Stratton Corp (USW)
- Bonanza Fertilizer (UFCW)
- Lawn Boy (UAW)
- Asplundh Tree Experts (IBEW)
- Architectural Plywood Inc. (CWA)
- VIM Fertilizer (UFCW)
- SK Hand Tool Corporation (IAM)
- Channellock Tools (IAM)

## SPORTING EQUIPMENT

- American Athletic (Russell) portable and stationary basketball backboards (UAW)
- Bell Sports (UFCW)
- BARE brand (USW)
- Standard Golf (IAM)
- Winchester Ammunition (IAM)
- Savage Arms (IAM)
- Doughboy Pools (PACE)
- Aqua Chem pool care products (UFCW)
- Swimline Water Sports (IBEW)
- Lifetimer Boats (IAM)
- Vic Francks Boat Co. (IAM)

- Mercury Marine Power (IAM)
- Harley Davidson (IAM)
- Champions Choice (UFCW)
- MacGregor (IBB)
- Louisville Slugger (UAW)
- Top Flite Golf Balls (IBB)

## OUTDOOR FURNITURE AND FIXTURES

- Klear-Vu chair pads /cushions (UNITE HERE)
- Stonco Outdoor Lighting (IBEW)
- Kim Lighting (IBEW)
- Architectural Area Lighting (IBEW)
- Richardson Seating Corp. (Chemical Workers and Novelty Workers)
- Algoma Net Company Hammocks (UFCW)
- Thermador (IBB)
- Weber Q Series Grill (Novelty Workers)

## AIR CONDITIONERS

- Trane Air Conditioning (IAM)





## HOSPITALITY, TRANSPORTATION & TRAVEL

### SUBMITTED BY UNITE HERE!

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

- **ANCHORAGE, AK:** Hilton; Sheraton
- **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
- **RHODE ISLAND:** Renaissance Providence Downtown Hotel
- **SEATTLE:** Grand Hyatt Seattle and Hyatt at Olive 8 Seattle

### SUBMITTED BY United Steelworkers (USW)

- **PALERMO PIZZA**

## LEGAL

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

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

## OTHERS

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

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

### 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](http://unionhotelguide.com) or download their iPhone App, which lists which hotels to patronize or avoid.

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

## POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

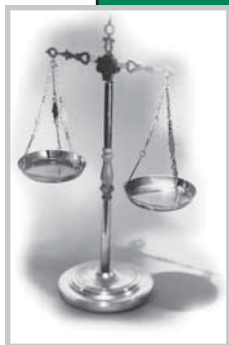
The AFL-CIO Executive Council has developed policy guidelines that regulate how the federation endorses boycotts undertaken by its affiliates. To get AFL-CIO sanction, boycotts should be directed at primary employers.

### THE GUIDELINES INCLUDE THESE PROVISIONS:

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

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

# 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](http://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](http://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.  
19th Floor  
Long Beach, CA 90801  
Tel. (562) 435-8300  
800-552-7526  
[www.kaplanlawcorp.com](http://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](http://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](http://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, PA  
9155 S. Dadeland Boulevard  
Suite 1200  
Miami, FL 33156  
Tel. (305) 373-0708  
800-775-6511  
[www.rbriiaw.com](http://www.rbriiaw.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](http://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](http://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](http://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](http://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.hlklaw.com](http://www.hlklaw.com)

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

**Gregory T. Yaeger**  
Yaeger & Weiner, PLC  
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](http://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](http://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.felaattorneys.com](http://www.felaattorneys.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](http://www.shaperoroloff.com)

## PENNSYLVANIA

**Michael J. Olley**  
Coffey, Kaye, Meyers & Olley  
Two Bala Plaza  
Suite 718  
Bala Cynwyd, PA 19004  
Tel. (610) 668-9800  
800-334-2500  
[www.felaattys.com](http://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](http://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](http://www.youngdahl.com)

## TEXAS

**Weldon Granger**  
Jones, Granger,  
Tramuto, & Halstead  
[www.jonesgranger.com](http://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](http://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](http://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](http://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](http://www.nwrrlaw.com)

