



# THE SIGNALMAN'S JOURNAL

Volume 96 • Number 1

1st Quarter 2015



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# THE SIGNALMAN'S JOURNAL

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## FEATURES:



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.

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**COVER:** Jim Lauber, member of Local 183, Metra Signal Maintainer at Elgin, Illinois, Milwaukee West Subdivision. Repairing signal at sunrise.

Photo submitted by Jim Lauber.



## NATIONAL Negotiations



**T**he BRS served its Section 6 notice (contract proposal) to the National Carriers Conference Committee (NCCC) on December 19, 2014, on those carriers party to National Agreement handling. This is a requirement of the Railway Labor Act. By serving our Section 6 notice, we begin the process of negotiations with the railroads. Because it is still early in the process, I do not have a feeling for how long these negotiations will take, but both sides appear to be hopeful that this round of bargaining will not drag out for an extended period of time.

In preparation for these negotiations, the BRS sent a survey to all members working for railroads covered by the National Agreement. The response showed far less participation than I would like to have seen, with only 30 percent of those members represented in national handling returning the survey. The input from the responses serves as a guide for the negotiating committee during national negotiations. The BRS negotiating team enters this round of negotiations ready to reach a fair and equitable agreement with the carriers.

Signalmen have historically used every available means to reach a successful contract settlement. We look forward to good faith bargaining and have joined with the SMART Transportation Division, the Brotherhood of Locomotive Engineers and Trainmen/IBT, the American Train Dispatchers Association, the International Brotherhood of Boilermakers, and the National Conference of Fireman and Oilers/SEIU, to form what is referred to as the "Coordinated Bargaining Group." This process will give each of the respective organizations the power of bargaining as a group that represents over 50 percent of rail labor.

The BRS is working hard to make sure the Coordinated

Bargaining Group's approach in this round of bargaining will allow us to continue to work together in the future. One thing that the carriers have done well in past negotiations is stick together during national bargaining. It is critical that rail labor uses a similar approach. During the last round of bargaining, the NCCC took the divide-and-conquer approach. If the NCCC is successful in getting one group to sign an agreement that may be sub-standard, then it gives them the ability to say they have

created a pattern giving them a better position to force the remaining groups to take the same agreement.

It is time that rail labor learns from the lessons of the past and stands united during this round of negotiations. We can be assured that the carriers will use the same divide-and-conquer strategy, attacking wages, health care, and work rules. It is my sincere opinion that if rail labor stands united, we can be successful in negotiating a fair agreement. We can only break this cycle if we set aside those issues unique to our crafts and focus on what we have in common and unite in a true coalition with a single purpose — negotiating a fair and equitable agreement for all of rail labor. It is time for Rail Labor to take a vow of solidarity and send a clear message. Anything less will invite more of the same tactics from the carriers.

As this round of bargaining begins, an analysis of the railroad industry shows that the railroads are moving record numbers of freight and, as a result, continue to post record profits. Since the last contract was signed, the nation's railroads have made unprecedented profits nearly every quarter. As carriers continue to take the position that they can't afford the costs of our healthcare, it is evident that they just don't want to have to pay for it.

Do not get me wrong, I am pleased that the railroads are

*It is my sincere opinion that if rail labor stands united, we can be successful in negotiating a fair agreement.*



doing well, but it only goes to show how one-sided their contract proposals have become. Even during the worst economic times since the Great Depression, the railroads still report to Wall Street and their investors that they are making huge profits, and that it is only going to get better. After these reports, the railroads then come into negotiations and tell us that we have to make concessions to bring us into the “mainstream” with what other workers are paying for their benefits. Despite the rhetoric, it seems that the railroads have remained competitive and have been highly profitable without any changes to what our members are working under today.

We know our members’ responsibilities and skills prove that they deserve a substantially improved agreement, and despite what the carriers say during negotiations, they can afford to compensate the front-line workers that have brought them the success, profits, and bright future that they tout to their investors.

To that end, the BRS is willing to do its part. We are ready to meet the carriers at the negotiating table and engage in good-faith negotiations to reach a settlement. Since our last agreement, BRS members have seen their territories and responsibilities expand while their manpower and free time decrease. They have been bombarded with new technologies that have required them to go back to school and obtain necessary training in order to maintain the level of safety that is expected and has become the norm in railroad signaling.

The BRS negotiating committee is ready to make gains in traditional areas such as wages, health care benefits, personal leave, and holidays. Additionally, we are ready to get recognition and compensation for the increased level of responsibility that BRS members have had to absorb. I have always said that Signalmen are the highest-skilled workers in the rail industry, and I believe it is time that

we start getting compensated what we are worth. The Committee is also prepared to fight for the inclusion of sick days. It is an absolute disgrace on the railroad’s part that BRS members have to endure 12-hour days, seven days a week, be on 24-hour call, work away from home, work in some of the most hostile weather conditions, and yet we receive zero sick days. The carriers think nothing of working BRS members to the point of exhaustion, which in turn makes them susceptible to illness, yet when they lay off to recuperate, BRS members are forced to use vacation time or take a day off without pay.

The time has come for the carriers to acknowledge and remedy this injustice. We will work hard to correct this injustice and expedite the negotiating process in order to reach a fair and equitable agreement. However, if the carriers fail to seize this opportunity and revert back to slow walking the process under the terms of the Railway Labor Act, then Signalmen are prepared to take their case for a fair and equitable settlement to any forum necessary.

I would like to end this quarterly article with an outline of the process for negotiating under the Railway Labor Act, so that you will have an idea of how the process works and what must be accomplished under the Act to reach an agreement. There are many opportunities for the

*continued on page 11*



# Fatalities Involving Roadway Maintenance Machine Strikes



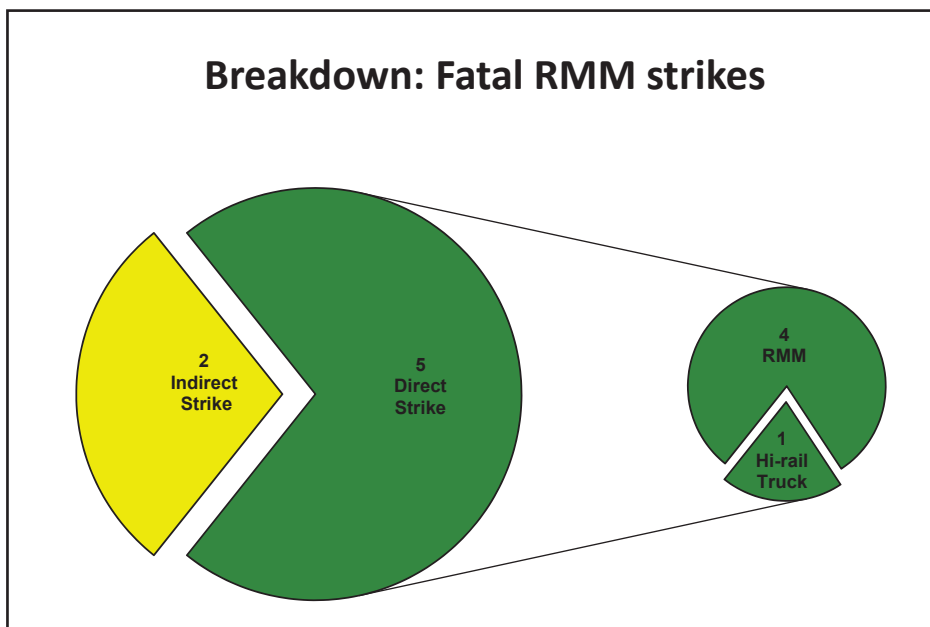
Since the implementation of the Roadway Worker Protection (RWP) regulations in 1997, there have been too many RWP accidents in which Roadway Workers were killed or injured. To date, FAMES has analyzed 41 Roadway Worker fatalities; 7 involved strikes by Roadway Maintenance Machines (RMMs), which includes hi-rail vehicles.

## Findings:

- In 2 of the fatalities, the roadway worker on the ground was struck by an RMM that was impacted by another RMM (i.e., indirect strike).
- In 4 of the fatalities, the roadway worker was struck by an RMM (i.e., direct strike).
  - In 3 of these 4 fatalities, the RMM was making a reverse move.
- In 1 of the fatalities, the roadway worker was struck by a hi-rail truck (i.e., direct strike).

## Recommendations:

- Job briefings should include information regarding hazards of the work area, especially the zone to the front and rear of RMMs.
  - RMM operators and Roadway Workers must establish a clear means of communication when working in close proximity.
  - RMM operators must clearly communicate signals for slowing, stopping, and changing direction.
  - RMM operators should communicate whenever an RMM is stopped for repairs or supplies and consider using warning devices, such as safety cones or flags, or flagmen.
- Roadway workers on the ground must communicate with and receive a response from the RMM operator before entering the work area to the front or rear of an RMM.
  - Employees should be mindful that impact collisions between RMMs can result in one of the RMMs being propelled into roadway workers on the ground.



