



THE SIGNALMAN'S JOURNAL

Volume 96 • Number 3

3rd Quarter 2015



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COVER: Conkelley, Montana — Electronic Signal Technician and Local 87 member Ed Boschee makes repairs to a slide fence.

Photo submitted by Scott Marksbury, Signal Inspector and member of Local 87.



THE Affordable Care Act

The Affordable Care Act (ACA) was signed into law by President Barack Obama in 2010. The ACA is perhaps the largest overhaul of the U.S. healthcare system in history, and it will provide coverage for over 94 percent of Americans. One of the key reforms includes health coverage for adults with pre-existing conditions, which hasn't been available until now.

It is commonly known as the Affordable Care Act — and widely nicknamed “*Obamacare*.” The Act will extend insurance to more than 30 million uninsured people, primarily by expanding Medicaid and providing federal subsidies to help lower- and middle-income Americans buy private coverage.

These changes in healthcare insurance will benefit many Americans who previously did not have the ability to obtain health insurance. The provisions of the ACA went into effect on January 1, 2014, although significant changes occurred before that date and will continue in the years to come.

The Act affirms “*the core principle that everybody should have some basic security when it comes to their health care,*” President Obama said at the signing. As a candidate, Obama proposed what became “*the largest middle-class tax cut for health care in history.*” In the general election, it was the cornerstone of his campaign.

The concept was hardly new, however. Democratic presidents had unsuccessfully pursued the creation of a nationwide insurance system for 75 years. At the 2010 signing, President Obama noted that it was a law that “*generations of Americans have fought for and marched for and hungered*

to see.” The final hurdle was cleared in June 2012, when the Supreme Court upheld most provisions of the health care law.

Twenty-six states and the National Federation of Independent Business brought suit in federal court challenging the mandate that individuals carry insurance or pay penalties, as well as the expansion of Medicaid. The Supreme Court ruled that states could not be forced into cooperating with the Medicaid expansion, but left most of the other provisions intact.

Much of the Obamacare political action came in 2009, the first year of Obama's presidency. On July 14, House Democrats introduced a 1,000-page

plan for overhauling the healthcare system. The debate raged throughout the summer and beyond.

“*This so-called public option is going to force millions of Americans out of their private health insurance into a government-run plan,*” charged Speaker of the House John Boehner. On September 9, 2009, President Obama addressed critics via a joint session of Congress. He cited a letter sent to him from former Senator Ted Kennedy (D-MA), who had died a few weeks earlier. Kennedy, who battled for healthcare reform throughout his career, said it was above all a “*moral issue*” that addressed the “*fundamental principles of social justice.*”

Republican Representative Joe Wilson (R-SC), in a major breach of U.S. political tradition, yelled “*you lie!*” after Obama said his plan would not apply to illegal immigrants. The Senate healthcare reform plan, introduced a week later, specifically prohibited participation by those “*not lawfully present*” in the United States.

The Act will extend insurance to more than 30 million uninsured people, primarily by expanding Medicaid and providing federal subsidies to help lower- and middle-income Americans buy private coverage.

On November 7, 2009, the House of Representatives approved its version with a 220–215 vote. The Senate passed its version on December 24, 2009, by a 60–39 vote. The Senate bill was amended and then OK'd by the House (as H.R.3590) by a 219–212 vote on March 21, 2010. All Republicans voted against it.

Addressing the many concerns expressed nationwide, the Act pointed out that *“nothing in this act or anywhere in the bill forces anyone to change the insurance they have, period.”* It vowed a *“new transparent and competitive insurance marketplace.”*

President Obama was re-elected November 2012, defeating the GOP candidate who promised to dismantle Obamacare. The re-election effectively ensured the Act would become reality.

OVERVIEW OF THE HEALTHCARE LAW

- **2010:** A new Patient’s Bill of Rights goes into effect, protecting consumers from the worst abuses of the insurance industry. Cost-free preventive services begin for many Americans. The first major provision of the Affordable Care Act goes into effect, allowing adults with pre-existing conditions to join temporary high-risk pools that expire when the Act takes effect. No lifetime dollar limits on healthcare coverage; dependent children allowed to stay on parents’ insurance until age 26; no pre-existing exclusions for those under age 19; insurers barred from requiring co-payments for preventive care and vaccinations.
- **2011:** People with Medicare can get key preventive services for free, and also receive a 50 percent discount on brand-name drugs in the Medicare “donut hole.”
- **2012:** Accountable Care Organizations and other programs help doctors and healthcare providers work together to deliver better care. The U.S. Supreme Court upholds the major provisions of the Affordable Care

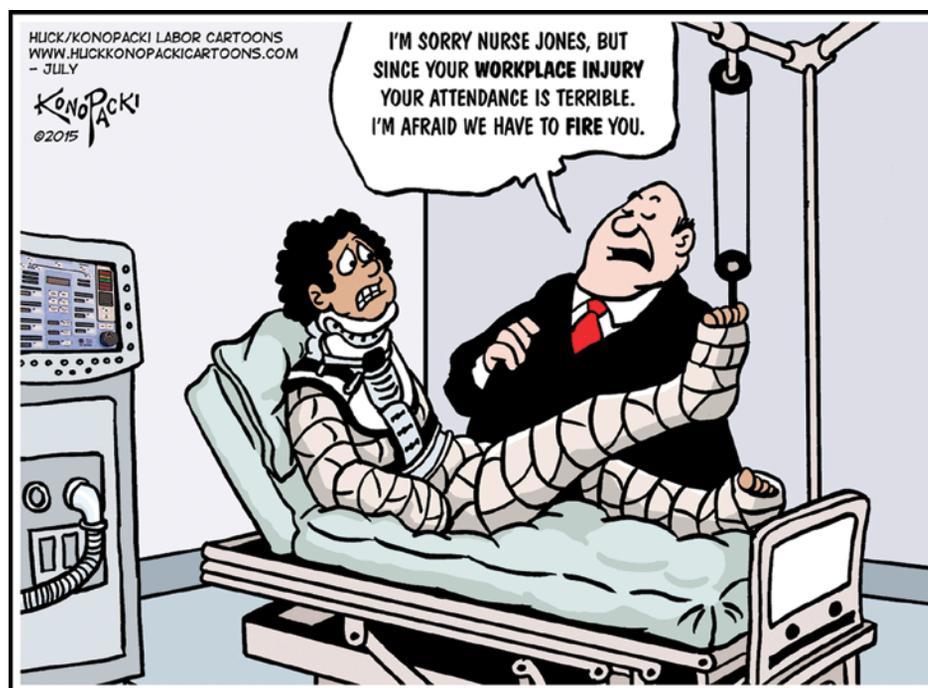
Act — Twenty-six states and the National Federation of Independent Business had brought suit in federal court challenging the individual mandate and the Medicaid expansion.

- **2013:** Open enrollment in the Health Insurance Marketplace began on October 1. The White House agrees to a one-year delay in the requirement that large businesses must provide workers with affordable healthcare.
- **2014:** All Americans have access to affordable health insurance options. The Marketplace allows individuals and small businesses to compare health plans on a level playing field. Middle and low-income families get tax credits that cover a significant portion of the cost of coverage. The Medicaid program is expanded to cover more low-income Americans. All together, these reforms mean that millions of people who were previously uninsured will gain coverage, thanks to the Affordable Care Act.

While the ACA has and will continue to benefit many Americans who could not afford healthcare otherwise, the BRS, along with other rail unions, negotiates our health and welfare benefits either with the individual commuter railroads or with the class I railroads who participate in national handling.

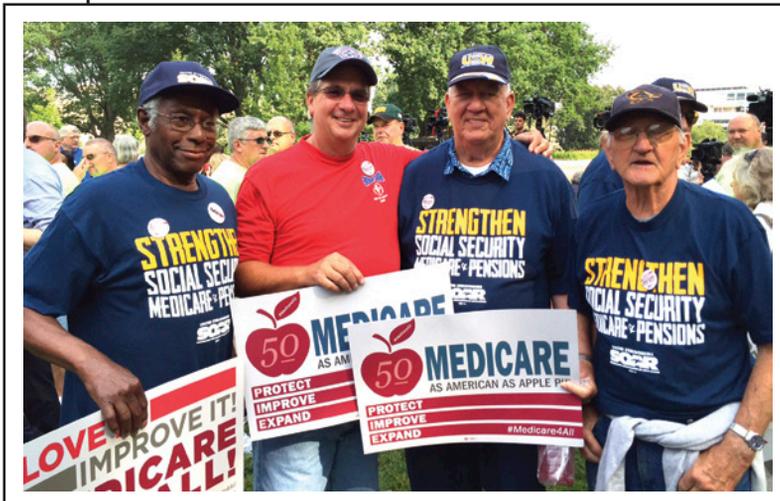
The effects of the ACA on our negotiated health and welfare benefits have been none as of now. The railroads

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National Day of Action for Medicare's Anniversary

The AFL-CIO Endorsed the National Day of Action to Protect, Improve, and Expand Medicare



This year marks a half-century of Medicare: America's universal, public health plan for seniors age 65 and up! Patients like Medicare better than private health insurance as Medicare provides better financial security than private health insurance, and it's cheaper and more sustainable for society. Improving Medicare by filling in its coverage gaps and extending it to everyone would provide universal, comprehensive care for even less than Medicare costs us per person! It is the only ethical way to provide healthcare, and the only way we can afford as a society.