See Colorado



# BENEFITS DIRECTORY

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

## UnitedHealthcare

### **National Plan** — GA-23000

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

**1-800-842-9905**

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

### **Retiree Claims** — GA-46000

UnitedHealthcare

P.O. Box 30985

Salt Lake City, UT 84130-0985

**1-800-842-5252**

### **Retiree Supplemental** — GA-23111

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

**1-800-842-5252**

## Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

**1-800-842-4044**

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

## Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381

Camp Hill, PA 17089-0381

**1-866-267-3320**

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

## Life Insurance

MetLife

P.O. Box 6122

Utica, NY 13504-6122

**1-800-310-7770**

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

## Vision Service Plan

EyeMed

Member Support

**1-855-212-6003**

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

## Union Plus

Mortgage (Wells Fargo) • AT&T Discount

Credit Card • Scholarships and much more

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

## Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

United Behavioral Health

**1-866-850-6212**

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

Access code: Railroad

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

Aetna

P.O. Box 189145

Plantation, FL 33318-9145

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

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

Company identifier: RR

## Dental Benefits under Group Policy No. GP-12000

Aetna

P.O. Box 14094

Lexington, KY 40512-4094

**1-877-277-3368**

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

## Managed Pharmacy Benefit Express Scripts

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

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

UnitedHealthcare Plans GA-23000 and  
GA-46000

**1-800-842-0070**

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

## Railroad Retirement Board

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

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

## Railroad Info — Your Track to Health

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

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

# Identity Protection Tips

**T**ax-related identity theft occurs when someone uses your stolen Social Security number to file a tax return claiming a fraudulent refund. You may be unaware you are a victim until you receive an IRS notice or you file your return, but it is rejected because your SSN already has been used. It's important that you take steps to protect all of your personally identifiable information.



## Don't fall for common scams

- An unexpected email purporting to be from the IRS is always a scam. The IRS does not initiate contact with taxpayers by email or social media to request personal or financial information. If you receive a scam email claiming to be from the IRS, forward it to [phishing@irs.gov](mailto:phishing@irs.gov).
- An unexpected phone call from someone claiming to be an IRS agent, either threatening you with arrest or deportation if you fail to pay immediately, is a scam. In another variation, the caller requests your financial information in order to send you a refund. Report these calls and other IRS impersonation schemes to the Treasury Inspector General for Tax Administration at 1-800-366-4484 or online at IRS Impersonation Scam Reporting.
- If you discover a website that claims to be the IRS but does not begin with 'www.irs.gov,' forward the link to [phishing@irs.gov](mailto:phishing@irs.gov).

## Tips to Protect your SSN and identifiable information

- Keep your card and any other document that shows your Social Security number in a safe place; DO NOT routinely carry your card or other documents that display your number.

- Be careful about sharing your number, even when you are asked for it; ONLY share your SSN when absolutely necessary.
- Protect your personal financial information at home and on your computer.
- Check your credit report annually.
- Check your Social Security Administration earnings statement annually.
- Protect your personal computers by using firewalls, anti-spam/virus software, update security patches and change passwords for Internet accounts.
- Protect your personally identifiable information; keep it private. Only provide your SSN when YOU initiate the contact or you are sure who you know is asking.

## About data breaches

Not all data breaches or computer hacks result in identity theft and not all identity theft is tax-related identity theft. It's important to know what type of personally identifiable information was stolen. For example, did a data breach compromise your credit card or did it compromise your SSN?

If you've been a victim of a data breach, keep in touch with the company to learn what it is doing to protect you. Follow the steps recommended by the Federal Trade Commission's [www.identitytheft.gov](http://www.identitytheft.gov) site. ■

# YOUR EYES: PROTECT THEM FROM THE SUN'S UV RAYS

## Tips to Help Keep Your Health On Track!



### Ultraviolet (UV) rays of the sun — a serious risk not only to your skin

The intense UV rays of the sun can damage sensitive cells in the eyes, eventually affecting vision.

**Unprotected, repeated exposure of UV rays may lead to serious eye problems** later in life, including cataracts (a clouding of the lens), pterygium (a growth on the surface) and cancerous tumors on the skin around the eyes. Cataracts are a leading cause of reduced vision in the United States in people age 60 and older, according to the National Eye Institute.

While it may take years before you experience any of the above-mentioned problems, **there is risk of damage that can occur in the short term**, including photokeratitis and photoconjunctivitis. Both are an inflammation of the eye as a result of extreme UV exposure and can be very painful during the healing process (think peeling/sensitive skin after a sunburn).