- Identify, discuss, and mitigate the risks associated with environmental conditions (e.g., wet, icy, oily/greasy rails) which can affect the stopping distance of RMMs.
- Track grade, speed, and sight distance, as well as the number and weight of push carts or coupled equipment, must be considered in determining stopping distances.
- Maintain a safe distance between RMMs when traveling or working. ■

# Alcohol and Drug Testing

## Minimum Random Testing Rates for 2015 Remain Unchanged

**T**he Federal Railroad Administration (FRA) announced the minimum random testing rates for railroad workers in the year 2015.

Using data from Management Information System annual reports, the FRA has determined that because the industry-wide random drug testing positive rate was below 1.0 percent for the last two years, the minimum annual random drug testing rate for the period

January 1, 2015, through December 31, 2015, will remain at 25 percent of covered railroad employees. In addition, because the industry-wide random alcohol testing violation rate has remained below 0.5 percent for the last two years, the Administrator has determined that the minimum random alcohol testing rate will remain at 10 percent of covered railroad employees for the period January 1, 2015, through December 31, 2015.

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

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

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

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

## DID YOU KNOW?

### Title 49: Transportation

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

When mechanical locking of interlocking machine is being changed or is removed from the machine, or locking becomes disarranged or broken, unless protection equivalent to mechanical locking is provided by electric locking or electric circuits, train movements through the interlocking shall not be permitted until each switch, movable-point frog or derail in the route is spiked, clamped or blocked in proper position so that it cannot be moved by its controlling lever, and

then train movements shall not exceed restricted speed until the interlocking is restored to normal operation. It will not be necessary to comply with this requirement at interlockings where protection is in service in accordance with section 303, provided that the signal controls are arranged so that the signals cannot display an aspect the indication of which is less restrictive than *"proceed at restricted speed."* ■



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 SAT., MAY 9, 2015

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# Roadway Worker Fatalities in Controlled Points



*Although the implementation of Roadway Worker Protection (RWP) regulations in 1997 has had a positive impact, accidents in which Roadway Workers are killed or injured continue to occur. Of the 43 Roadway Worker fatalities analyzed by FAMES to date, 8 fatalities occurred within a controlled point/manual interlocking.*

As prescribed in both Federal Railroad Administration (FRA) regulations and railroad rules, Roadway Workers (Lone Workers and Roadway Work Groups) are prohibited from fouling any track within the limits of a controlled point/manual interlocking unless on-track safety is established using one of the following methods:

1. Working Limits (Authority), or
2. Train Approach Warning (Watchman/Lookout).

“Individual Train Detection (ITD),” sometimes referred to as “Lone Worker protection,” must **NEVER** be used as on-track safety by a Lone Worker within a controlled point/manual interlocking.

## Findings:

- All 8 of the fatal accidents within a controlled point/manual interlocking occurred on main track where switches were present:
  - In 7 of the 8 fatal accidents, **NO on-track safety was established** where the fatality occurred.
  - In 1 of the 8 fatal accidents, Train Approach Warning (Watchman/Lookout) was the established form of on-track safety.
- 63% of all controlled point/manual interlocking fatalities (5 of 8) were **Signal employees**.
- 83% of all **Signal employee** RWP fatalities (5 of 6) occurred within the limits of a controlled point/manual interlocking.
- Passenger trains struck and killed 6 of the 8 employees.

- In 3 of the 8 accidents, the fatally injured employee was working alone **without any form of on-track safety**.
- In 6 of the 8 fatal accidents, an on-track safety briefing was not held or was insufficient.

## Recommendations:

- **Roadway Workers** must **NEVER** foul any track at a controlled point/manual interlocking until on-track safety has been established.
- **Lone Workers** must **NEVER** use Individual Train Detection (ITD) as a form of on-track safety within a controlled point/manual interlocking.
- **Each** Roadway Worker and anyone joining a Roadway Work Group must participate in an on-track safety briefing before fouling any track. On-track safety must be appropriate for the job being performed.
- Train Approach Warning (Watchman/Lookout) *may* be used at a controlled point/manual interlocking. However, multiple routings, multiple tracks, job task, train speed, or other circumstances may make it necessary to establish working limits.
  - Watchmen/Lookouts must focus their sole attention to the detection and warning of approaching trains and equipment.
  - During the on-track safety briefing, the Roadway Worker-in-Charge must identify the method that Watchmen/Lookouts will use to indicate when it is safe for Roadway Workers to enter and re-enter the foul of the track.
- When establishing on-track safety, Roadway Workers should factor in that passenger trains operate at higher speeds and are generally quieter than freight trains.
- Never assume the time, track, or direction of the next train.
- Roadway Workers must not be in the foul of the track anytime they suspect that on-track safety is insufficient or no longer appropriate. Roadway Workers have a right and responsibility to initiate a good faith challenge and clear the track until the challenge is resolved. ■

# *In Memoriam*

## **William A. “Bill” Class, Jr. • 1926–2014**



**WILLIAM A. CLASS**  
**1926–2014**

William A. “Bill” Class, Jr., passed away on August 1, 2014. Brother Class began his career as an Assistant Signal Maintainer for the Northern Pacific Railroad in 1945. Brother Class began his long and productive union career as the Local Chairman for the former Northern Pacific Local 87 and held the position of Vice General Chairman until his election to General Chairman in 1961. He was elected General Chairman of the Burlington Northern General Committee in 1975. Brother Class was elected Trustee and Secretary of the Grand Board of Trustees at the 1979 Convention in Chicago, Illinois. In 1982, he was elected Chairman of the Grand Board of Trustees. In May of 1988, Brother Class retired after 43 years of service. ■



### **THE BROTHERHOOD OF RAILROAD SIGNALMEN**

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

## **Curtis D. Plummer • 1928–2015**

Brother Curtis D. Plummer passed away on January 19, 2015. Brother Plummer began his 41-year railroad career on the Texas and New Orleans Railroad in 1949 as a Signal Helper. Brother Plummer served as the Local Chairman for Local 99. He served on the Southern Pacific Eastern Lines General Committee as Vice General Chairman and General Chairman until his retirement. At the time of Brother Plummer's retirement in 1990, he was a Signal Maintainer with the Southern Pacific Transportation Company at Bremond, Texas. Brother Plummer is also a U.S. Navy Veteran. ■

*We thank Brother Plummer for his many years  
of service to our organization and country.*



**CURTIS D. PLUMMER**  
**1928–2015**

## SARAH FEINBERG NAMED

# Acting Administrator of the FRA

U.S. Transportation Secretary Anthony Foxx announced on January 12, 2015, that Department of Transportation Chief of Staff Sarah Feinberg will serve as Acting Administrator of the Federal Railroad Administration (FRA). She succeeds Joseph C. Szabo, who was appointed and confirmed as the agency's twelfth Administrator in 2009. Szabo stepped down as the agency's head to join the Chicago Metropolitan Agency for Planning as Senior Fellow.

*"Sarah has been my partner and served as my closest advisor during her tenure as Chief of Staff at the U.S. Department of Transportation. With her ability to bring clarity, focus, and direction to complex challenges, she has become a proven leader within our agency,"* said Secretary Foxx. *"Sarah has the right mix of experience and skills to adeptly lead the FRA as it continues its important work to ensure the safe, reliable, and efficient movement of people and goods."* Feinberg becomes the second woman to lead the agency since its founding in 1966.

Since 2013, Feinberg has served as the Chief of Staff for the U.S. Department of Transportation, managing

the agency's ten modal departments, and spearheading the agency's legislative, policy, and communications efforts. Feinberg provided strategic advice and counsel to the Secretary regarding operational and legislative initiatives across all modes of transportation, as well as leading the department's efforts on its \$302 billion surface transportation reauthorization plan sent to the U.S. Congress last year.

During her time as Chief of Staff, Feinberg worked closely with Secretary Foxx and each agency in the Department to ensure that they are continuously raising the bar on safety. As Acting Administrator of the Federal Railroad Administration, Feinberg will work to strengthen the culture of safety across the railroad industry. ■



## 5TH ANNUAL — MARSHALL W. JAEGER

# — MEMORIAL GOLF OUTING —

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

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[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.**

# Early Retirement Plan Increases Maximum

**T**he lifetime maximum benefit for each individual covered under The Railroad Employees National Early Retirement Major Medical Benefit Plan (UnitedHealthcare's Policy GA-46000) is adjusted each year based on the medical cost component of the Consumer Price Index. As of January 1, 2015, this maximum will increase from \$141,400 to \$145,800. The \$4,400 in additional benefits pay-

able applies to expenses incurred on or after January 1, 2015.