Joe Mattingly, BRS Vice President Midwest took part in the National Day of Action, in Washington, D.C., which called on policy makers to protect, improve, and expand Medicare to cover all Americans with a single standard of quality care not based on ability to pay. The overall theme was "Medicare is as American as Apple Pie," i.e. to Protect, Improve and Expand (PIE) Medicare to cover everyone.



In over 25 U.S. cities across the nation, actions included public forums, rallies, marches, skits, flash mobs, and birthday celebration parties, picnics, and BBQ's. In Washington, D.C. nurses lobbied legislators to support H.R.676, the Expanded & Improved Medicare for All Act, introduced by Representative John Conyers (D-MI). This bill would create a publicly financed, privately delivered healthcare system that improves and

expands the already existing Medicare program to all U.S. residents, and all residents living in U.S. territories.



Organizers say the actions will underscore the need to expand access to healthcare in the U.S. since, despite passage of the Affordable Care Act, millions of residents continue to go without adequate care. Twenty-one states have refused to expand Medicaid coverage to eligible patients and members of Congress, such as U.S. Representative Paul Ryan (R-WI), continue to push for reductions in Medicare with proposals to increase the eligibility age, eliminate providers and turn Medicare into a voucher program. ■

Signal Maintainer Saves Crash Victim

DELTA, UTAH — In June of this year, Larry Green a BRS Local 111 member, was driving home from his job as a Signal Maintainer on the Union Pacific Railroad, when he noticed a crash scene ahead.

Brother Green stopped to offer assistance, and noticed several individuals attempting to rescue a man who was pinned inside the severely damaged truck. The pickup truck had slammed into the rear end of a tractor trailer, which was headed uphill. The impact smashed the truck's front end, resulting in damage to the cab that made it virtually impossible to remove the injured passenger, who was now struggling to breathe.

Brother Green quickly freed the trapped passenger, by using his boom truck to pull the damaged cab off the man.

"I would help anybody who needed it," said Mr. Green. "It was a great group of people who helped these two men."

The driver of the truck escaped serious injury, and due to Brother Green, along with the help of the three other Good Samaritans, the injured passenger was airlifted to the hospital where he survived his injuries. ■

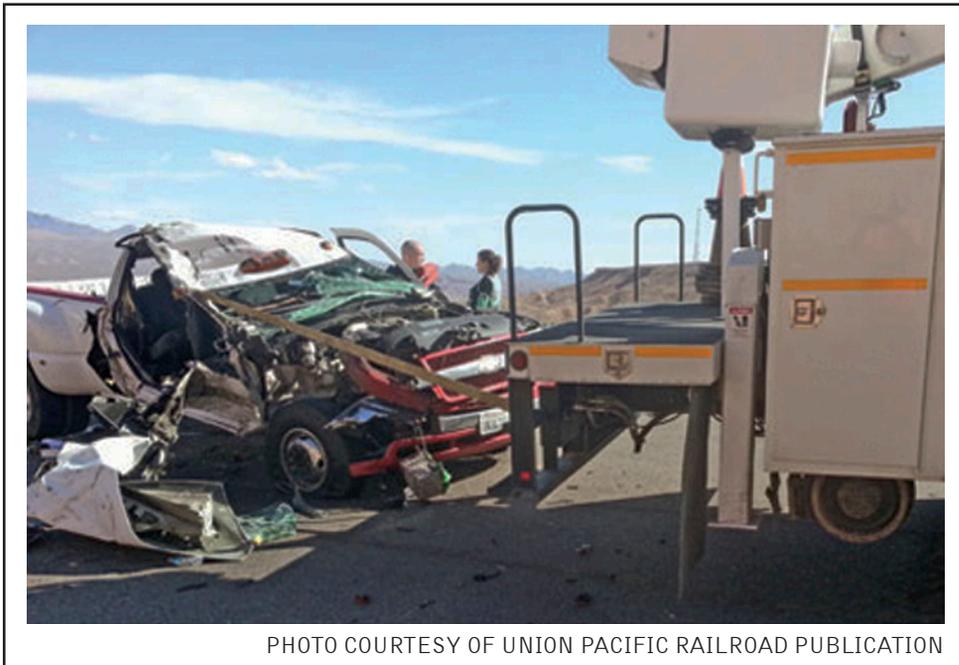


PHOTO COURTESY OF UNION PACIFIC RAILROAD PUBLICATION

HELP WANTED Grand Lodge Representative

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

Title: Grand Lodge Representative.

Location: Grand Lodge Headquarters in Front Royal, Virginia.

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

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

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

Union activism is a fundamental quality.

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

communications, and organizational skills.

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

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



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

Nathan P. Estes Grand Lodge Representative

President W. Dan Pickett has announced the appointment of Local 20 member Nathan P. Estes as Grand Lodge Representative. He is currently assigned to BRS Grand Lodge in Front Royal, Virginia.

Brother Estes began his railroad career in 2003 as an Assistant Signalman assigned to a Mobile Construction Gang. In 2004, he was promoted to Signal Maintainer in the BNSF's Beardstown Sub in Litchfield, Illinois. In 2013, he earned his Electronic Technician's certificate and was working as an Electronic Technician on a Mobile PTC Construction Gang at the time of his appointment. As a dedicated member of Local 20, Brother Estes developed and maintained the Local's website since 2010 and was appointed to Local Chairman in 2012. He also served as the Local's representative in the Illinois AFL-CIO, holding both positions until his appointment.

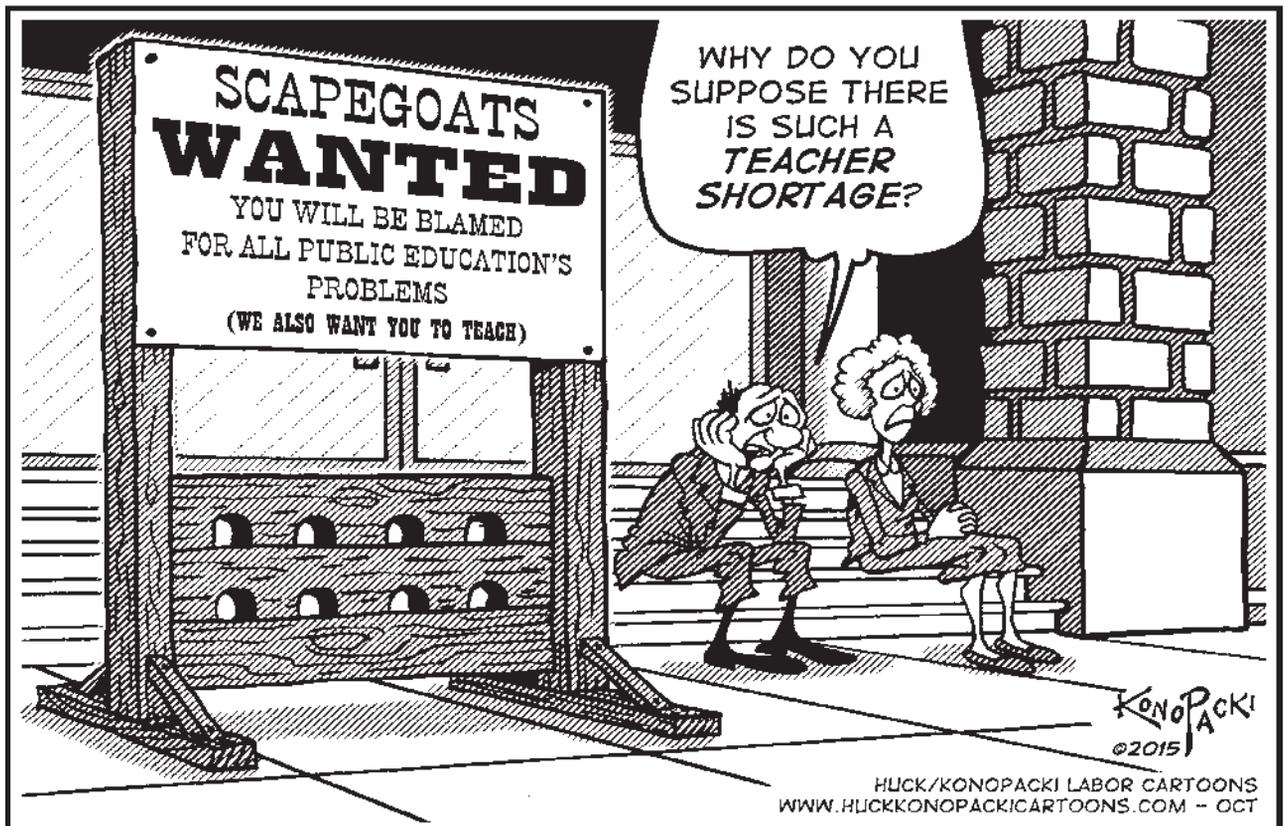
A lifelong resident of Illinois, Brother Estes is a gradu-

ate of Lakeland College, earning a degree in Computer Science and a certificate in Industrial Maintenance, and Johnson Community College with a certificate in both Signaling and Railroad Electronics. He is certified by the International Society of Certified Electronics Technicians. Additionally, he has attended Local Chairman's Training.