### Sources of UV exposure

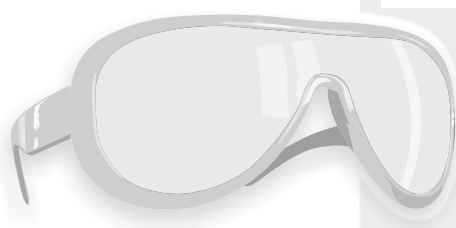
Although direct sunlight from the sun itself is extremely damaging to eyes, **indirect reflected UV rays from the ground can be even more dangerous**. Snow is one of the most dangerous indirect sources of UV and may cause snow blindness, which can lead to more serious complications such as chronic eye irritations or tearing. *The table above shows the UV radiation reflection levels for several common indirect sources. The higher the percent, the more risk of eye damage.*

### Protect your eyes and your children's eyes

While sunglasses are definitely a good idea when it comes to eye protection, **not all sunglasses are created**

**equal**. It's highly recommended that you choose sunglasses that limit transmission to no more than 1 percent of UV rays. When purchasing sunglasses for you and your children:

- Look for a label on the lenses that indicates 99 percent of the UV rays are blocked.
- Consider wraparound sunglasses or lenses large enough to completely cover the eye and to help prevent as much light as possible from entering through the edges of the glasses.



SURFACE	UV REFLECTION
Grass, Open Water	2-8%
Asphalt	4-9%
Light-colored concrete	8-12%
Dry beach or sand	15-18%
Sea surf/sea foam	25-30%
Snow	Up to 80%

- Consider darker lenses, particularly if you are more light-sensitive. Gray lenses provide the least color distortion but do not offer any better protection than other colored lenses.
- There are also UV-blocking contact lenses for added protection. Talk to your eye care professional for more information about UV-blocking contact lenses.

**More is better when it comes to protecting your eyes from the sun.** If you're planning to be out in the sun, protect your eyes with a combination of quality sunglasses, UV-blocking contact lenses (if you wear contacts) and a wide-brimmed hat. Talk to your eye care professional who can help you choose the right eyewear so you can enjoy the great outdoors even more. ■



# 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:

## 40 YEARS OF SERVICE

LR Orich	3
MC Boden	8
CE Magnett	8
RA Wagner	8
JJ Daniels	14
JW Coffin, Sr.	18
DD Morton	40
BL Myers	41
JE Polk	49
DH Peters	52
PS Clement	53
MB Myers	94
DC Brookman	102
GW Taylor	102
RH Lyda	110
MJ Fech	119
DL Taylor	119
RT Gilbert	121
BD Davis	136
DM Isaacson	168
JG Simcsak	238

## 35 YEARS OF SERVICE

MJ Orange	16
PR Shaar	16
JG Apostoli, Jr.	18
WA Ludlow	18
MS Phillips	19
GW Glaser	20
AJ Govednik	20
CE Pedrick, Jr.	20
WD Serdahl	20
AP Gall	31

## 35 YEARS OF SERVICE

BL Watkins	31
SR Hiracheta	33
DG Welch	34
JW Parker	42
DJ Heitert	55
MS Henderson	55
T Richburg	65
MB Kreidler	72
CC Neel, Jr.	72
CB Gordon, Jr.	77
BL Hall, Jr.	77
LM Perry	77
KR Bailey	108
AJ Costa	108
JL Pratt	132
KD Shires	141
JC Walter	161
MW Gercken	183
RB Haywood	183
JF Hoff	183
RE Guetzloe	188
MA Parsons	206
RJ Speegle	206
AE Smith	228
PC Childers	232

## 30 YEARS OF SERVICE

SN Woods	31
DL Roberts	33
S Runci	84
DM Edmonds	110
RL Key	141
JO Herren	158
DH Lundy	176

## 25 YEARS OF SERVICE

WJ Arnold, Jr.	2
JP Avin	16
RE Deal	16
FL Dodds	16
SL Gaspar	16
TC Harrison	16
RF Hickox	16
KJ Koch	16
LD Massie	16
EC Stewart, Jr.	16
CE Stone	16
HW Strickland	16
WR Yates	16
WJ Kosylo	18
MR Heck	25
VP Thomas	25
JE Bennett	49
DD McIntyre	49
AB Shepard	49
JF Blizzard	53
WD Freeman	53
KR Cook	55
LB Savercool	58
MH Lewis	67
KM Blevins	77