An important consideration for individuals thinking about retirement is health coverage after retirement. The information below summarizes the eligibility requirements under the National Early Retirement Major Medical Benefit Plan.

## Eligibility Rules

### *For Age Annuitants:*

- You apply for a 60/30 annuity for which you are eligible:
  - on or after the date you reach age 60, or
  - anytime during the three months before your 60th birthday, provided you continue working into the month before the month in which you turn age 60.

On the day before you apply for your annuity, you must be covered (other than under COBRA) under The Railroad Employees National Health and Welfare Plan.

### *For Disability Annuitants:*

- You have a current connection with the railroad industry.
- You have applied for a disability annuity to which you are entitled.
- You are covered under The Railroad Employees National Health and Welfare Plan (other than by COBRA) on the day before the latest of the following dates:
  - The date you reach age 60,
  - The date you became disabled, or
  - The date your railroad service equals 30 years.

If you retire and are eligible for GA-46000, you can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum of \$500,000.

## Enrollment Is Necessary

When you retire, your railroad will not report you to UnitedHealthcare as a retiree eligible for GA-46000. You must enroll yourself and your family with UnitedHealthcare. You can do this in two ways:

- You can purchase GA-23111, Plan E supplemental coverage. Your eligibility for GA-46000 will be verified when your enrollment for that coverage is processed. ID cards for both GA-46000 and GA-23111 will be sent to you. A booklet explaining the Plan E benefits and an Enrollment form can be obtained by calling UnitedHealthcare.
- You can complete and return the "Retiree and Dependent Information" form found in the center of the GA-46000 employee booklet. Your eligibility will be verified and a GA-46000 ID card will be sent to you. You can obtain a GA-46000 booklet from your employer or union representative. ■

If you have any questions  
about your eligibility for  
**GA-46000**  
or the benefits provided  
under the Plan,  
Call UnitedHealthcare at  
**1-800-842-5252**



## FROM THE PRESIDENT

*continued from page 3*

parties to reach an acceptable agreement, however, if that cannot be accomplished then the following steps will lead the process to a final conclusion:

- Step 1—Notice is served under Section 6 of the Railway Labor Act by either party.
- Step 2—Reply required within 10 days sets time/date of initial conference, which must be held within 30 days.
- Step 3—Negotiations begin. No time limit.
- Step 4—Agreement reached through negotiations, if not, go to Step 5.
- Step 5—Within 10 days after conferences end, either party may request National Mediation Board (NMB) mediation, or NMB may proffer mediation.
- Step 6—If mediation is not requested or proffered within 10 days; strike, lockout, or promulgation of new rules.
- Step 7—Agreement reached through mediation, if not, go to Step 8. There is no time limit on mediation; the NMB has the discretion to hold the parties in mediation indefinitely.
- Step 8—NMB proffer of binding arbitration is offered by NMB or requested.
- Step 9—Agreement reached through accepting binding arbitration. If not, go to Step 10.
- Step 10—Self help strike, lockout — 30 days after NMB notifies both parties that proffer of arbitration was refused.
- Step 11—NMB may notify President that it believes dispute will interrupt interstate commerce.
- Step 12—President may appoint an emergency board if he/she agrees with Step 11.
- Step 13—Presidential Emergency Board reports to President within 30 days.
- Step 14—Agreement reached based on Emergency Board report, if not, go to Step 15.
- Step 15—Indefinite strike or lockout permitted 30 days after report issued. Agreement may be reached.

- Step 16—If no agreement, settlement can be legislated by Congress.

As we move forward with national negotiations, I will continue to update you on our progress through this publication and on the BRS website. Again, if rail labor can be unified, we can accomplish much more.

In Solidarity,



W. Dan Pickett  
*BRS President*

## DID YOU KNOW?

### Title 49: Transportation

#### § 236.203 HAND OPERATED CROSSOVER BETWEEN MAIN TRACKS; PROTECTION

At hand-operated crossover between main tracks, protection shall be provided by one of the following:

- (a) An arrangement of one or more track circuits and switch circuit controllers,
- (b) Facing point locks on both switches of the crossover, with both locks operated by a single lever, or
- (c) Electric locking of the switches of the crossover. Signals governing movements over either switch shall display their most restrictive aspect when any of the following conditions exist:
  - (1) Where protection is provided by one or more track circuits and switch circuit controllers, and either switch is open or the crossover is occupied by a train, locomotive or car in such a manner as to foul the main track. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease or other foreign matter on the rail prevents effective shunting;
  - (2) Where facing point locks with a single lever are provided, and either switch is unlocked;
  - (3) Where the switches are electrically locked, before the electric locking releases. ■



- **FRA Campaign to Enhance Safety at Nation's Grade Crossings**
- **H.R.749 — Passenger Rail Reform and Investment Act of 2015**
- **DOT Secretary Foxx on Tour Before Congress**

## **Federal Railroad Administration Ramps up Campaign to Enhance Safety at Nation's Grade Crossings**

As part of its ongoing effort to improve safety at railroad grade crossings, on February 27, 2015, the Federal Railroad Administration (FRA) announced the first step in a new, multi-faceted campaign aimed at strengthening enforcement and safety awareness at grade crossings. The first phase of this effort calls upon local law enforcement agencies to show a greater presence at grade crossings, issue citations to drivers that violate rules of the road at crossings, and consider rapid implementation of best practices for grade crossing safety.

The next phase of the FRA's efforts to improve safety at grade crossings will aim to employ smarter uses of technology, increase public awareness of grade crossing safety, including distracted driving, improving signage, work closer in partnership with states and local safety agencies, and call for new funding for greater safety at grade crossings.

*"Recent accidents in New York and California are important reminders of our shared challenge to both educate the public about grade crossing safety, and to enforce appropriate behavior around railroad operations,"* said U.S.

Transportation Secretary Anthony Foxx. *"Grade crossing and trespassing accidents are serious challenges to maintaining public safety. Every three hours of every day, someone is hit by a train in the United States, and we must do all we can to heighten public awareness, strengthen enforcement efforts, and pioneer new technologies to better secure public safety."*

There are 250,711 grade crossings in the United States; about 51% of those are public-at-grade crossings. Only half of all public grade crossings have automatic-warning systems and only a third have flashing lights and gates. Approximately 15% of all grade crossings are grade separated — the safest of all crossings — meaning railroad traffic is completely separated from vehicle and pedestrian traffic.

States and localities have traditionally played the most

significant role in determining the type of warning system present at grade crossings, with most system decisions determined by traffic levels. Upgrades to existing grade crossings are also the responsibility of states and local communities. Under federal law and regulations, railroads are responsible for inspecting, testing, and maintaining highway-rail grade crossings. The FRA issues and enforces regulations on crossing safety, issues guidance on best practices, and conducts research on ways to improve crossings safety. Additionally, the federal government provides more than \$287.9 million annually to states to help improve and enhance safety at public grade crossings.

*"The reality is that while the overall number of deaths and injuries from grade crossing incidents has come down significantly over the last two decades, this remains a serious problem. We can and should be doing everything we possibly can to keep drivers, pedestrians, and train crews and passengers safe at grade crossings,"* said Sarah Feinberg, Acting Administrator at the Federal Railroad Administration. *"In addition to this renewed outreach to law enforcement, the FRA will take a fresh look at our grade crossing programs and activities."*

### **Facts on grade crossings:**

- 239 people were killed and 763 people were injured in grade crossing incidents in 2014.
- In Fiscal Year 2014 the top ten states with the most grade crossing accidents in ranking order include: Texas; California; Illinois; Indiana; Georgia; Alabama; Louisiana; Ohio; Florida; Tennessee.
- The FRA, in partnership with the Federal Highway Administration and state Departments of Transportation, has worked together with railroads to close more than 18,000 grade crossings nationwide since 2008.

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

The House Committee on Transportation and Infrastructure approved the Passenger Rail Reform

and Investment Act of 2015 (PRIA – H.R.749) on February 12 by a unanimous vote. The bill passed in the House of Representatives on March 4, 2015, by a vote of 316–101. It authorizes appropriations for FY2016–FY2019 to the Secretary of Transportation for the National Railroad Passenger Corporation (Amtrak) for:

- the Northeast Corridor Improvement Fund account,
- the National Network account,
- the Office of the Inspector General, and
- National Infrastructure Investment Capital Grants.

In summary, it directs the creation of a Northeast Corridor Improvement Fund account for Northeast Corridor capital improvement projects, and a National Network account for capital expenses and operating costs of the National Network. It would require the Northeast Corridor Infrastructure and Operations Advisory Commission to:

- Develop an annual capital investment plan for the Northeast Corridor main line between Boston, Massachusetts, and the District of Columbia, and the Northeast Corridor branch lines connecting to Harrisburg, Pennsylvania; Springfield, Massachusetts; and Spuyten Duyvil, New York; and

- Update, once every 10 years, a Northeast Corridor service development plan.