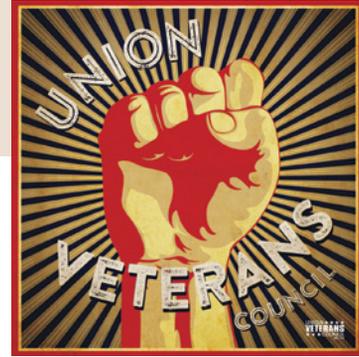
Brother Estes, his wife Jennifer, and their infant daughter Gabrielle look forward to making a new home in the Shenandoah Valley. ■



NATHAN P. ESTES



The Union Veterans Council



The AFL-CIO Union Veterans Council (UVC) was established in 2009, uniting union leaders and members who are veterans in a shared goal to influence public policies and striving to improve the quality of life for veterans and their families.

The Council helps educate legislators and other government officials on the labor movement's positions on veterans' issues and holds them accountable to meet the needs of military veterans. The organization also supports the appointment of labor-friendly veterans to all levels of government.

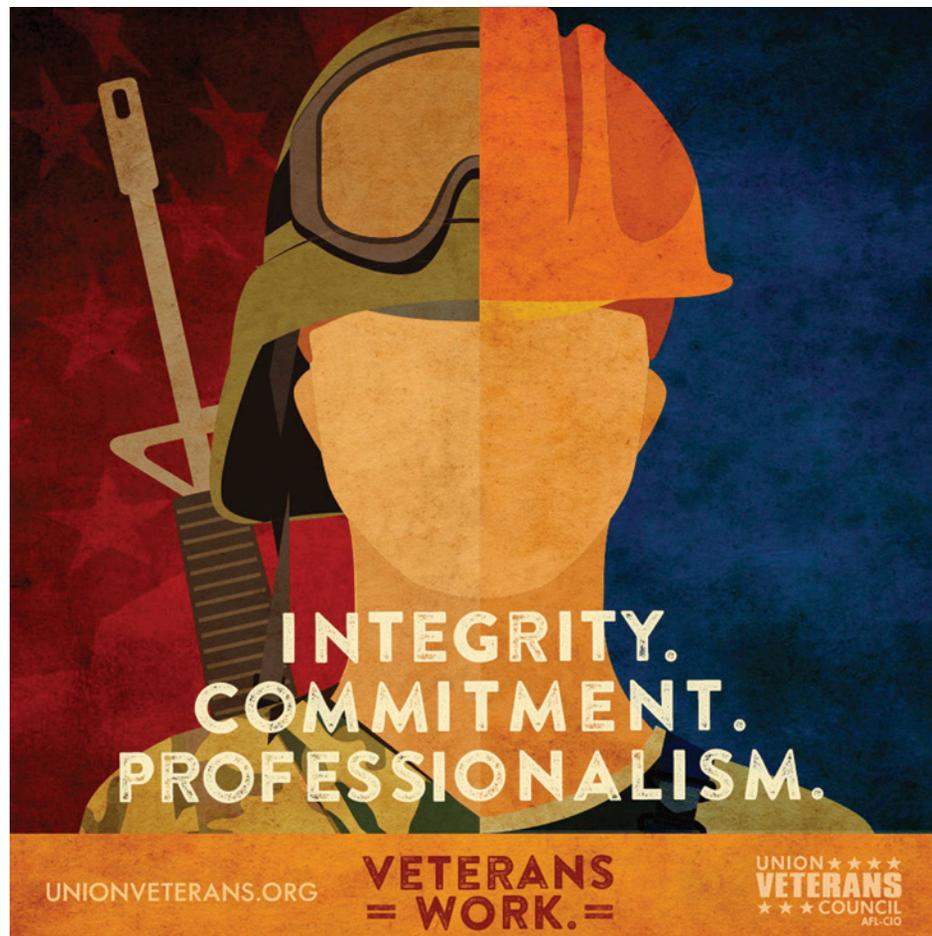
The UVC also encourages union veterans to take leadership roles in other veterans' organizations, and strives to form coalitions with groups concerned about veterans' issues. The UVC is also working to help state labor councils establish their own veterans' councils.

The Council has made giving veterans access to good jobs and eradicating veteran homelessness some of its top priorities. Veterans of the wars in Iraq and Afghanistan frequently appear in homeless shelters within two years of separating from the military, and a significant percentage of the homeless are female veterans and their children.

The UVC has an ambitious legislative agenda, which includes ensuring all regulations pertaining to employment and training for veterans are enforced; strengthening veteran Preference laws; updating restricted jobs for preference-eligible veterans; minimizing the outsourcing of veterans' jobs;

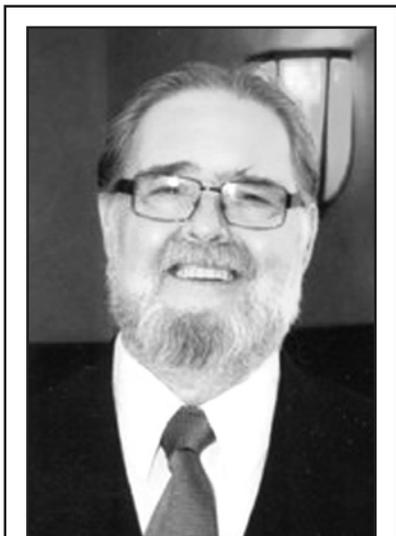
expanding collective bargaining rights for registered nurses, physicians, and clinicians employed by the VHA; upgrading the Post-9/11 GI Bill to provide all veterans with more generous benefits; ensuring that transitioning veterans are better informed about their rights; extending the Uniformed Services Employment and Reemployment Rights Act (USERRA) protections to National Guards and Reservists; extending job protections for Reservists and Guards, and protecting them from loss of seniority and leave while they receive treatment for service-connected medical conditions.

To learn more, or to sign-up to receive e-mail alerts for union veterans visit www.unionveterans.org. ■



In Memoriam

Ernest G. Munday • 1946–2015



ERNEST G. MUNDAY
1946–2015

Ernest G. Munday passed away on June 25, 2015. Brother Munday began his career as a Signal Trainee for Port Authority Trans-Hudson on October 13, 1975. Brother Munday was the General Chairman for the Port Authority Trans Hudson General Committee for many years until his retirement in 2002. ■

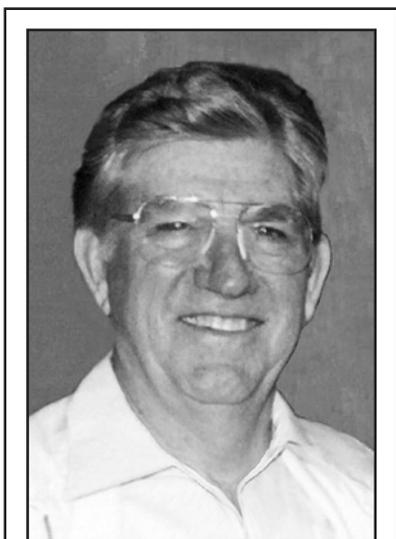
Ernest Munday's photo may also be found on page 29 of this Journal — the photo depicts Brother Munday visiting his friend, W.A. "Bill" Radziewicz, former BRS Vice President, while Brother Radziewicz was hospitalized earlier this year.



THE BROTHERHOOD OF RAILROAD SIGNALMEN

Thanks Brother Munday for his career-long commitment to our Organization

Billy Joe Woodruff • 1928–2015



B.J. WOODRUFF
1928–2015

Billy Joe Woodruff passed away on May 2, 2015. Brother Woodruff began his career as a Signal Helper for the Illinois Central Gulf Railroad in March of 1951. Brother Woodruff served Local 51 in the capacities of Recording-Financial Secretary, Local Chairman, and Local President. He was then elected as Vice General Chairman of the Illinois Central Gulf General Committee, and as General Chairman in 1968. Brother Woodruff retired in 1990 after 39 years of service with the Illinois Central Gulf Railroad. Brother Woodruff was the General Chairman for the ICG General Committee at Martin, Tennessee, at the time of his retirement. ■



THE BROTHERHOOD OF RAILROAD SIGNALMEN

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

In Memoriam

Robert J. Hays • 1932–2015

Robert J. Hays passed away on March 21, 2015. Brother Hays began his career as a Signal Repairman's Helper for the Union Railroad in August of 1951.

Brother Hays was a member of Local 193 and Leading Signalman. Brother Hays also served as the General Chairman for the Union Railroad General Committee. Brother Hays retired in 1993 after 42 years of service with the Union Railroad. Brother Hays is a U.S. Army Veteran who served during the Korean War. ■



THE BROTHERHOOD OF RAILROAD SIGNALMEN

*Thanks Brother Hays for his many years
of service to our Organization and our country*

National Negotiations Update

Members of rail labor's Coordinated Bargaining Group (CBG), composed of representatives from the SMART

Transportation Division, the Brotherhood of Locomotive Engineers and Trainmen, the American Train Dispatchers

Association, the National Conference of Firemen and Oilers/SEIU, The Brotherhood of Railroad Signalmen, and the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers met with the National Carriers Conference Committee (NCCC) in Chicago on

October 14, 2015, to continue negotiations on a new national rail contract. This meeting was the latest in a series that commenced early in 2015.

Both parties believe that a voluntary agreement is the desired outcome and to that end, it was agreed to continue negotiations without the assistance of a third party.

Although a final agreement is not yet in sight, substantive progress was made in identifying the issues of greatest importance to both sides and serious discussions are

ongoing. Both parties believe that a voluntary agreement is the desired outcome and to that end it was agreed to continue negotiations without the assistance of a third party. The next session is scheduled for November in Crystal City, Virginia, with additional meetings set for the first quarter of 2016. ■



- **Most Railroads Do Not Expect to Meet the 2015 PTC Implementation Deadline**
- **Congress, President Enact Surface Transportation Extension**

Additional Oversight Needed as Most Railroads Do Not Expect to Meet 2015 Implementation Deadline

The U.S. Government Accountability Office (GAO) is an independent, nonpartisan agency that works for Congress. Often called the “*congressional watchdog*,” the GAO investigates how the federal government spends taxpayer dollars.