## 25 YEARS OF SERVICE

RG Jividen	77
C Koll	77
DJ Barth	87
LE Weasel Tail	87
HL Carlton	94
TD Childers	94
TL Fessel	94
MA Gray	94
BE Shaw	106
M Pinto	120
CC Wireman	136
BR Rogers	137
PJ Aguirre	141
SW Pryor, Sr.	141
MT Smith	147
WJ Hill	154
RB Knutson	154
L Peknik	183
RD Craig	185
KW Bland, Jr.	206
JM Foster	206
K Kinchen	206
GA Richards	206
BL McVey	208
RJ Bussel	232

## DID YOU KNOW?

### Title 49: Transportation

#### §236.15 Timetable instructions

Automatic block, traffic control, train stop, train control, cab signal, and positive train control territory shall be designated in timetable instructions. ■

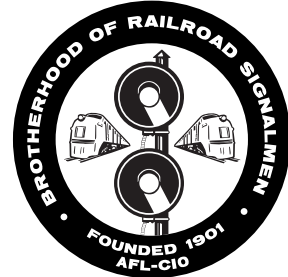
# In Memoriam

## Leon Eugene Cochran • 1947–2014



**LEON E. COCHRAN**  
1947–2014

Leon Eugene Cochran passed away on December 6, 2014. Brother Cochran began his career as a Signal Helper for the Chicago, Burlington & Quincy Railroad in 1966. Brother Cochran then became a Signaller for the Burlington Northern Railroad in 1971. He was elected Full-time Assistant General Chairman of the Burlington Northern General Committee in 1991. Brother Cochran retired in 1996 after 30 years of service with the Burlington Northern Railroad. Brother Cochran was the General Secretary-Treasurer for the Burlington Northern General Committee at Pepin, Wisconsin, at the time of his retirement. ■



### THE BROTHERHOOD OF RAILROAD SIGNALMEN

*Is immensely grateful to Brother Cochran for his dedicated service and leadership in our Organization.*

## FRA Recommends Actions to Prevent Passenger Trains from Speeding

*"The FRA is taking a smart and targeted approach to addressing a major issue involved in recent passenger rail accidents,"* said U.S. Transportation Secretary Anthony Foxx. *"Safety is our top priority at the Department, and today's advisory is but one step we are taking to raise the bar on safety for passenger rail."*

**The FRA recommends that passenger railroads immediately take the following actions to control passenger train speeds:**

**Identify locations where there** is a reduction of more than 20 mph from the approach speed to a curve or bridge and the maximum authorized operating speed for passenger trains at that curve or bridge.

**Modify Automatic Train Control (ATC) systems** (if in use) to ensure compliance with speed limits.

**If the railroad does not use ATC,** ensure that all pas-

senger train movements through the identified locations be made with a second qualified crew member in the cab of the controlling locomotive, or with constant communication between the locomotive engineer and an additional qualified and designated crewmember in the body of the train.

**Install additional wayside signage** alerting engineers and conductors of the maximum authorized passenger train speed throughout the passenger railroad's system, with particular emphasis on additional signage at the identified locations.

*"The FRA fully expects passenger railroads to take immediate action and implement these recommendations,"* said Acting FRA Sarah Feinberg. *"We will continue to take action in the coming weeks to prevent human error from causing accidents and to keep passengers safe on the nation's railroads."* ■

# OBITUARIES

---

**WILLIE P. AUGUSTINE**—retired member of **LOCAL 8**. Brother Augustine retired in 1990 after 33 years of service with the Union Pacific Railroad. Brother Augustine was a Signal Maintainer at Ellis, Kansas, at the time of his retirement.

---

**ORRIN M. BEDELL, JR.**—retired member of **LOCAL 31**. Brother Bedell retired in 1984 after 14 years of service with the Chessie System Railroad. Brother Bedell was a Signal Maintainer at Butler, Pennsylvania, at the time of his retirement. Brother Bedell is a U.S. Army Veteran who served during Vietnam. Brother Bedell was also a member of the American Legion and the Moose.

---

**RONALD K. BRUDZISZ**—retired member of **LOCAL 232**. Brother Brudzisz retired in 2003 after 35 years of service with the Boston & Maine Railroad. Brother Brudzisz was a Signal Maintainer at Dover, New Hampshire, at the time of his retirement.