It requires Amtrak, and states and public entities that own infrastructure supporting or providing intercity rail passenger transportation on the Northeast Corridor, to develop and update asset management plans for the Northeast Corridor main line and the Northeast Corridor branch lines.

It requires the Surface Transportation Board, within 120 days after submission of a dispute between Amtrak and a rail carrier (or carriers) awarded the right to provide rail service over a route in which Amtrak is to grant access to its reservation system, stations, and facilities, to issue an order requiring Amtrak to provide such facilities and services to those carriers if certain criteria are met.

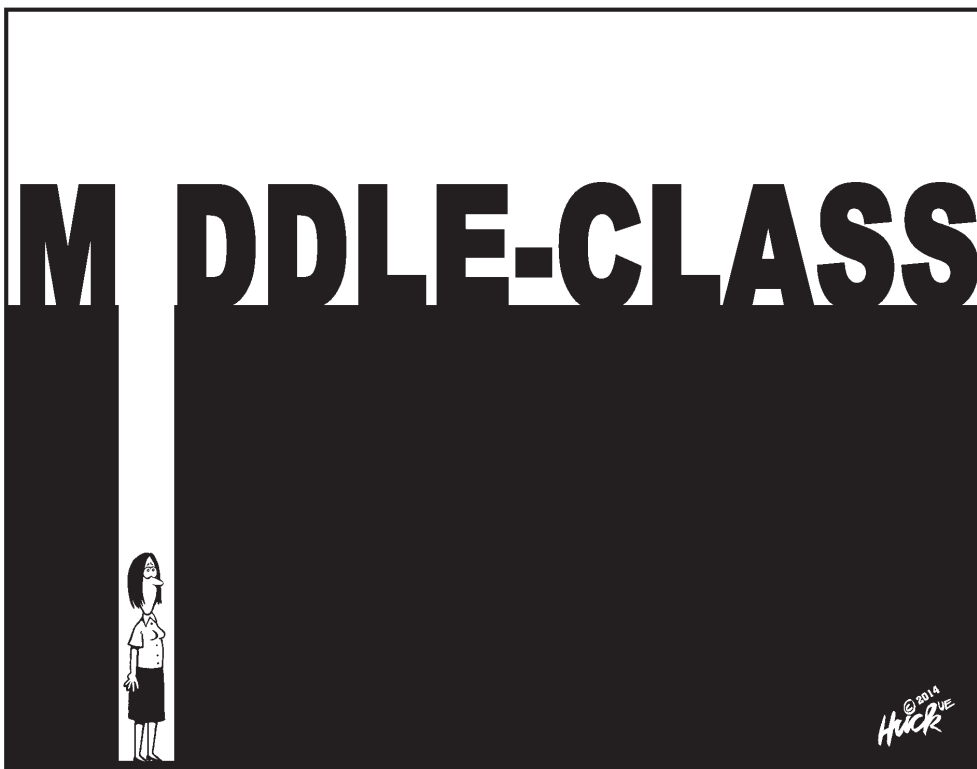
It directs Amtrak to develop a plan to eliminate the operating loss for food and beverage service on board its trains and it requires the Secretary of Transportation, in granting applications for such loans and guarantees, to give priority to projects for the installation of a positive train control.

### **DOT Secretary Foxx On Tour Before Congress**

DOT Secretary Foxx has been on a tour of Congress' Committees to impress upon them the urgency

of reinforcing the Nation's transportation infrastructure. On January 28, 2015, he testified before the Senate Committee on Environment and Public Works on the importance of MAP-21 (Moving Ahead for Progress in the 21st Century Act) reauthorization. The bill expired at the end of the 2014 Fiscal Year and Congress is set to debate the new proposal in early 2015. He said, "*Since 2009, our surface transportation programs have been operating under short*

*continued on page 21*





## Railroad Retirement Spouse Benefits

*In addition to the retirement annuities payable to employees, the Railroad Retirement Act, like the Social Security Act, also provides annuities for the spouses of retired employees. Payment of a spouse annuity is made directly to the wife or husband of the employee. Divorced spouses may also qualify for benefits.*

*The following questions and answers describe the benefits payable to spouses and the eligibility requirements.*

### **1 How are railroad retirement spouse annuities computed?**

Regular railroad retirement annuities are computed under a two-tier formula. The spouse annuity formula is based on certain percentages of the employee's tier I and tier II amounts.

The tier I portion of an employee's annuity is based on both railroad retirement credits and any social security credits that the employee also earned. Computed using social security benefit formulas, an employee's tier I benefit approximates the social security benefit that would be payable if all of the employee's work were performed under the Social Security Act.

The tier II portion of the employee's annuity is based on railroad retirement credits only, and may be compared to the retirement benefits paid over and above social security benefits to workers in other industries.

The first tier of a spouse annuity, before any applicable reductions, is 50 percent of the railroad employee's unreduced tier I amount. The second tier amount, before any reductions, is 45 percent of the employee's unreduced tier II amount.

### **2 How does a railroad retirement spouse annuity compare to a social security spouse benefit?**

The average annuity awarded to spouses in fiscal year 2014, excluding divorced spouses, was \$1,050 a month, while the average monthly social security spouse benefit was about \$614.

Annuities awarded in fiscal year 2014 to the spouses of

employees who were of full retirement age or over and who retired directly from the rail industry with at least 25 years of service averaged \$1,224 a month; and the average award to the spouses of employees retiring at age 60 or over with at least 30 years of service was \$1,425 a month.

### **3 What are the age requirements for a railroad retirement spouse annuity?**

The age requirements for a spouse annuity depend on the employee's age and date of retirement and the employee's years of railroad service.

If a retired employee with 30 or more years of service is age 60, the employee's spouse is also eligible for an annuity the first full month the spouse is age 60. Certain early retirement reductions are applied if the employee first became eligible for a 60/30 annuity July 1, 1984, or later and retired at ages 60 or 61 before 2002. If the employee was awarded a disability annuity, has attained age 60 and has 30 years of service, the spouse can receive an unreduced annuity the first full month she or he is age 60, regardless of whether the employee annuity began before or after 2002 as long as the spouse's annuity beginning date is after 2001.

If a retired employee with less than 30 years of service is age 62, the employee's spouse is also eligible for an annuity the first full month the spouse is age 62. Early retirement reductions are applied to the spouse annuity if the spouse retires prior to full retirement age. Full retirement age for a spouse is gradually rising to age 67, just as for an employee, depending on the year of birth. Reduced benefits are still payable at age 62, but the maximum reduction will be 35 percent rather than 25 percent by the year 2022. However, the tier II portion of a spouse annuity will not



be reduced beyond 25 percent if the employee had any creditable railroad service before August 12, 1983.

#### **4 What if the spouse is caring for a child of the retired employee?**

A spouse of an employee receiving an age and service annuity (or a spouse of a disability annuitant who is otherwise eligible for an age and service annuity) is eligible for a spouse annuity at any age if caring for the employee's unmarried child, and the child is under age 18 or a disabled child of any age who became disabled before age 22.

#### **5 What are some of the other general eligibility requirements?**

The employee must have been married to the spouse for at least one year, unless the spouse is the natural parent of their child, or the spouse was eligible or potentially eligible for a railroad retirement widow(er)'s, parent's or disabled child's annuity in the month before marrying the employee or the spouse was previously married to the employee and received a spouse annuity. However, entitlement to a surviving divorced spouse, surviving divorced young mother (father), or remarried widow(er) annuity does not waive the one-year marriage requirement.

#### **6 Can the same-sex spouse of a railroad employee file for a railroad retirement spouse annuity?**

On June 26, 2013, the Supreme Court found Section 3 of the Defense of Marriage Act, which prevented the Federal government from recognizing marriages of same-sex couples, to be unconstitutional. As a result, the Railroad Retirement Board (RRB) now accepts applications for benefits from those eligible spouses in same-sex marriages.

Applicants should be aware that the Railroad Retirement Act requires that in determining whether an applicant is the spouse of the railroad employee, the RRB must use the rules for determining relationship for benefit entitlement purposes under the Social Security Act. In general, that Act requires that the Social Security Administration refer to State law. Accordingly, the RRB will determine whether an applicant is a spouse under the same conditions as the Social Security Administration.

#### **7 Are spouse annuities subject to offset for the receipt of other benefits?**

The tier I portion of a spouse annuity is reduced for any social security entitlement, regardless of whether the social security benefit is based on the spouse's own earnings, the employee's earnings or the earnings of another person. This reduction follows principles of social security law which, in effect, limit payment to the higher of any two or more benefits payable to an individual at one time.