The Rail Safety Improvement Act of 2008 mandated that certain railroads implement positive train control (PTC) by December 31, 2015. In prior work, the GAO found that most railroads reported that they will miss this deadline due to numerous interrelated challenges caused by the breadth and complexity of PTC. The Federal Railroad Administration (FRA) has responsibility for the review and certification of railroad PTC plans, including implementation plans, development plans, and safety plans.

The GAO used a structured interview guide to interview 29 railroads identified by the FRA or others as implementing PTC — including the four largest freight railroads, 13 commuter railroads, and 12 smaller freight railroads — regarding their progress and challenges. The GAO also interviewed FRA officials and industry associations.

The current report examines (1) progress railroads have made in implementation and in addressing challenges, and (2) how the FRA has overseen implementation.

Findings: Most of the railroads (20 of 29) included in the review estimated to have PTC fully operational in revenue service 1 to 5 years after the 2015 deadline; however, railroads’ estimated deadlines are subject

to change. Three railroads did not have an estimated completion date, of the remaining 6 railroads, 1 was excepted from installing PTC based on limited speeds on its track, and 4 commuter railroads and 1 small freight railroad estimate they will have PTC operational on their own tracks by the deadline. However, the ability of these 5 railroads to fully operate with PTC may be affected because other railroads that operate equipment

on their tracks — known as tenants — or that own tracks that they operate on — known as hosts — may not be equipped with PTC. In addition, the ability of railroads to meet the deadline may be affected by the interoperability of their PTC system with those of other railroads and whether they can obtain final system

approval from the FRA. Railroads the GAO interviewed stated that they continue to face implementation challenges. For example:

- The need to design, produce, and install over 20 new major components;
- A limited number of manufacturers for those components;
- Multiple phases of testing and system integration necessary to ensure safety;
- Attempting to meet the current deadline before defects are identified and addressed;
- Difficulty in obtaining radio spectrum and Federal Communication Commission (FCC) permits for communications infrastructure;
- Delays in approval of safety plans by regulators; and
- The complex challenge of achieving interoperability among varying types of PTC systems — even railroads that will be able to install PTC on their own

FRA officials acknowledged that the annual reports have been insufficient for monitoring railroads’ progress and that the information captured by these reports was not adequate to identify implementation challenges or track railroads’ progress.

tracks by December 31, 2015 will face interoperability issues with other railroads.

The FRA's oversight efforts were not sufficient to monitor and report on individual railroads' progress. According to FRA officials, railroads' annual reports are one of the key tools that the FRA uses to conduct its annual reviews of railroads' compliance with their PTC plans and to track progress in implementing PTC. However, FRA officials acknowledged that the annual reports have been insufficient for monitoring railroads' progress and that the information captured by these reports was not adequate to identify implementation challenges or track railroads' progress. The contents of PTC annual reports were initially focused on railroads' tracking their progress in equipping locomotives with PTC equipment and installing other components, such as radio wayside poles. However, railroads did not always include information on impediments to completion of certain PTC goals, even though such information is required under the FRA's regulation, and railroads have told us they continue to face widespread challenges.

In May 2015, the FRA established a PTC Task Force comprised of seven full-time staff members to identify agency needs regarding the oversight of PTC and to help create strategies to ensure the safe and timely implementation of PTC with the goal of improved oversight.

Specifically, the task force intends to address issues such as:

- Collecting, managing, and disseminating railroad data;
- Facilitating the development of the agency's enforcement strategy;
- Ensuring resources (e.g., manpower) are available at the right time to support the FRA's implementation

efforts and capacity needs;

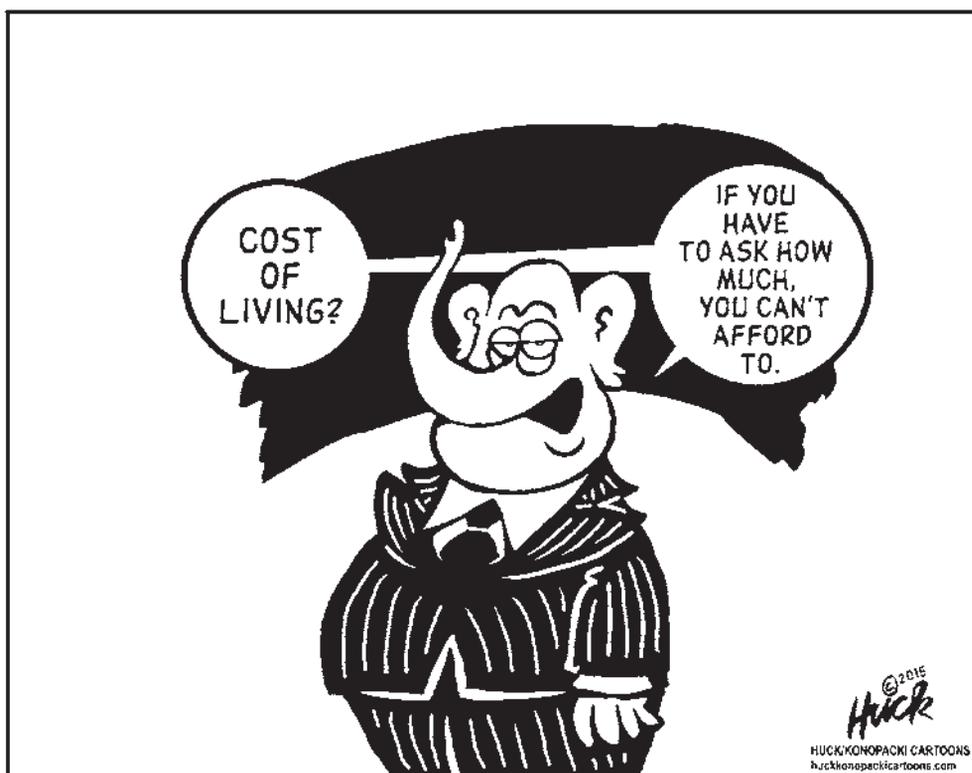
- Ensuring correspondence with railroads, Congress, media, and other outlets are planned and coordinated; and
- Facilitating the agency's awareness and resolution of implementation issues that arise within the industry.

GAO Recommendation for Executive Action

The Secretary of Transportation should direct the FRA to improve its oversight of railroads' PTC implementation by developing a plan that outlines how the agency will hold railroads accountable for making continued progress towards the full implementation of PTC that includes:

- Identifying and collecting any additional information needed to effectively track an individual railroad's progress;
- Developing the agency's enforcement strategy;
- Identifying needed resources to support implementation efforts;
- Reporting to Congress and others on the status of railroads' progress implementing PTC and the

continued on page 14





Railroad Retirement Spouse and Widow(er)s' Annuities and Public Service Pensions

Railroad Retirement Act spouse and widow(er)s' annuities (including divorced spouse, surviving divorced spouse and remarried widow(er)s' annuities) are subject to reduction when social security benefits or dual railroad retirement annuities are also payable. Such railroad retirement benefits may also be reduced when a spouse or widow(er) is entitled to a public service pension unless certain exemption requirements are met.

Since the payment of railroad retirement spouse or widow(er)s' annuities can be affected by entitlement to certain other government benefits, such dual entitlement, if not reported to the Railroad Retirement Board (RRB), can result in benefit overpayments which have to be repaid, sometimes with interest and penalties. The following questions and answers describe how payments are adjusted by the RRB for spouse and widow(er) annuitants entitled to public service pensions.

1 For social security or railroad retirement purposes, what is considered a public service pension?

A public service pension is any periodic benefit payment, as well as lump-sum payments made in lieu of periodic payments, based on an individual's own employment with a Federal, State, or local government unit. Some examples are pensions paid to teachers, police officers, and civil service personnel on the basis of age or disability. Full salary benefits paid to a retired or resigned judge under the Federal judiciary retirement system are also considered public service pensions.

Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. A pension paid by a foreign government or an interstate instrumentality also has no effect on a spouse or widow(er)'s annuity.

2 How is the public service pension reduction applied to railroad retirement spouse or widow(er)s' annuities?

For spouses and widow(er)s subject to the public service pension reduction, the tier I reduction is, under current law, equal to 2/3 of the amount of the public pension. The amount of the public service pension is the current gross amount, before any deductions for income tax withholding, Medicare premiums, health insurance, or other benefits.

3 What is the background of the public service pension reduction in spouse and widow(er)s' annuities and how does it affect such payments?

The public service pension reduction in social security and railroad retirement spouse and widow(er)s' benefits was brought about by 1977 social security legislation which also applied to the tier I benefits of railroad retirement spouses and widow(er)s. The tier I portion of a railroad retirement annuity is based on railroad retirement credits and any social security credits an employee has acquired. It is computed under social security formulas and approximates what social security would pay if railroad work were also covered by that system. Tier I benefits are, therefore, reduced in the same manner as social security benefits when certain other benefits are also payable.

4 Are there any provisions that would exempt railroad retirement spouse or widow(er) annuitants from the public service pension offsets?

Generally, in order to be exempt from a public service pension reduction, Federal, State and local government workers must be covered by social security throughout their last 60 months of employment with the pension-paying government entity.