---

**WALTER S. CARLSON**—retired member of **LOCAL 3**. Brother Carlson retired in 1991 after 41 years of service with the Indiana Harbor Belt Railroad. Brother Carlson was an Assistant Signal Inspector at Riverdale, Illinois, at the time of his retirement. Brother Carlson served as Local President and Recording-Financial Secretary.

---

**FLOYD E. COLER**—retired member of **LOCAL 94**. Brother Coler retired in 1984 after 24 years of service with the Baltimore & Ohio Railroad. Brother Coler was a Signal Maintainer at Athens, Ohio, at the time of his retirement.

---

**JOSEPH P. CRYAN**—retired member of **LOCAL 143**. Brother Cryan retired in 1989 after 37 years of service with CSX Transportation. Brother Cryan was a Lead Signalman at Chicago, Illinois, at the time of his retirement. Brother Cryan served as Financial Secretary.

---

**JAMES A. DRAKE**—retired member of **LOCAL 206**. Brother Drake retired in 1984 after 39 years of service with the Missouri Pacific Railroad. Brother Drake was a Signal Maintainer at DeQuincy, Louisiana, at the time of his retirement.

---

**JAMES D. DRIGGERS**—retired member of **LOCAL 208**. Brother Driggers retired in 2002 after 32 years of service with CSX Transportation. Brother Driggers was a Signalman at the Signal Shop at Savannah, Georgia, at the time of his retirement.

---

**ROY G. FOLKS**—retired member of **LOCAL 40**. Brother Folks retired in 1985 after 35 years of service with the Pennsylvania Railroad and Conrail. Brother Folks was a C&S Maintainer at Pitcairn, Pennsylvania, at the time of his retirement.

---

**MARK L. FREAS**—active member of **LOCAL 16**. Brother Freas had 20 years of service with Conrail and CSX Transportation. Brother Freas was a Signalman at St. Petersburg, Florida, at the time of his passing.

---

---

**ROBERT D. FURNE**—retired member of **LOCAL 219**. Brother Furne retired in 1994 after 38 years of service with the Milwaukee Road and Soo Line Railroads. Brother Furne was a Signal Maintainer at Excelsior Springs, Missouri, at the time of his retirement. Brother Furne is a U.S. Army Veteran.

---

**LESLIE L. GILBERT**—retired member of **LOCAL 57**. Brother Gilbert retired in 2006 after 33 years of service with Conrail. Brother Gilbert was a Construction Foreman at Newark, New Jersey, at the time of his retirement.

---

**ROBERT C. HARRIS**—retired member of **LOCAL 163**. Brother Harris retired in 2002 after 32 years of service with Canadian National Railway. Brother Harris was a Signal Maintainer at Springfield, Illinois, at the time of his retirement. Brother Harris served as Local Chairman and Recording-Financial Secretary.

---

**WADE HASTY**—retired member of **LOCAL 16**. Brother Hasty retired in 1988 after 44 years of service with CSX Transportation. Brother Hasty was a Signal Maintainer at Tampa, Florida, at the time of his retirement.

---

**DONALD L. HORTON**—retired member of **LOCAL 1**. Brother Horton retired in 1999 after 39 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Norfolk Southern Railway. Brother Horton was a Signal Maintainer at Lewistown, Pennsylvania, at the time of his retirement. Brother Horton served as Recording-Financial Secretary. Brother Horton is a U.S. Air Force Veteran who served from 1954–1958.

---

**LEMON HOUSE**—retired member of **LOCAL 104**. Brother House retired in 2005 after 33 years of service with the Union Pacific Railroad. Brother House was an Electronic Signal Technician at Colton, California, at the time of his retirement.

---

**ROBERT D. KING**—retired member of **LOCAL 115**. Brother King retired in 1983 after 41 years of service with the Maine Central Railroad. Brother King was a Lead Signal Maintainer at Lewistown, Maine, at the time of his retirement. Brother King served as Local President.

---

**GEORGE H. LEWIS**—retired member of **LOCAL 77**. Brother Lewis retired in 1986 after 34 years of service with the Norfolk & Western Railroad. Brother Lewis was a Signal Testman at Princeton, West Virginia, at the time of his retirement. Brother Lewis served as Recording-Financial Secretary.