The tier I portion of a spouse annuity may also be reduced for receipt of any Federal, State or local pension separately payable to the spouse based on the spouse's own earnings. The reduction generally does not apply if the employment on which the public service pension is based was covered under the Social

## **HELP WANTED**

### **Grand Lodge Representative**

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

**Title:** Grand Lodge Representative.

**Location:** Grand Lodge Headquarters in Front Royal, Virginia.

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

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

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

Union activism is a fundamental quality.

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

communications, and organizational skills.

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

**Interested candidates should email their resumé to [wdp@brs.org](mailto:wdp@brs.org) or mail it to the address below:**



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

*continued on page 23*

JAN-FEB >>>>>>>>>>>>>>



**SUBMITTED BY UNITE HERE!**

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

## → PALERMO PIZZA

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

→ **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

→ **STAPLES** retail stores

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

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

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

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

## NUTRITION LABELS: WHAT DO THEY MEAN?

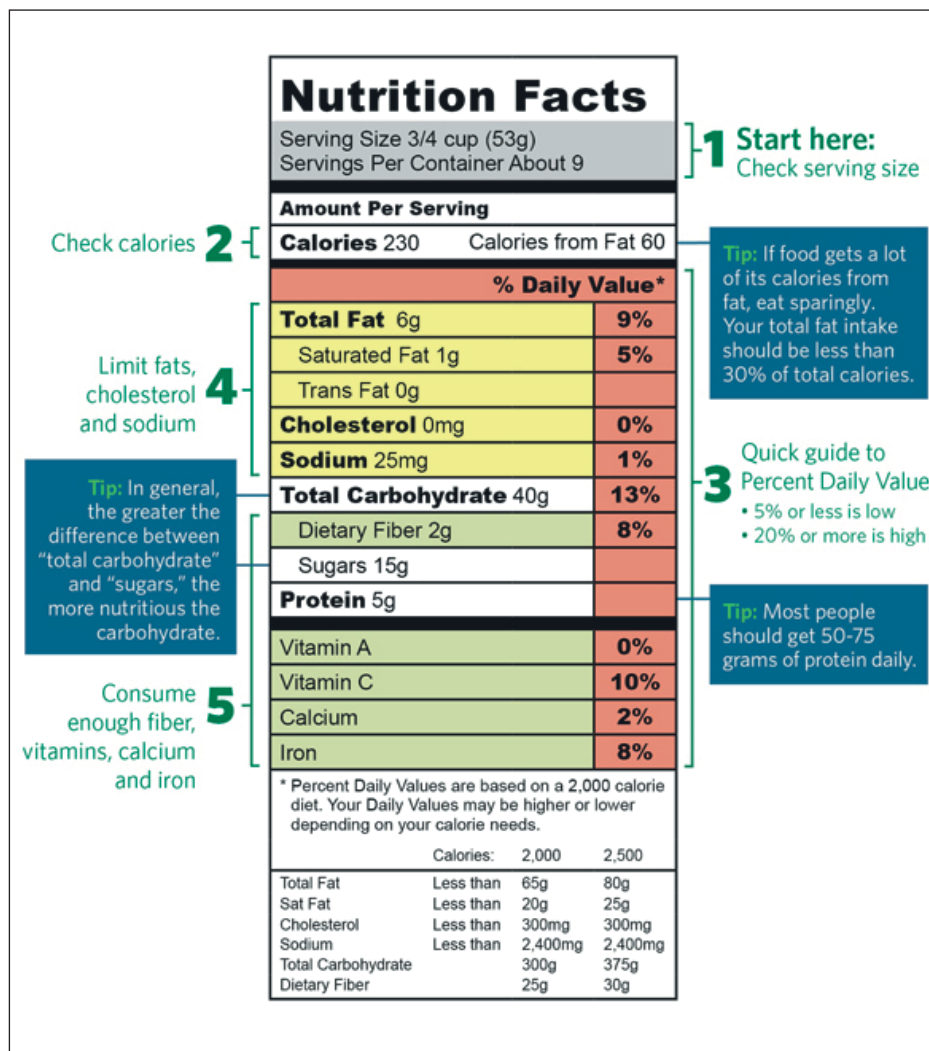
# Tips to Help Keep Your Health On Track!



**N**ext time you're in the grocery store, or grabbing a bag of "this" or bottle of "that" from your pantry or fridge, take a moment to review the nutrition label. Doing so can help you understand the nutritional values of what you're eating and drinking so you can make healthier choices.

A nutrition label has been a staple on packaged foods and beverages since 1990, when the Nutrition Labeling and Education Act required all packaged foods to bear nutrition labeling. Its purpose is to provide a standard way to evaluate the varying nutrients, including fats, sodium and fiber, in the things we eat.

The infographic to the right shows a breakdown of a nutrition label. You can also visit the American Heart Association website for more nutrition label reading tips.

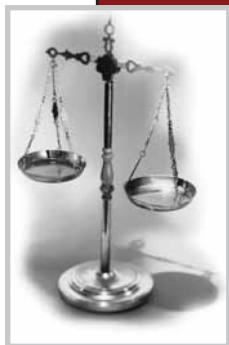


By understanding nutrition labels and making smarter food choices, you may be able to see first-hand the positive impact it can have on your ability to maintain a healthy weight, improve your overall health status and even reduce your health risks. For more health and wellness information to help you maintain or achieve better health, visit the Live Healthy section on the [www.yourtracktohealth.com](http://www.yourtracktohealth.com) website.

## SUPPORT PROGRAMS ARE AVAILABLE THROUGH YOUR RAILROAD BENEFITS

As part of your Railroad benefits, a health coach can help you better understand nutrition and how to eat smarter so you can live healthier. To connect with a health coach, go to the Benefits page in this Journal (*see page 19*) for the numbers to your health and welfare plans. ■

# 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.  
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 Reboso  
& Spier, PA  
9155 S. Dadeland Blvd.  
Suite 1200  
Miami, FL 33156  
Tel. (305) 373-0708  
800-775-6511  
[www.rbrlaw.com](http://www.rbrlaw.com)

## ILLINOIS

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

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

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

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

## MISSOURI

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

## OHIO

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

## PENNSYLVANIA

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

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

## NATIONAL TRANSPORTATION SAFETY BOARD — SAFETY ALERT

# Railroad Signal Visibility (Conspicuity)

### RAILROADS SHOULD BE AWARE THAT LED SIGNALS MAY MASK LIGHT FROM INCANDESCENT SIGNALS

#### The problems:

- Light-emitting diode (LED) railroad signals may mask nearby incandescent signals, preventing incandescent signals from being visible to train crews.
- Under some conditions, if LED and incandescent signals are installed in proximity to one another, the LED signal may appear brighter or closer, causing crews to confuse the sequence of the signals as they approach. This effect may be more pronounced the closer the train gets to the signals.
- Controlled points with incandescent signals are at increased risk of being masked when they are located near controlled points with LED signals, particularly at night.
- Stacking routes may increase the risk of accidents in areas where LED and incandescent signals are in proximity to one another because of possible signal aspect (color) confusion.

#### Related accident:

Railroads are increasingly replacing traditional incandescent signals with LED signals and installing new LED signals. On September 22, 2014, a controlled point with LED signals began operating in Galva, Kansas. Three days later, an eastbound Union Pacific Railroad (UP) freight train collided with the fifth car from the rear of a westbound UP freight train near the new controlled point. The dispatcher had planned to route the westbound train into the siding (passing track) and have the eastbound train stay on the main track so they could pass each other. The dispatcher requested a westbound route into the siding track and an eastbound route on the main track. The computer-aided dispatch (CAD) system stacked the requests, so the eastbound train should have been stopped at the red signal until the entire westbound train was in the siding.

The eastbound train was traveling on the main track and passed the front of the westbound train, which was still moving onto the siding track. The incandescent signal

at the east end of the main track was displaying red or “stop,” while the LED signal beyond that was displaying green or “proceed.” Event recorder data show the engineer of the eastbound train advanced the throttle and increased the speed of the train as it continued past the westbound train.

However, the end of the westbound train was still on the main track as the eastbound train passed, causing the eastbound train to collide with the side of the westbound train. Two locomotive units and four multi-platform intermodal cars on the eastbound train derailed; five multi-platform intermodal cars derailed from the westbound train. The train crew was not seriously injured in the accident, and there was no fire. The railroad estimated damages at \$3.2 million.

During the interviews with NTSB investigators, the train crew said they observed a clear or green signal and proceeded accordingly. A postaccident test of the signal’s visibility (or conspicuity) indicated the new controlled point’s green LED light was visually dominant and masked the red incandescent lamp. As a result, the eastbound train crew was unable to see the red signal as it approached from a distance.