The public pension reduction also does not apply to

a spouse or widow(er) who filed for and became entitled to her or his railroad retirement annuity before December 1977, or to a spouse or widow(er) whose public pension is not based on her or his own earnings.

5 Where can more specific information on how these pension offsets affect railroad retirement benefits be obtained?

Persons can contact an RRB field office for information as to how their public service pensions could affect their railroad retirement benefits via the agency's website, www.rrb.gov, or by calling toll-free at 1-877-772-5772. Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.

DID YOU KNOW?

Title 49: Transportation

§ 236.103 SWITCH CIRCUIT CONTROLLER OR POINT DETECTOR

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



BUY UNION BUY AMERICAN

The United Steelworkers was indeed originally a union for those working in metal, but has since grown into a whole lot more. The diversity of their manufacturing output is impressive. Labor 411 has put together a solid list of some of the goods the USW has stamped its name on. So many of the quality products you know and love are union made!

- Alka-Seltzer
- All-Clad cookware
- B.F. Goodrich tires
- BIC lighters
- Channellock tools
- Chapstick
- Coppertone
- Dr. Scholl's
- Dupont air filters
- Goodyear tires
- Harley Davidson
- Libbey Glassware
- Pepto-Bismol
- Puffs Facial Tissue
- Saran Wrap
- ThermaCare
- Tinactin



WASHINGTON REPORT

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agency's oversight efforts; and

- Identifying and planning for mitigating challenges and risks to implementation.

Department of Transportation Response:

In response to the GAO's report, the Department of Transportation in a letter to the GAO, stated in part:

"The Federal Railroad Administration (FRA) has provided strong oversight of the rail industry's implementation of the safety technology since passage of the Railroad Safety Improvement Act (RSIA). FRA has ramped up that oversight in recent years and months as we close in on the December 2015 deadline. FRA is committed to enforcing the congressionally mandated deadline.

While railroads — and railroads alone — are responsible for implementing PTC consistent with existing law, FRA has executed multiple efforts concurrently to bring them into compliance as quickly and efficiently as possible. The agency has dedicated significant resources to enable PTC development and implementation...

FRA's top priority is safety, and we will continue to do all we can to bring railroads into PTC compliance safely and efficiently. We will continue to gather implementation data from the railroads, including annual reports, surveys, plans, and requiring frequent updates on progress. These sources of information help FRA deploy staff and use taxpayer funds wisely to accurately monitor the industry's and individual railroad's progress toward compliance, and support FRA's necessary enforcement actions. Moreover, this layered approach helped FRA identify the implementation challenges described in its 2012 and 2015 reports to Congress.

Upon preliminary review, DOT agrees with GAO's recommendation to continue to develop a plan to hold railroads accountable for progress toward full implementation. The Department will provide a detailed response to the recommendation within 60 days of GAO's final report issuance."

Congressional Response:

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and Senate Committee on Commerce, Science, and Transportation Chairman

John Thune (R-SD) were among the Congressional Committee leaders who requested the GAO report. Regarding the findings of the report, they said:

"This GAO report confirms that the PTC mandate is not achievable, and extending the deadline is essential to preventing significant disruptions of both passenger and freight rail service across the country," Congressman Shuster said. "I am committed to working with Senator Thune and our colleagues to address the clear need for an extension, and to ensuring that railroads implement this important but complicated safety technology in a responsible manner."

"Passenger and freight railroads need time beyond the current deadline to finish implementation of a complex system that relies on new technology," said Senator Thune. "Failure to extend this legal deadline would create significant hardships for customers and passengers who rely on railroads. Passing an extension that includes meaningful accountability for PTC implementation is the best thing Congress can do to enhance safety and avert a chaotic situation that would hurt our economy much more than the recent West Coast ports backup."

Congress, President Enact Surface Transportation Extension

On July 31, 2015, the President signed the House's short-term surface transportation authorization extension through October 29, 2015. The Senate passed the bill by a vote of 91–4 on July 30, 2015, after the House approved it by a vote of 385–34 the day prior. H.R.3236: Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, transfers \$8.068 billion from the General Fund to the Highway Trust Fund, allocating \$6.068 billion to the Highway Account and \$2 billion to the Mass Transit Account. This further extension was necessary to provide the House with time to pass a long-term authorization bill in order for the House to complete its legislation and for both chambers of Congress to go to a conference. The revenue to fund this extension was found in tax compliance measures and an extension of aviation security fees. ■

FROM THE PRESIDENT

continued from page 3

in national negotiations on the freight side are attempting to make the argument that different requirements of the ACA will have a negative impact on their bottom line. For example, the Cadillac Tax that will go into effect in the years to come is a tax based on how lucrative a health and welfare plan is. The reality is that our plan covers the entire family, no matter how large; therefore, when looking at the ceiling for the amount a plan is valued at would be based on the ACA's definition of the family rate, giving our plan the ability to not be lucrative enough to be taxed.

While the railroads will try to use the ACA as an arguing point for our members to pay more in health and welfare costs, we continue to counter that argument with the fact that railroads, today, specifically freight railroads, continue to post record profits, as they have been for a number of years now.

As for the commuter railroads we represent, we still believe the only real answer to reduce highway congestion, vehicle-related accidents, high roadway construc-

tion and repair costs, among other transportation issues is to invest money into commuter rail and high-speed rail projects that provide reliable public transportation options. Part of this effort is ensuring that all BRS members and other commuter railroad employees receive quality healthcare.

The BRS will continue to watch the effects the ACA may or may not have on our negotiated health and welfare plans as we move forward and provide the same level of representation we always have to ensure that our members have access to affordable healthcare.

In Solidarity,



W. Dan Pickett
BRS President

UNION MEMBERSHIP BY THE NUMBERS:

- **1 in 8** working adults in the U.S. belong to a labor union
- **1 in 5** or **19%** of Americans live in a household where at least one person belongs to a union, a trend that has shown little fluctuation since 2003, ranging between 16-19%
- Union membership in the South stands at just **6%**
- Union membership in the West is **18%**
- Union membership in the East is **24%**
- Union membership in the Midwest is **23%**
- Adults between 18 and 34, are more pro-union than any other age group as **66%** approve of labor unions
- **63%** of women compared with **52%** of men approve of labor unions



2015 UNION MADE

State Parks

Did you know that you own millions of acres of national parks, historic structures, cultural artifacts, ancient forests, snow-capped mountains, and clear blue lakes? Our public lands and waters belong to all Americans and are waiting for you to explore them!

You also employ thousands of union members who staff federal parks and monuments. **AFSCME** represents thousands of municipal workers at city and state parks and zoos. Interior Department workers who staff federal parks and monuments are also union members (**NFFE**, an affiliate of the **IAM**). And **AFGE** represents employees

who build exhibits, conduct research and maintain the world-renowned Smithsonian Institute Museum in Washington, DC.

You can visit the National Park Service website for additional information: www.nps.gov.

Support good jobs by visiting our national parks and other federal lands. ■

AFL-CIO NATIONAL BOYCOTTS



HOSPITALITY, TRANSPORTATION & TRAVEL

SUBMITTED BY UNITE HERE!

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

- **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, 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 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 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

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Lloyd L. Rabb, III
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Tucson, AZ 85718
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(760) 579-7604
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Long Beach, CA 90801
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www.bmnlaw.com

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800-325-4014
www.rcvpc.com
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Suite 1610
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Sams & Hollon, PA
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Suite 160
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800-327-4552

Howard A. Spier
Rossman Baumberger Rebozo
& Spier, PA
9155 S. Dadeland Boulevard
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Miami, FL 33156
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800-775-6511
www.rbrlaw.com

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Tel. (312) 332-9596
800-472-5729

Daniel J. Downes
Ridge & Downes
101 N. Wacker Drive
Suite 200
Chicago, IL 60606
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www.ridgedownes.com

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

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

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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

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Randal W. LeNeave
Hunegs, LeNeave
& Kvas
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Wayzata, MN 55391
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www.hlklaw.com

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

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Yaeger & Weiner, PLC
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Suite 202
Minneapolis, MN 55414
Tel. (612) 345-9797

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Hubbell Law Firm, LLC
1100 Main Street
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Tel. (816) 221-5666
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www.hubbllfirm.com

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See Minnesota

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www.felaattorney.com

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Tel. (216) 781-1700
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www.shaperoroloff.com

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

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Philadelphia, PA 19103
Tel. (215) 963-0187
800-221-5697
www.kleemanlawfirm.com

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Suite 280
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Tel. (281) 996-0750
866-996-0750
www.youngdabl.com

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

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

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Hatch, James & Dodge, PC
10 West Broadway
Suite 400
Salt Lake City, UT 84101
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800-574-6310
www.bjdlaw.com

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Portsmouth, VA 23704
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800-368-1033
www.moodyrllaw.com

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

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

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1-800-842-9905
www.myuhc.com

Retiree Claims — GA-46000
UnitedHealthcare
P.O. Box 30985
Salt Lake City, UT 84130-0985
1-800-842-5252

Retiree Supplemental — GA-23111
UnitedHealthcare
P.O. Box 30304
Salt Lake City, UT 84130-0404
1-800-842-5252

Aetna Healthcare

Aetna
3541 Winchester Road
Allentown, PA 18195
1-800-842-4044
www.aetna.com

Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield
Railroad Dedicated Unit
P.O. Box 890381
Camp Hill, PA 17089-0381
1-866-267-3320
www.bcbs.com

Life Insurance

MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770
www.metlife.com

Vision Service Plan

EyeMed
Member Support
1-855-212-6003
www.eyemedvisioncare.com/railroad

Union Plus

Mortgage (Wells Fargo) • AT&T Discount
Credit Card • Scholarships and much more
www.unionplus.org

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:
United Behavioral Health
1-866-850-6212
www.liveandworkwell.com
Access code: Railroad

Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna
P.O. Box 189145
Plantation, FL 33318-9145
1-800-205-7651 • Fax: 954-452-4124
You may file online at: www.wkabsystem.com
Company identifier: RR

Dental Benefits under Group Policy No. GP-12000

Aetna
P.O. Box 14094
Lexington, KY 40512-4094
1-877-277-3368
www.aetna.com

Managed Pharmacy Benefit Express Scripts

Retail pharmacy network provides medication
for acute, short-term care.
Mail-order prescription service provides
medication for chronic, long-term care.
UnitedHealthcare Plans GA-23000 and
GA-46000
1-800-842-0070
www.medco.com

Railroad Retirement Board

1-877-772-5772 — Automated Help Line
www.rrb.gov

Railroad Info — Your Track to Health

www.yourtracktohealth.com
(Note: Information on this site does not
apply to Amtrak employees)

Hypothermia

Hypothermia is dangerously low body temperature, below 95 °F (35 °C).