---

**RICHARD “RICK” C. LITZ, JR.**—active member of **LOCAL 108**. Brother Litz had 35 years of service with the Union Pacific Railroad. Brother Litz was a Signal Maintainer at Pekin, Illinois, at the time of his passing. Brother Litz is a U.S. Air Force Veteran who served from 1974–1978.

---



---

**ROY C. LOGAN**—retired member of **LOCAL 179**. Brother Logan retired in 1985 after 35 years of service with the Southern Pacific Railroad. Brother Logan was a Signal Maintainer at Verdi, Nevada, at the time of his retirement.

---

**JOHN H. MARTHALLER**—retired member of **LOCAL 152**. Brother Marthaller retired in 1993 after 42 years of service with the Southern Pacific Railroad. Brother Marthaller was a Signal Shop Foreman at Brooklyn, Oregon, at the time of his retirement.

---

**MICHAEL A. MCCUNE**—active member of **LOCAL 20**. Brother McCune had 8 years of service with the BNSF Railway Company. Brother McCune was a Signalman on a Chicago Division Mobile Crew at the time of his passing.

---

**JEROME MCDANIEL**—retired member of **LOCAL 16**. Brother McDaniel retired in 1981 after 27 years of service with the Seaboard Coastline Railroad. Brother McDaniel was an Assistant Signal Maintainer at Hamlet, North Carolina, at the time of his retirement.

---

**W.T. MCENTEER**—retired member of **LOCAL 134**. Brother McEnteer retired in 1985 after 42 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother McEnteer was a C&S Maintainer at Port Allegany, Pennsylvania, at the time of his retirement. Brother McEnteer served as Local Chairman, Recording-Financial Secretary, and Local Trustee.

---

**ROBERT T. MUSSER**—retired member of **LOCAL 106**. Brother Musser retired in 2001 after 25 years of service with Amtrak. Brother Musser was an Electronic Technician at Lancaster, Pennsylvania, at the time of his retirement.

---

**JAMES E. NOLAN**—retired member of **LOCAL 2**. Brother Nolan retired in 1986 after 30 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Nolan was a Maintainer Test at Salem, Ohio, at the time of his retirement. Brother Nolan served as Local Trustee.

---

**J.D. NUNN**—retired member of **LOCAL 129**. Brother Nunn retired in 2002 after 36 years of service with the St. Louis-San Francisco Railway, Burlington Northern Railroad, and BNSF Railway Company. Brother Nunn was a Shop Signalman at Springfield, Missouri, at the time of his retirement.

---

**GORDON D. PALMER**—retired member of **LOCAL 72**. Brother Palmer retired in 1993 after 27 years of service with the Union Pacific Railroad. Brother Palmer was a Signalman at North Little Rock, Arkansas, at the time of his retirement.

---

**JOHN M. PRATER**—retired member of **LOCAL 70**. Brother Prater retired in 1979 after 43 years of service with the Illinois Central Gulf Railroad. Brother Prater was a Signal Foreman at Hazel Crest, Illinois, at the time of his retirement. Brother Prater served as Recording-Financial Secretary.

---

---

**PEARL RATCLIFFE**—retired member of **LOCAL 77**. Brother Ratcliffe retired in 1987 after 25 years of service with the Norfolk & Western Railroad. Brother Ratcliffe was a Signal Maintainer at Crum, West Virginia, at the time of his retirement.

---

**ALFRED L. RATLIFF**—retired member of **LOCAL 77**. Brother Ratliff retired in 1984 after 41 years of service with the Norfolk & Western Railroad. Brother Ratliff was a Signalman at Roanoke, Virginia, at the time of his retirement. Brother Ratliff served as Local Chairman and Local Trustee.

---

**LOUIS F. REMION, JR.**—retired member of **LOCAL 16**. Brother Remion retired in 1989 after 42 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Remion was a Signal Inspector at Athens, Georgia, at the time of his retirement.

---

**R.G. ROBERTSON**—retired member of **LOCAL 123**. Brother Robertson retired in 1999 after 43 years of service with CSX Transportation. Brother Robertson was a Lineman at Saginaw, Michigan, at the time of his retirement.

---

**DONALD D. STANFIELD**—retired member of **LOCAL 20**. Brother Stanfield retired in 1984 after 41 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Stanfield was a Signal Inspector at Marceline, Missouri, at the time of his retirement.