Following the accident, UP implemented a procedure for dispatchers at the Harriman Dispatch Center in Omaha, Nebraska. The procedure prevents a dispatcher from lining the controlled point signals for a route in non-sequential order at Galva until a train clears the main track. At the accident site, UP changed the incandescent signal to an LED light unit and used a higher mast to raise the signal head, enhancing a train crew’s ability to see the signal and determine its sequence in relation to the subsequent signal. UP also realigned the existing LED signal to limit the range of visibility. In addition, UP reviewed other signal locations with signal block spacing of less than 10,000 feet and where LED and

*continued on page 29*

## WASHINGTON REPORT

*continued from page 13*

*term extensions 11 times, including a two day lapse in March 2010. In addition there have been 21 continuing resolutions, forcing programs to operate under a CR for 39 of the last 72 months, not to mention a 2 ½ week stretch where the government was shutdown. Governors, mayors, city and county councils, and tribal leaders can't plan because they don't know whether the Federal program and payments will be suspended –again – in just a few weeks' time. Increasingly, we are seeing State and local officials abandon planning on the more ambitious and expensive projects that will move our economy forward."*

On February 11, 2015, Secretary Foxx testified before the House Transportation and Infrastructure Committee. In his opening statement, Foxx told the Committee, *"...thank you for the opportunity to appear before you to talk about the importance of reauthorizing the Nation's surface transportation programs and their importance to our economy and job creation. This is a critical issue for our Nation, and it is critically important that we work together to enact a long term, robust bill that makes much-needed reforms to our Federal surface transportation programs... Over time, however, our level of investment as a percentage of the gross domestic product has dropped significantly, as it fails to keep pace with our growing economy and population... For a Nation that is expected to have 70 million more citizens by 2050 and an increase in the volume of freight traveling on our highways, railroads, waterways and aviation systems, the current investments we put into our transportation system will not be sufficient to address these competing but urgent needs."*

As the House of Representatives was about to take up consideration of PRRIA and the surface transportation reauthorization proposal, Secretary Foxx, in a challenging session testifying before the House Committee on Appropriations on February 26, 2015, discussed the Fiscal Year 2016 Budget Proposal — the GROW AMERICA Act — for the Department of Transportation. He testified, *"...failure to act on a long-term bill is actually making investments in critical infrastructure more expensive and more difficult, for all of our State DOTs. Inadequate and inconsistent funding is not*

*our only problem. The Federal programs that govern how we deliver projects must be modernized. Too often, projects undergo unnecessarily lengthy reviews, and we need to be able to make the types of reforms that will expedite high priority projects and identify best practices to guide future efforts without undermining bedrock environmental and labor laws or public engagement... For these reasons, I hope that the Administration, this Committee, and the many other Committees in Congress who must be heard from, will agree that we must bring this era of short-term patches to a close."*

During that meeting, Representative Quigley (D-IL) pressed the Secretary for his position on the impending expiration of the Positive Train Control (PTC) implementation deadline of December 31, 2015. The Congressman believes that it is obvious that most railroads will not meet that timetable and how will the DOT manage that inability. Secretary Foxx responded that he would like Congress to authorize the DOT to develop individualized plans per railroad to encourage PTC implementation to be completed as soon as possible but that he opposes a blanket extension because he believes that will create inordinate delay. As part of GROW AMERICA, the administration proposes making \$3 billion available over the next six years to help commuter railroads implement PTC.

On March 3, 2015, Secretary Foxx appeared before the Senate Committee on Commerce, Science & Transportation to urge them to pass a long-term transportation funding bill, *"At the end of 2013, policymakers came together on a bipartisan basis to partially reverse sequestration and to pay for higher discretionary funding levels with long-term reforms. We have seen the positive consequences of that bipartisan agreement on our ability to invest in areas ranging from research and manufacturing to strengthening our military. The President's Budget builds on this progress by reversing sequestration, paid for with a balanced mix of commonsense spending cuts and tax loophole closers, while also proposing additional deficit reduction that would put debt on a downward path as a share of the economy."* ■

# 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

DJ Garizas	2
MR Stewart	8
JL Mattingly	71
JJ McEvoy, Jr.	84
GC Neely	89
GW Wood	120
JH Mitchell	130
EJ Pray	154
SP Skinner, Jr.	178
DF Picou	191
JB Williams	238

## 35 YEARS OF SERVICE

AJ Barton	8
RF Westrate	14
LW Diggs	16
AM Giles	16
PR Godwin	16
JK Boyles	31
RC Strickler	31
TA Backert	48
WD Hancock	55
PJ Cubello	65
GF Vincent	67
AL Wolford	77
AA Castor	81
JE Johnson	84
RD Wyckoff	87
WL Duncan	89
VE King	99
MD Scott	99
MS Nash	110
SR Buck	111
LE Barrett	119
LL Kent	119
JM Barry, Jr.	120
PJ Newfell	120
SL Sodek	121

## 35 YEARS OF SERVICE

DC Tamplen	121
JB Newberry	136
RD Hanson	152
EF Wassam	172
DR Shreffler	183
DR McKnight	185
RT Masters	198
JE Chandler	226
RS Rankin	228

## 30 YEARS OF SERVICE

JK Rasmussen	9
DL Marsee	16
RC Shumpert	16
GK Newman	20
JD O'Briant	20
CR Eisenberg	56
TL Giltner	72
PR Smith	72
JA Clubbs	77
JM Walker	77

## 30 YEARS OF SERVICE

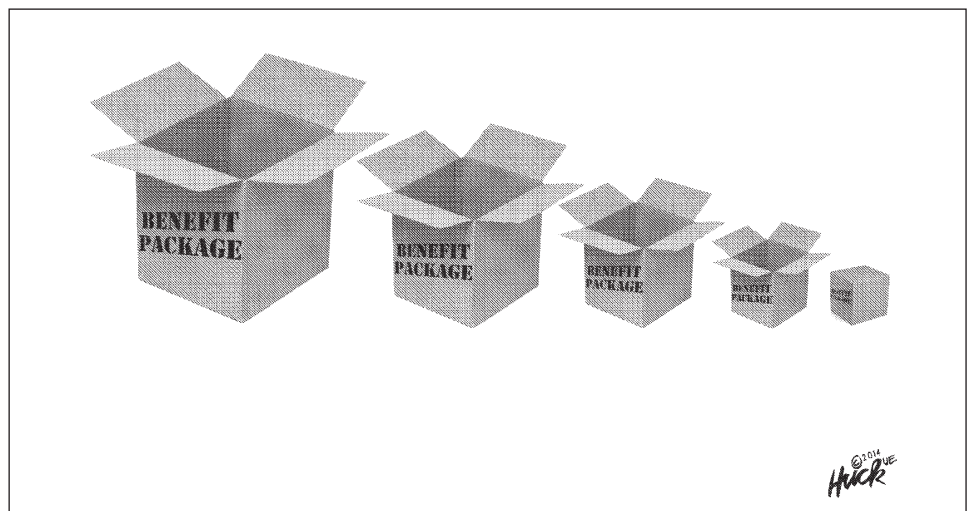
AJ McBride	102
CP Mitchell	110
MJ McCabe	120
EM Jessen	141
WA Schumacher	141
JW Harwell	183
MK Kephart	208
PW Bahr	226
TL Cox	234

## 25 YEARS OF SERVICE

CC Huynh	5
J Luu	5
TK Nguyen	5
JG Bussie	16
LG Estep	16
SE Polson	16
SW Taylor	16
CM Kimball	19
LK Johnson	24
CA Moll	57
DL Wilkins, Jr.	87
WR Kanouse	94
DL Martin	94
BW Shurtleff	99

## 25 YEARS OF SERVICE

JJ Costello	102
R Flemming	102
E Gonzalez	102
KJ Kovalski	102
DJ Lenox, II	102
HW Tesno, Jr.	102
JM Jefferson	106
MM Cathey	110
DW Layne	110
RL Layne	110
JL Anderson	111
RJ Parker	111
JM Malatesta	120
EJ Jones	123
FL Amick	126
TO Meyer	126
MR Flynn	129
PM Hannigan	129
BW Cushing	154
KA Haugen	154
RW Coonce	156
ER Reams	176
JA Mercil	226
R Cenkus, Jr.	228
MS Scott	228
DS Greenwood	229
BD Steeno	239





## RAILROAD RETIREMENT BOARD —

*continued from page 15*

Security Act throughout the last 60 months of public employment. Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. Pensions paid by a foreign government or interstate instrumentality will not cause a reduction. For spouses subject to a public service pension reduction, the tier I reduction is equal to 2/3 of the amount of the public service pension.

In addition, if the employee was first eligible for a railroad retirement annuity and a Federal, State or local government pension after 1985, there may be a reduction in the employee's tier I amount for receipt of a public pension based, in part or in whole, on employment not covered by social security or railroad retirement after 1956. If the employee's tier I benefit is offset for a noncovered service pension, the spouse tier I amount is 50 percent of the employee's tier I amount after the offset.

The spouse tier I portion may also be reduced if the employee is under age 65 and is receiving a disability annuity as well as worker's compensation or public disability benefits.