Considerations

Other types of cold injuries that affect the limbs are called peripheral cold injuries. Of these, frostbite is the most common freezing injury. Non-freezing injuries that occur from exposure to cold wet conditions include trench foot and immersion foot conditions. Chilblains are a type of nonfreezing injury that develops in cold, dry conditions.

You are more likely to develop hypothermia if you are:

- Very old or very young.
- Chronically ill, especially persons who have heart or blood flow problems.
- Malnourished.
- Overly tired.
- Taking certain prescription medicines.
- Under the influence of alcohol or drugs.

Causes

Hypothermia occurs when more heat is lost than the body can make. In most cases, it occurs after long periods in the cold.

Common causes include:

- Being outside without enough protective clothing in winter.
- Falling into cold water of a lake, river, or other body of water.
- Wearing wet clothing in windy or cold weather.
- Heavy exertion, not drinking enough fluids, or not eating enough in cold weather.

Symptoms

As a person develops hypothermia, they slowly lose the ability to think and move. In fact, they may even be unaware that they need emergency treatment. Someone with hypothermia also is likely to have frostbite.

The symptoms include:

- Drowsiness.
- Weakness and loss of coordination.

- Pale and cold skin.
- Confusion.
- Uncontrollable shivering (although at extremely low body temperatures, shivering may stop).
- Slowed breathing or heart rate.

Lethargy, cardiac arrest, shock, and coma can set in without prompt treatment. Hypothermia can be fatal.

First Aid

Take the following steps if you think someone has hypothermia:

- If the person has any symptoms of hypothermia, especially confusion or problems thinking, call 911 right away.
- If the person is unconscious, check airway, breathing, and circulation. If necessary, begin rescue breathing or CPR. If the victim is breathing fewer than 6 breaths per minute, begin rescue breathing.
- Take the person inside to room temperature and cover with warm blankets. If going indoors is not possible, get the person out of the wind and use a blanket to provide insulation from the cold ground. Cover the person's head and neck to help retain body heat.
- Once inside, remove any wet or tight clothes and replace them with dry clothing.
- Warm the person. If necessary, use your own body heat to aid the warming. Apply warm compresses to the neck, chest wall, and groin. If the person is alert and can easily swallow, give warm, sweetened, non-alcoholic fluids to aid the warming.
- Stay with the person until medical help arrives.

DO NOT

- Do NOT assume that someone found lying motionless in the cold is already dead.
- Do NOT use direct heat (such as hot water, a heating pad, or a heat lamp) to warm the person.
- Do NOT give the person alcohol.

When to Contact a Medical Professional

Call 911 anytime you suspect someone has hypothermia. Give first aid while awaiting emergency help.

Prevention

Before you spend time outside in the cold, do NOT drink alcohol or smoke. Drink plenty of fluids and get enough food and rest.

Wear proper clothing in cold temperatures to protect your body. These include:

- Mittens (not gloves).

- Wind-proof, water-resistant, many-layered clothing.
- Two pairs of socks (avoid cotton).
- Scarf and hat that cover the ears (to avoid major heat loss through the top of your head).

Avoid:

- Extremely cold temperature, especially with high winds.
- Wet clothes.
- Poor circulation, which is more likely from age, tight clothing or boots, cramped positions, fatigue, certain medications, smoking, and alcohol. ■



ASSISTANCE FOR PARTICIPANTS IMPACTED BY South Carolina Storms

Union members living in areas impacted by the recent devastating rains and flooding in South Carolina and who participate in Union Plus programs may be eligible for financial assistance. At least 19 people were killed as a result of the storms which brought historic rainfall.

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. Participants who live in Berkeley, Calhoun, Charleston, Clarendon, Darlington, Dorchester, Florence, Georgetown, Horry, Kershaw, Lee, Lexington, Orangeburg, Richland, Sumter, and Williamsburg counties may be eligible for these grants. The money does not have to be repaid.

To qualify for a Union Plus Disaster Relief Grant, a union member's residence must be in one of the above-listed counties and:

- 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.)

- Have experienced a significant loss of income or property within the last six months due to the disaster.
- 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).

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.

For more information about the Union Plus disaster benefits, visit UnionPlus.org/Disaster. ■

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:

50 YEARS OF SERVICE

RD Howard 157

45 YEARS OF SERVICE

LC Brown 20
BR Faulks 141

40 YEARS OF SERVICE

MW Colvin 2
JJ Burns 8
JS McElroy 8
SJ Crawford 10
TS Jackson 10
JB McDonie 16
RJ Hollett 19
WB Chandler, Jr. 31
SR Hurt 41
FL Martin 52
FE Mason 52
JB Decker 57
O Vason 60
LG Smith 77
RJ Rand 84
DR Watkins 84
DJ Tinney 86
LF Delaware 87
WH Huttunen 108
KL Schoepf 119
CJ Hebert 121
RD Matejcek 121
RL Brooks 129
KP Ruud 129

40 YEARS OF SERVICE

RW Olson 154
GM Maret 155
SS Forson 216

35 YEARS OF SERVICE

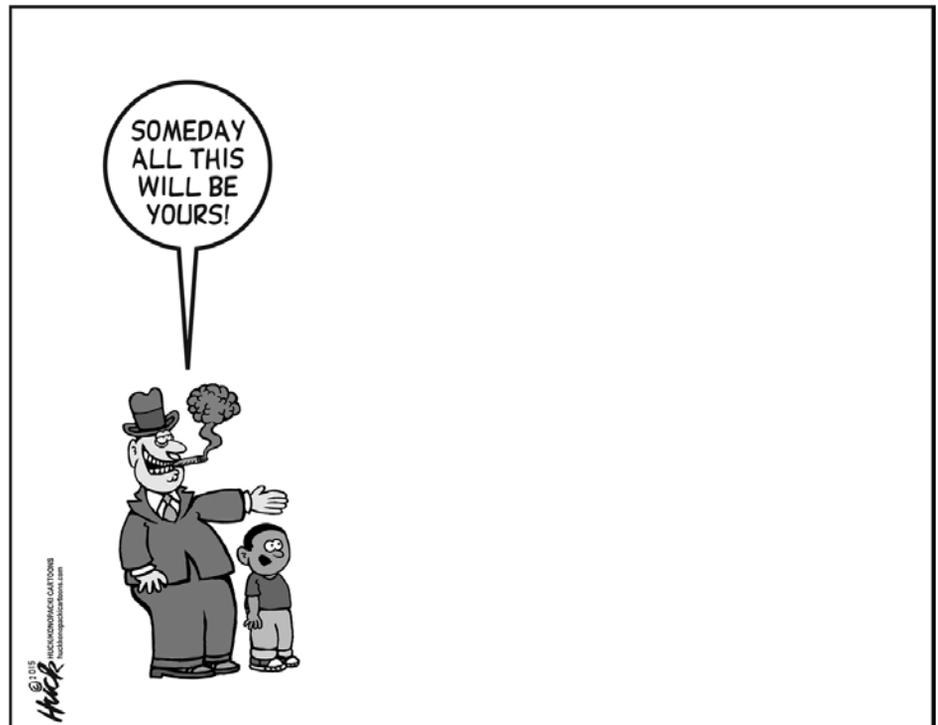
FL Graham 16
TW Haselden 16
DL Hofer 16
DM Truluck 16
JB Wittrock 19
WR Holmgren 33
RL Martens 39
DW Columbus 40

35 YEARS OF SERVICE

BJ Seth, II 40
WR Shultz 48
GR Hemstreet 49
DK McMahan 72
GT Osborne 77
LR Showalter, II 77
CT Wilkerson 77
JD Matlock 81
FJ Scoleri 84
JE Bailey 102
GP Kazanjian 102
KR Metcalf 111
RL Baker 129
K Hill 129
EW Roiniotis 130
KW Howry 141

35 YEARS OF SERVICE

DL Lewis 141
DE Lowry, Sr. 141
KM Thompson 141
SW Wirtz 152
GC Wilkie 156
TA Nall 161
KW Payne 172
SP Carroll 179
KJ Cox 179
LJ Theus 182
CJ Fatora 183
SR Guthrie 188
JW Jane 194
RL Cauley 206
JR Denike 206
E Smith 228