---

**C. W. STUART**—retired member of **LOCAL 206**. Brother Stuart retired in 2003 after 30 years of service with the Union Pacific Railroad. Brother Stuart was a Signal Maintainer at San Antonio, Texas, at the time of his retirement.

---

**LYLE TAYLOR, JR.**—retired member of **LOCAL 161**. Brother Taylor retired in 2011 after 40 years of service with the Atchison, Topeka & Santa Fe Railroad and BNSF Railway Company. Brother Taylor was a Signal Inspector at Raton, New Mexico, at the time of his retirement. Brother Taylor served as Local Trustee.

---

**LEONARD D. THOMPSON**—retired member of **LOCAL 89**. Brother Thompson retired in 1974 after 43 years of service with the Chesapeake & Ohio Railroad. Brother Thompson was an Assistant Signalman at Fayette Station, West Virginia, at the time of his retirement.

---

**ENOS WANZER**—retired member of **LOCAL 10**. Brother Wanzer retired in 2012 after 33 years of service with Conrail. Brother Wanzer was an Electronic Technician at Detroit, Michigan, at the time of his retirement.

---

**FINLEY WELLS**—retired member of **LOCAL 228**. Brother Wells retired in 1995 after 40 years of service with Norfolk Southern Railway. Brother Wells was a Signalman at Fort Wayne, Indiana, at the time of his retirement.

---

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

---

# SIGNALMAN'S STORE



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

**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.

**SAFETY KNIT BEANIE** made of 100% acrylic with 3M Reflective Thread Band, approximately 8½" long. Lime green/reflective, one size fits all.

**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](http://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	
<b>HATS</b>								
Cap — Pink							16.00	
Cap — Black w/colorlight on brim							18.00	
Cap — Black w/BRS on brim							14.00	
Cap — White							11.00	
Cap — Black							11.00	
Cap — Blue							11.00	
Cap — Gray							11.00	
Safety Beanie — Lime Green							17.00	
<b>T-SHIRTS</b>		S	M	L	XL	2X	3X	
Signal Graphic								13.00
<b>SWEATSHIRTS</b>		S	M	L	XL	2X	3X	
Black (quarter zip)								42.00
<b>GOLF SHIRTS</b>		S	M	L	XL	2X	3X	
Navy w/piping								35.00
White w/piping								35.00
Red w/piping								35.00
<b>JACKETS</b>		S	M	L	XL	2X	3X	
Blue								63.00
<b>COATS</b>		S	M	L	XL	2X	3X	4X
Black Wool & Leather								175.00
Black Canvas								69.00
Brown Canvas								69.00
Available sizes in un-shaded boxes only							<b>TOTAL</b>	

NAME \_\_\_\_\_

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

STREET \_\_\_\_\_

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

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

# Quality UNION-MADE Items



## THE Signalman's STORE

www.brs.org • (540) 622-6522

**NEW**



**SAFETY KNIT BEANIE**



**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**



# MEETING PHOTOS

## Local 20 Meeting

Ottumwa, IA



## Local 24 Meeting

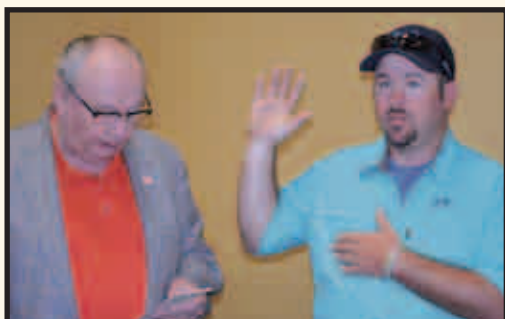
Denver, CO



# MEETING PHOTOS

## Local 161 Meeting

Pueblo, CO





# MEMBER PHOTOS

## Black Hawk County Democratic Headquarters • • • •

Waterloo, IA



NOVEMBER 3, 2014 — Posing on Election Eve at Black Hawk County Democratic Headquarters are (L-R) Chelsea Baylor, BRS General Counsel Bill Phillips, U.S. Congressman (and Senate candidate) Bruce Braley (D-IA), retiring U.S. Senator Tom Harkin (D-IA), and Democratic County Chair Pat Sass. Bill and Chelsea spent a week in Waterloo, going door-to-door in support of labor-friendly candidates.