While these offsets can reduce or even completely wipe out the tier I benefit otherwise payable to a spouse, they do not affect the tier II benefit potentially payable to that spouse.

### **8 Under what conditions can the divorced spouse of a rail employee receive a spouse annuity?**

A spouse annuity may also be payable to the divorced wife or husband of a retired employee if their marriage lasted for at least 10 consecutive years, both have attained age 62 for a full month, and the divorced spouse is not currently married. A divorced spouse can receive an annuity even if the employee has not retired, provided they have been divorced for a period of not less than 2 years, the employee and former spouse are at least age 62, and the employee is fully insured under the Social Security Act using combined railroad and social security earnings. The amount of a divorced spouse's annuity is, in effect, equal to what social security would pay in the same situation and therefore less than the amount of the spouse annuity otherwise payable (tier I only). The average divorced

spouse annuity awarded in fiscal year 2014 was \$624.

### **9 Would the award of an annuity to a divorced spouse affect the monthly annuity rate payable to a retired employee and/or the current spouse?**

No. If a divorced spouse becomes entitled to an annuity based on the employee's railroad service, the award of the divorced spouse's benefit would not affect the amount of the employee's annuity, nor would it affect the amount of the railroad retirement annuity that may be payable to the current spouse.

### **10 What if an employee and spouse are both railroad employees?**

If both the employee and spouse are qualified railroad employees and either had some railroad service before 1975, both can receive separate railroad retirement employee and spouse annuities, without a full dual benefit reduction. If both started railroad employment after 1974, the amount of any spouse or divorced spouse annuity is reduced by the amount of the employee annuity to which the spouse is also entitled.

### **11 Are railroad retirement annuities subject to garnishment or property settlements?**

Certain percentages of any railroad retirement annuity (employee, spouse or survivor) may be subject to legal process (i.e., garnishment) to enforce an obligation for child support and/or alimony payments.

Also, a court-ordered partition payment may be paid even if the employee is not entitled to an annuity provided that the employee has 10 years of railroad service or 5 years after 1995 and both the employee and former spouse are 62.

Employee tier II benefits, vested dual benefits and supplemental annuities are subject to court-ordered property settlements in proceedings related to divorce, annulment or legal separation. Tier I benefits are not subject to property settlements. ■

# OBITUARIES

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**VIRGIL BELLAMY**—retired member of **LOCAL 215**. Brother Bellamy retired in 1983 after 32 years of service with the Louisville & Nashville and Seaboard Coastline Railroads. Brother Bellamy was a Signal Maintainer at Jackson, Kentucky, at the time of his retirement. Brother Bellamy served as Local Chairman. Brother Bellamy is a U.S. Army Air Corps Veteran who served in WWII.

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**DANIEL G. BONN**—retired member of **LOCAL 126**. Brother Bonn retired in 2007 after 36 years of service with the Southern Pacific and Union Pacific Railroads. Brother Bonn was a Foreman at Phoenix, Arizona, at the time of his retirement.

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**RICHARD CAIN**—retired member of **LOCAL 154**. Brother Cain retired in 2004 after 40 years of service with the BNSF Railway Company. Brother Cain was a Signal Maintainer at Benson, Minnesota, at the time of his retirement.

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**JAMES D. CORDS**—retired member of **LOCAL 14**. Brother Cords retired in 1994 after 24 years of service with the Grand Trunk Western Railroad. Brother Cords was a Signalman at Battle Creek, Michigan, at the time of his retirement.

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**SILVINO B. DALESSANDRO**—retired member of **LOCAL 58**. Brother Dalessandro retired in 1999 after 43 years of service with the Reading Railroad, Conrail, and CSX Transportation. Brother Dalessandro was a Signal Maintainer at Langhorne, Pennsylvania, at the time of his retirement.

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**LORENZO J. DELARCO**—retired member of **LOCAL 145**. Brother DeLarco retired in 1987 after 39 years of service with the Erie Railroad and Conrail. Brother DeLarco was a Signal Maintainer at Binghamton, New York, at the time of his retirement. Brother DeLarco served as Recording-Financial Secretary.

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**ROBERT L. DENHAM**—retired member of **LOCAL 208**. Brother Denham retired in 1991 after 13 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Denham was a Signal Maintainer at Atlanta, Georgia, at the time of his retirement.

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**ROBERT A. DOWLER**—retired member of **LOCAL 2**. Brother Dowler retired in 1992 after 44 years of service with the Pennsylvania Railroad and Conrail. Brother Dowler was a Signal Maintainer at Mingo, Ohio, at the time of his retirement.

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**DENNIS L. GUILFORD**—retired member of **LOCAL 94**. Brother Guilford retired in 1989 after 45 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Guilford was a Signal Maintainer at Hicksville, Ohio, at the time of his retirement.

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**BILL O. HANSHAW**—retired member of **LOCAL 173**. Brother Hanshaw retired in 1997 after 41 years of service with the Burlington Northern and Atchison, Topeka & Santa Fe Railroads. Brother Hanshaw was a Signal Maintainer at Denair, California, at the time of his retirement. Brother Hanshaw served as Local President and on the Local Board of Trustees.

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**JOHN A. HAUGEN**—retired member of **LOCAL 226**. Brother Haugen retired in 1994 after 46 years of service with the Soo Line Railroad. Brother Haugen was a Signal Maintainer at Minot, North Dakota, at the time of his retirement.

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**LESLIE HAWN**—retired member of **LOCAL 55**. Brother Hawn retired in 1985 after 37 years of service with the Wabash and Norfolk & Western Railroads. Brother Hawn was a Signal Maintainer at Hannibal, Missouri, at the time of his retirement.

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**D.R. HENTON**—retired member of **LOCAL 33**. Brother Henton retired in 1980 after 39 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Henton was a Signal Shop Signalman at Topeka, Kansas, at the time of his retirement.

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**LEE R. JOHNSON**—retired member of **LOCAL 110**. Brother Johnson retired in 1982 after 23 years of service with the Southern Railroad. Brother Johnson was a Signal Maintainer at Luka, Mississippi, at the time of his retirement. Brother Johnson is a WWII Veteran and a Mason.

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**JOHN E. JOPLIN**—retired member of **LOCAL 185**. Brother Joplin retired in 1992 after 42 years of service with Kansas City Southern Railway. Brother Joplin was a Signal Maintainer at Sallisaw, Oklahoma, at the time of his retirement.

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**JAMES C. KANE**—retired member of **LOCAL 3**. Brother Kane retired in 2010 after 37 years of service with the Indiana Harbor Belt Railroad. Brother Kane was an Assistant Signal Inspector at the Blue Island Hump Yard at Riverdale, Illinois, at the time of his retirement.

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**DOMINICK J. KARLOVICH**—retired member of **LOCAL 103**. Brother Karlovich retired in 1986 after 38 years of service with the Burlington Northern Railroad. Brother Karlovich was a Signalman at the Relay Shop in Galesburg, Illinois, at the time of his retirement.

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**PAUL KOEPKE, JR.**—retired member of **LOCAL 35**. Brother Koepke, Jr. retired in 1991 after 38 years of service with Conrail. Brother Koepke was a Signal Maintainer at Cleveland, Ohio, at the time of his retirement.

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**JOHN A. KOSAR**—retired member of **LOCAL 40**. Brother Kosar retired in 1979 after 34 years of service with Conrail. Brother Kosar was a C&S Inspector at Shire Oaks, Pennsylvania, at the time of his retirement.

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**ROBERT D. KUCHCINSKI**—retired member of **LOCAL 14**. Brother Kuchcinski retired in 2002 after 43 years of service with Canadian National Railway. Brother Kuchcinski was a Signal Maintainer at Flat Rock, Michigan, at the time of his retirement. Brother Kuchcinski served as a Local Trustee.

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**ELBERT L. LARUE**—retired member of **LOCAL 72**. Brother LaRue retired in 1982 after 30 years of service with the Missouri Pacific Railroad. Brother LaRue was a Signal Maintainer at Arkadelphia, Arkansas, at the time of his retirement.

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**CHARLES O. MCLAURY**—retired member of **LOCAL 104**. Brother McLaury retired in 1995 after 44 years of service with the Southern Pacific Railroad. Brother McLaury was a Signal Technician at Beaumont, California, at the time of his retirement.

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**D.C. MOPPIN**—retired member of **LOCAL 20**. Brother Moppin retired in 1981 after 32 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother Moppin was a Signal Maintainer at Cameron, Missouri, at the time of his retirement.

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**GEORGE L. NOLAN**—retired member of **LOCAL 68**. Brother Nolan retired in 2001 after 41 years of service with the New York Central, Penn Central, and Indiana Harbor Belt Railroads, Conrail, and Norfolk Southern Railway Company. Brother Nolan was a Signal Maintainer at LaPorte, Indiana, at the time of his retirement. Brother Nolan served as Local Chairman.