30 YEARS OF SERVICE

JH Piltz	1
JC Wullschleger	8
DL Hazlett	9
SD Gooden	14
MP Brunswick	18
JM Gartside	18
JM Schroeder	20
JD Hodge, Jr.	49
EC Posey	49
CR Warren, Jr.	49
PW Baumgarten	53
JG Alvarez	56
HL Gonzalez	56
TE Knechtel	56
TW Bates	68
CT Slone	77
FL Gorto	84
T Maher	84
RM Noga	84

30 YEARS OF SERVICE

JA LoCicero, Jr.	106
MW Sill	106
JN Lusk, Jr.	110
R Hignite	141
LL Loftin	141

25 YEARS OF SERVICE

PA Prenosil	5
DL Knapp, Jr.	8
RA Payne	8
SO Jones	14
WL Avin, Jr.	16
GR Campbell, Jr.	16
J Mojarro	19
GA Nurnberg	20
JL Volkening	20
DA Cordova	24
DJ Norman	25
MR Kittleson	29

25 YEARS OF SERVICE

SC Suhl	43
GR Guenther	53
NZ Kolodij	53
JJ Baviello	60
MJ Tozzi	60
SJ Land	72
LR Hudson	77
DV Girard	87
RR Rennick	87
TL Guile	93
JA Henderson	94
RD Adams, III	102
KM Barker	119
SK Kreiling	119
DJ Richards	119
MH Jorge	120
JW Russell	123
AJ Corbett	129
CL Rapp	129

25 YEARS OF SERVICE

KC Sedlak	129
RM Young	129
RJ Ockman	141
JA Fazio	143
TT Govern	143
PE Ragland	143
KD Hunt	158
WH Smith	158
JR Clarke	173
RJ Rosenfeld	173
DJ Cobb	183
JP O'Connell	183
ST Byrd	188
DK Dawley	188
KL Brooks	208
SR Clothier	226
MR Fischer	226
JJ Tomashek	226
SA Brubaker	229
TA Caldwell	236

I am a Railroad Signalman

I can climb a pole or dig a ditch,
Focus a signal, adjust a switch,
There are times I'm called out late at night,
To a failed crossing to make it right.

There are things I do everyday,
That helps to move trains in a safe way,
It might be that I perform a test,
Whatever it is I do my best.

Relays and circuits are my forte,
And I may read prints from day to day,
If the system develops a ground,
You can be sure that's where I'll be found.

I can work on a team or alone,
When I'm needed I'm by the phone,
If called upon I do what I can,
'Cause I am a railroad signalman.

— Poem written and submitted by Eugene T. Frazier of BRS Local 31

OBITUARIES

CURTIS A. ALBRECHT—active member of **LOCAL 239**. Brother Albrecht had one year of service with Canadian National Railway. Brother Albrecht was an Assistant Signal Technician at Stevens Point, Wisconsin, at the time of his passing.

JOHN H. ARNOLD, JR.—retired member of **LOCAL 16**. Brother Arnold retired in 1996 after 24 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Arnold was a Signal Maintainer at Waycross, Georgia, at the time of his retirement.

WILLIAM E. AUGER—retired member of **LOCAL 230**. Brother Auger retired in 1991 after 35 years of service with the Boston & Maine Railroad. Brother Auger was a Signal Maintainer at Exeter, New Hampshire, at the time of his retirement.

ALBERT G. BOGDAN—retired member of **LOCAL 106**. Brother Bogdan retired in 1992 after 45 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Amtrak. Brother Bogdan was a Signal Maintainer at Harrisburg, Pennsylvania, at the time of his retirement.

TILGHMAN J. BRITTINGHAM—retired member of **LOCAL 48**. Brother Brittingham retired in 1993 after 39 years of service with the Pennsylvania Railroad, Conrail, and Amtrak. Brother Brittingham was an Assistant Signal Inspector at Harrington, Delaware, at the time of his retirement.

CHARLES S. CROCKER—retired member of **LOCAL 72**. Brother Crocker retired in 1984 after 26 years of service with the Missouri Pacific Railroad. Brother Crocker was a Signal Maintainer at Kansas City, Missouri, at the time of his retirement.

STANLEY P. EDWARDS—retired member of **LOCAL 68**. Brother Edwards retired in 1988 after 43 years of service with the New York Central, Penn Central, and Indiana Harbor Belt Railroads, and Conrail. Brother Edwards was a Signal Maintainer at Hammond, Indiana, at the time of his retirement. Brother Edwards served as Recording-Financial Secretary and Local Trustee.

DEVON R. FREEMAN—active member of **LOCAL 141**. Brother Freeman had two years of service with the Union Pacific Railroad. Brother Freeman was an Interlocking Repairman at Livonia, Louisiana, at the time of his passing.

CHARLES E. GRANT—retired member of **LOCAL 176**. Brother Grant retired in 1998 after 43 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Grant was a Signal Maintainer at Covington, Kentucky, at the time of his retirement. Brother Grant served as Local Trustee.

RALPH L. HAIRSINE—retired member of **LOCAL 48**. Brother Hairsine retired in 1988 after 37 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Amtrak. Brother Hairsine was a Communications Inspector at Wilmington, Delaware, at the time of his retirement. Brother Hairsine served as Local Chairman.

BROADUS G. HAUGHT—retired member of **LOCAL 110**. Brother Haught retired in 1990 after 28 years of service with Norfolk Southern Railway. Brother Haught was a Signal Maintainer at Faber, Virginia, at the time of his retirement. Brother Haught served as Local Chairman.

JAMES R. HEDGES—retired member of **LOCAL 64**. Brother Hedges retired in 1995 after 21 years of service with the Penn Central Railroad and Conrail. Brother Hedges was an Assistant Signal Inspector at Crestline, Ohio, at the time of his retirement. Brother Hedges served as Local Trustee.

LAWTON A. HICKOX—retired member of **LOCAL 16**. Brother Hickox retired in 1990 after 38 years of service with the Atlantic Coastline Railroad and CSX Transportation. Brother Hickox was a Signal Maintainer at Thomasville, Georgia, at the time of his retirement. Brother Hickox served as Local Chairman.

GEORGE IGNOTZ—retired member of **LOCAL 150**. Brother Ignotz retired in 1988 after 44 years of service with the Monongahela Railway Company. Brother Ignotz was a Signal Maintainer at Brownsville, Pennsylvania, at the time of his retirement. Brother Ignotz served as Local Chairman for Local 44.

JOE L. JENKINS—retired member of **LOCAL 72**. Brother Jenkins retired in 1988 after 40 years of service with the Missouri Pacific, Missouri-Kansas-Texas, Texas Pacific, and Union Pacific Railroads. Brother Jenkins was a Signal Maintainer at Bald Knob, Arkansas, at the time of his retirement.

THALBERT L. KISHBAUGH—retired member of **LOCAL 145**. Brother Kishbaugh retired in 1980 after 42 years of service with the Erie Railroad and Conrail. Brother Kishbaugh was a Lead Signalman at Elmira, New York, at the time of his retirement. Brother Kishbaugh served as Local Chairman.

GUNTHER H. KRUMPE—retired member of **LOCAL 65**. Brother Krumpe retired in 1989 after 36 years of service with the Pennsylvania Railroad and Amtrak. Brother Krumpe was a Relay Test Maintainer at Odenton, Maryland, at the time of his retirement.

RALPH R. MARQUISS—retired member of **LOCAL 56**. Brother Marquiss retired in 1997 after 28 years of service with the Penn Central Railroad and Long Island Rail Road. Brother Marquiss was a Signal Helper at Queens Tower, New York, at the time of his retirement. Brother Marquiss is a U.S. Air Force Veteran who served in Vietnam.

WALLACE B. McCUNE—retired member of **LOCAL 31**. Brother McCune retired in 2001 after 22 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother McCune was a Signalman at Connellsville, Pennsylvania, at the time of his retirement.

HARRY R. MUGLER—retired member of **LOCAL 56**. Brother Mugler retired in 1977 after 33 years of service with the Long Island Rail Road. Brother Mugler was a Communications Foreman at Jamaica, New York, at the time of his retirement.

JAMES H. NEICE, JR.—retired member of **LOCAL 150**. Brother Neice retired in 1986 after 38 years of service with the Pittsburgh & Lake Erie Railroad. Brother Neice was a Signal Maintainer at Pittsburgh, Pennsylvania, at the time of his retirement. Brother Neice served as Local Chairman.

EVERETT NICOLAI, JR.—retired member of **LOCAL 152**. Brother Nicolai retired in 1997 after 37 years of service with the Southern Pacific and Union Pacific Railroads. Brother Nicolai was a Signal Maintainer at Salem, Oregon, at the time of his retirement.

JOHN B. O'BOYLE—retired member of **LOCAL 84**. Brother O'Boyle retired in 2007 after 38 years of service with the Erie Lackawanna Railroad, Conrail, and New Jersey Transit. Brother O'Boyle was a Lead Signal Maintainer at Jersey City, New Jersey, at the time of his retirement.

GARY A. OLDFATHER—retired member of **LOCAL 188**. Brother Oldfather retired in 2003 after 40 years of service with the BNSF Railway Company. Brother Oldfather was a CTC Signal Maintainer at Quincy, Washington, at the time of his retirement.

HUBERT L. OUTLER—retired member of **LOCAL 16**. Brother Outler retired in 1987 after 39 years of service with the Seaboard Air Line Railroad and CSX Transportation. Brother Outler was an Assistant Signalman at Savannah, Georgia, at the time of his retirement.