## Labor 411

[www.Labor411.org](http://www.Labor411.org)

### UNION COOL TREATS FOR SUMMER

The mercury is rising and that means it's time to cool down with some union-made ice cream and popsicles. When the shimmer is coming off the pavement and your throat feels like fine-grit sandpaper, we hope you still have the presence of mind to reach for some union-quality frozen relief. Check out our list of products that will get you through the warming spring and hot days of summer ahead.

Del Monte Fruit Chillers  
Breyers  
Carvel  
Good Humor  
Hiland Dairy  
Labelle  
Land-O-Sun Dairies  
Laura Secord  
MacArthur  
Orchard Harvest  
Perry's  
PET Dairy  
Prairie Farms  
President's Choice  
Vitafreze

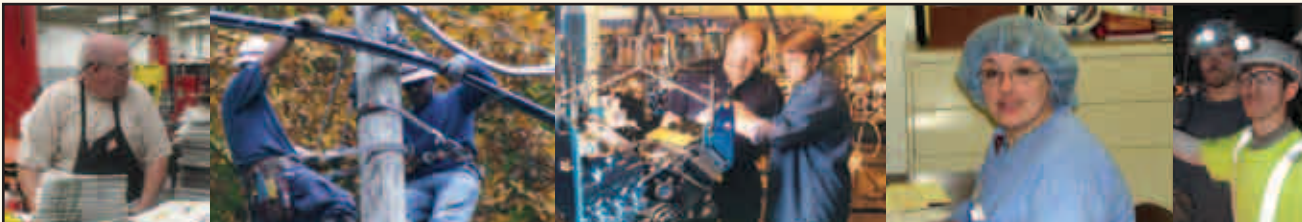


Labor 411: Making it Easy to Buy Union!

# MEETING PHOTOS

## Local 174 Meeting

Watseka, IL



## BUY UNION

**14.6** ..... **NUMBER OF U.S. UNION MEMBERS**  
**MILLION**

Every time we buy union-made products and services we support good middle-class jobs. With more than 14 million union members in the U.S., our buying power can help support and sustain the middle-class.

## WAGES

The median weekly earnings of union workers are 28% more than non-union workers

**NON-UNION \$717**

**UNION \$917**

Median Weekly Earnings

**UNION WORKERS MAKE 28% MORE THAN NON-UNION WORKERS**

## LIVE UNION

## PAID VACATION

Union workers get

**28%**

more days of paid vacation, on average, than non-union workers.

Union workers are more likely to have health and retirement

## BENEFITS

than their non-union counterparts.



## LIVE BETTER



# PHOTO CONTEST

## WINNERS FOR 2nd Quarter 2015



*Pictured is Phillip Stutz, of Local 185, rewiring a high wide detector in Beaumont, Texas.*

*Photo submitted by: Randall Shoebroek, Signal Inspector and Local 185 Recording-Financial Secretary.*



*Loading zone of the Amtrak station in Sacramento, California. Trains are seen preparing for the morning trip to Oakland, California.*

*Photo submitted by Local 161 member, Danny Chaparro, Assistant General Chairman BNSF General Committee.*

# PHOTO CONTEST

## WINNERS FOR 2nd Quarter 2015

### ENTER TO WIN

Submit your  
photo(s) 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.



*Hanging a  
highway-rail  
grade cross-  
ing cantile-  
ver on Main  
Street, Cairo,  
Ohio.*

*Photo sub-  
mitted by  
Randall  
Racine, Local  
Chairman  
and member  
of Local 94.*



*Clear signal at Oolteway, Tennessee  
coming off the Knoxville side, head-  
ing south toward Chattanooga,  
Tennessee.*

*Photo submitted by retired Local 49  
member, Raymond Cutcher. Brother  
Cutcher retired in December 2001,  
after 23 years with Norfolk Southern.  
He also served as a Local Chairman  
and Secretary Treasurer on the  
Southern Joint General Committee.*



# JOIN THESE PROUD UNION SPORTSMEN AND WOMEN.

## JOIN UNION SPORTSMEN'S ALLIANCE!



CONSERVATION PROJECTS • SPORTING CLAYS SHOOTS  
UNION SPORTSMEN'S JOURNAL • OUTDOOR TV SHOW  
DISCOUNTS ON OUTDOOR GEAR • PRIZES & TRIPS  
CONSERVATION DINNERS • CAMARADERIE

It's all part of the Union Sportsmen's Alliance.

**BECOME A USA MEMBER AT  
UNIONSPOUTSMEN.ORG**