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**DONALD L. NYS**—retired member of **LOCAL 183**. Brother Nys retired in 1997 after 31 years of service with the Milwaukee Road and Soo Line Railroads and Metra. Brother Nys was a Testman at Bensenville, Illinois, at the time of his retirement.

---

**HAROLD W. REEHL**—retired member of **LOCAL 7**. Brother Reehl retired in 1990 after 13 years of service with Conrail. Brother Reehl was an Electronic Technician at Stamford, Connecticut, at the time of his retirement.

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**SAMUEL C. ROSS**—retired member of **LOCAL 120**. Brother Ross retired in 1985 after 42 years of service with the Boston & Maine Railroad. Brother Ross was a Lead Signal Testman at Dover, New Hampshire, at the time of his retirement.

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**JACK W. ROST**—retired member of **LOCAL 194**. Brother Rost retired in 1983 after 35 years of service with the Belt Railway of Chicago. Brother Rost was a Signal Inspector at Chicago, Illinois, at the time of his retirement.

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**HOWARD M. SCHMIDGALL**—retired member of **LOCAL 154**. Brother Schmidgall retired in 1993 after 41 years of service with the Burlington Northern Railroad. Brother Schmidgall was a CTC Maintainer at Morris, Minnesota, at the time of his retirement.

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**EVERETT L. TUCKER**—retired member of **LOCAL 89**. Brother Tucker retired in 1993 after 30 years of service with the Chesapeake & Ohio Railroad and CSX Transportation. Brother Tucker was a Signal Maintainer at Covington, Virginia, at the time of his retirement.

---

**JOSEPH C. TUNNO**—retired member of **LOCAL 24**. Brother Tunno retired in 1987 after 42 years of service with the Denver & Rio Grande Western Railroad. Brother Tunno was a Signal Maintainer at Salt Lake City, Utah, at the time of his retirement. Brother Tunno served as Local Trustee.

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**WILLIAM “BILLY” E. TURNER**—retired member of **LOCAL 16**. Brother Turner retired in 2007 after 36 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Turner was a Signal Inspector at Wildwood, Florida, at the time of his retirement.

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**JOHN H. WERTISH**—retired member of **LOCAL 154**. Brother Wertish retired in 1983 after 36 years of service with the Burlington Northern and Milwaukee Road Railroads. Brother Wertish was a CTC Signal Maintainer at Aberdeen, South Dakota, at the time of his retirement.

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**RONNIE L. WHITACRE**—retired member of **LOCAL 52**. Brother Whitacre retired in 2008 after 33 years of service with the Penn Central Railroad and CSX Transportation. Brother Whitacre was a Signal Maintainer at Muncie, Indiana, at the time of his retirement.

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**LARRY J. WILSON**—retired member of **LOCAL 33**. Brother Wilson retired in 1995 after 25 years of service with the Archison, Topeka & Santa Fe Railroad. Brother Wilson was a Signalman at Abilene, Kansas, at the time of his retirement.

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**DALE R. WOODARD**—retired member of **LOCAL 226**. Brother Woodard retired in 2014 after 40 years of service with the Milwaukee Road Railroad and Canadian Pacific Railway. Brother Woodard was a Signal Maintainer at Hastings, Minnesota, at the time of his retirement.

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

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## IRS Announces 2015 Standard Mileage Rates

Effective January 1, 2015, the standard mileage rate set by the Internal Revenue Service will be 57.5 cents per mile. The new rate compares to a rate of 56 cents per mile in 2014. ■

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## UAW CARS

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

## UAW TRUCKS

CHEVROLET CANYON	JEEP WRANGLER
CHEVROLET COLORADO	LINCOLN MKC
CHEVROLET SILVERADO**	LINCOLN NAVIGATOR
FORD F SERIES	MITSUBISHI OUTLANDER SPORT
GMC SIERRA**	UAW VANS
RAM 1500*	CHEVROLET EXPRESS
UAW SUVs/CUVs	FORD TRANSIT
BUICK ENCLAVE	GMC SAVANA
CADILLAC ESCALADE ESV	UNIFOR CARS
CADILLAC ESCALADE/HYBRID	BUICK REGAL
CHEVROLET EQUINOX	CADILLAC XTS
CHEVROLET SUBURBAN	CHEVROLET CAMARO
CHEVROLET TAHOE	CHEVROLET IMPALA
CHEVROLET TAHOE ( <i>POLICE</i> )	CHRYSLER 300
CHEVROLET TAHOE	DODGE CHALLENGER
( <i>SPECIAL SERVICE</i> )	DODGE CHARGER
CHEVROLET TRAVERSE	UNIFOR SUVs/CUVs
DODGE DURANGO	CHEVROLET EQUINOX
FORD ESCAPE	FORD EDGE
FORD EXPEDITION	FORD FLEX
FORD EXPLORER	GMC TERRAIN
GMC ACADIA	LINCOLN MKT
GMC YUKON/HYBRID	LINCOLN MKX
GMC YUKON XL	UNIFOR VANS
JEEP CHEROKEE	CHRYSLER TOWN & COUNTRY
JEEP COMPASS	DODGE GRAND CARAVAN
JEEP GRAND CHEROKEE	RAM C/V
JEEP PATRIOT	



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

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

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



## NATIONAL TRANSPORTATION SAFETY BOARD — SAFETY ALERT **RAILROAD SIGNAL VISIBILITY (CONSPICUITY)**

*continued from page 20*

incandescent signals are used to ensure conditions similar to those in Galva were not present elsewhere.

### **How can railroads avoid similar accidents?**

- Identify locations where the close spacing of signals may cause a signal to either mask or visually dominate another signal — especially at locations where LED and incandescent light units have been installed in close proximity.
- Evaluate the railroad computer aided dispatching (CAD) software to prevent stacked requests from lining routes non-sequentially at multiple controlled points—particularly at locations where signals are located near one another.
- In addition to performing all mandatory operational tests on signals, railroads should conduct a hazard analysis that includes testing signal visibility (conspicuity test) with input from train crews.
- Configuration management is critical in evaluating the safety of proposed changes to railroad systems, including signals and train control, motive power, rail cars, methods of operation, and track. Implement procedures to notify all personnel of changes they may encounter. ■

**SPEAK  
OUT  
for  
SAFE  
JOBS**

**PROTECT WORKERS NOW!**  
**AFL-CIO. WORKERS MEMORIAL DAY. APRIL 28**

# MEETING PHOTOS



## BNSF General Committee

San Antonio, TX



## Southeast General Committee

Cherokee, NC



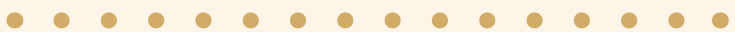


# MEETING PHOTOS



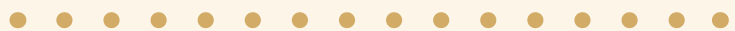
## Union Pacific General Committee

Las Vegas, NV



## United General Committee

Indianapolis, IN



# PHOTO CONTEST

WINNERS FOR 1ST Quarter 2015



*Pictured are Steven Traynham (L) and Rex Grant (R) working on a crossing in Clinton, South Carolina. Both are members of Local 16. Photo submitted by Gus Demott, Southeast General Committee Chairman and member of Local 16.*

## Labor 411

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

### UNION COFFEE

Those who survive the morning and beyond (especially on Mondays) by enjoying few cups of hot coffee know that quality is key. Brewers who want a quick joe on the go should stick with the household names of Folgers and Maxwell House, both union-made. But if you're a connoisseur of the coffee bean, check out the [USA Coffee Company](http://USA Coffee Company). They are 100% union, which means even the beans (grown in Hawaii) are their own – a true rarity in the world of coffee!

#### Coffees:

- Folgers
- Maxwell House
- USA Coffee Company

#### Creamers:

- International Delight
- N'JOY





# PHOTO CONTEST

## WINNERS FOR 1ST Quarter 2015

*Colorlight signals at MP 283.7 on CSXT's Pittsburg Subdivision, near the Youghiogheny River in Layton, Pennsylvania. Photo submitted by Randall Racine, Local Chairman and member of Local 94.*



*BNSF Southbound train at Moorhead, Minnesota, on the BNSF Twin Cities Division. Photo submitted by Retired Local 87 member Jerry Urfer.*

### ENTER TO WIN

Submit your photo or photos to:

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

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



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



# EVERYDAY SPORTSMEN EXTRAORDINARY ADVENTURES

WITH CO-HOSTS JULIE MCQUEEN AND DANIEL LEE MARTIN



**BROTHERHOOD  
OUTDOORS**

TUNE IN WEEKLY

**Sundays**  
11 AM ET

**SPORTSMAN** **RED**  
CHANNEL **WILD**  
**+BLUE**