C.E. PRITCHETT—retired member of **LOCAL 51**. Brother Pritchett retired in 2004 after 30 years of service with the Illinois Central Gulf Railroad and Canadian National Railway. Brother Pritchett was a Signal Maintainer at Dongola, Illinois, at the time of his retirement.

RALPH C. RAMMEL—retired member of **LOCAL 169**. Brother Rammel retired in 1984 after 40 years of service with the Norfolk & Western Railway. Brother Rammel was a Signal Maintenance Foreman at Lima, Ohio, at the time of his retirement.

RONALD C. RUSSIN—retired member of **LOCAL 194**. Brother Russin retired in 2007 after 37 years of service with the Belt Railway of Chicago. Brother Russin was a Road Maintainer at Chicago, Illinois, at the time of his retirement.

DONALD W. SCHURHAMMER—retired member of **LOCAL 226**. Brother Schurhammer retired in 1993 after 34 years of service with the Milwaukee Road and Soo Line Railroads, and Canadian Pacific Railway. Brother Schurhammer was a Signal Foreman at Mason City, Iowa, at the time of his retirement.

JAMES J. SHELAK—retired member of **LOCAL 57**. Brother Shelak retired in 2010 after 32 years of service with Conrail and Norfolk Southern Railway. Brother Shelak was a Signal Foreman on a Construction Gang at the time of his retirement.

RICHARD J. SMITH—retired member of **LOCAL 123**. Brother Smith retired in 1995 after 43 years of service with CSX Transportation. Brother Smith was a Signal Inspector at Saginaw, Michigan, at the time of his retirement. Brother Smith served as Local Chairman.

R.C. THOMAS—retired member of **LOCAL 49**. Brother Thomas retired in 1990 after 39 years of service with the Southern Railroad. Brother Thomas was a Signal Maintainer at Dayton, Tennessee, at the time of his retirement.

ARTHUR E. TIMMIS—retired member of **LOCAL 35**. Brother Timmis retired in 1994 after 41 years of service with the New York Central and Penn Central Railroads, and Conrail. Brother Timmis was an Assistant Inspector at Wanecenter, Ohio, at the time of his retirement.

WILLIAM O. TWEEDY—retired member of **LOCAL 132**. Brother Tweedy retired in 1985 after 38 years of service with the Illinois Central Railroad and the Alton & Southern Railway Company. Brother Tweedy was a Signal Maintainer at East St. Louis, Illinois, at the time of his retirement. Brother Tweedy served as Local Chairman.

ERNEST VAUGHN—retired member of **LOCAL 129**. Brother Vaughn retired in 1990 after 37 years of service with the St. Louis–San Francisco Railway and BNSF Railway Company. Brother Vaughn was a Signal Maintainer at Winfield, Alabama, at the time of his retirement.

KELVIN D. WARD—active member of **LOCAL 141**. Brother Ward had 15 years of service with the Union Pacific Railroad. Brother Ward was a Senior Signalman at Collinston, Louisiana, at the time of his passing.

ROBERT H. WATKINS—retired member of **LOCAL 84**. Brother Watkins retired in 1983 after 36 years of service with New Jersey Transit. Brother Watkins was an Assistant Signal Inspector at Paterson, New Jersey, at the time of his retirement. Brother Watkins served as a Local Trustee.

THOMAS D. YOUNKINS—retired member of **LOCAL 31**. Brother Younkings retired in 1993 after 36 years of service with CSX Transportation. Brother Younkings was a Signal Inspector at Point of Rocks, Maryland, at the time of his retirement.

JOHN A. ZULLIG—retired member of **LOCAL 20**. Brother Zullig retired in 1975 after 29 years of service with the Burlington Northern Railroad. Brother Zullig was a Signal Foreman at North Kansas City, Missouri, at the time of his retirement.

Editor's Note:

Please notify Grand Lodge of the passing of retired BRS members.

Email: 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!

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.

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Golf Balls (12)		37.00	
Coffee Mug		8.50	
Set of 4 Coffee Mugs		31.50	
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Mantle/Desk Clock		132.00	
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Cap — Black		11.00	
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Cap — Gray		11.00	
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JACKETS			
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BRS logo on front only

White Golf Shirt
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BLACK SWEATSHIRT



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



GOLF BALLS

BASEBALL CAPS



MANTLE CLOCK



Coffee Mugs are available individually or in a set of 4

COFFEE MUG



POCKET WATCH



WRIST WATCH



FLAG

MEMBER PHOTOS

National Railroad Adjustment Board Hearing



SEPTEMBER 2015 — BRS Vice President – NRAB John Bragg in Chicago, Illinois. John traveled to Chicago to attend a National Railroad Adjustment Board Hearing with Metra. Brother Bragg was also joined by Grand Lodge Representatives: Tim Tarrant, Nathan Estes, and BRS Local 183 Local Chairman, Kevin Lavin.

LEFT TO RIGHT: Nathan Estes BRS Grand Lodge Representative, John Bragg Vice President – NRAB, Tim Tarrant BRS Grand Lodge Representative, and Kevin Lavin Local Chairman and member of Local 183.



While hospitalized this year, W.A. "Bill" Radziewicz received a much appreciated visit from his friend, Ernest Munday.

Sadly, Brother Munday passed away earlier this year and his 'In Memoriam' can be found on page 8 of this Journal.

Brother Radziewicz was briefly hospitalized to receive treatment for an old cervical injury.

Bill retired in 1997 after 42 years of service with the Delaware, Lackawanna & Western Railroad Company (DL&W) and Conrail Railroads. Brother Radziewicz was serving as a BRS Vice President at the time of his retirement. Bill also held several local offices in his long career, such as: Local President, Recording Secretary, Local Chairman of Local 84; and, General Chairman.

Ernest Munday was a Port Authority Trans-Hudson (PATH) General Chairman, and also had a brief tenure as a BRS Grand Lodge Representative, he was also a retired member of Local 60.



LEFT TO RIGHT: W.A. "Bill" Radziewicz, former BRS Vice President and Ernest Munday former PATH General Chairman.

MEMBER PHOTOS

The Pinnacle of his Career

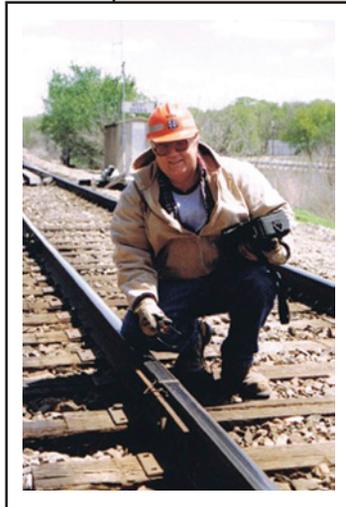


Over the last 35+ years, Brother Barrett, a member of Local 119, who is widely known for his positive attitude and remarkable work ethic; credits his prior military service, along with the high standards set by his fellow signalmen, as the reason for his long and successful railroad career.

In honor of his upcoming retirement, on January 5, 2016, his fellow signal employees, co-workers, and friends presented Brother Barrett with a special "one-of-a-kind" award — this "one-of-a-kind" award, was a chrome-plated signal pinnacle. As the highest point on any signal, the pinnacle was used to represent the high-regard in which they hold Brother Barrett.

The pinnacle award bears the following inscription — "To Lynn Barrett, World's Greatest Signal Maintainer — Lifetime Achievement."

We wish to thank you for sharing your skills and knowledge along the way, and hope you enjoy your well-deserved retirement with your wife Perla. — Rodney Turner, Retired Signal Maintainer and Member of Local 119. ■



DID YOU KNOW?

Title 49: Transportation

§236.402 Signals Controlled by Track Circuits and Control Operator

The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed" shall be controlled by track circuits extending through entire block. Also in addition, at controlled

point they may be controlled by control operator, and, at manually operated interlocking, they shall be controlled manually in cooperation with control operator. ■

MEETING PHOTOS

Railroad Train Plaque Awarded to Retirees



PICTURED FROM LEFT TO RIGHT: John Heinemann, Bill Scheideler, Jack Scott, and Kevan Young.

The BNSF Railroad hosted a retirement party on Thursday, October 1, 2015, for Jack Scott BNSF Signal Maintainer and former President/Local Chairman, John Heinemann Signal Foreman, Kevan Young Signal Maintainer, and William Scheideler Electronic Technician, all members of Local 119. Their combined railroad service is over 164 years and each member received a "Railroad Train Plaque" signed by all their former co-workers.

Over 200 current and retired BNSF Railroad employees attended this celebration at the Lincoln Firefighters Union Reception Hall in Lincoln, Nebraska.

Congratulations to all of these employees and their families for completing such remarkable careers in the Signaling Department. ■



Local 130 Meeting

Recent swearing-in of Local 130 officers.

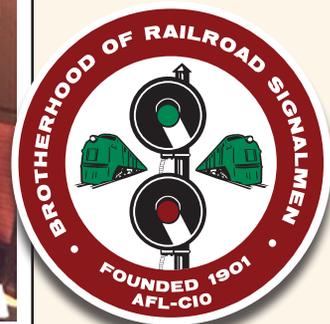


PHOTO CONTEST

WINNERS FOR 3rd Quarter 2015



Photo of Signal Maintainer Leonard Fugle Local Trustee and Local 87 member, in Shelby, Montana.

Photo submitted by Local 87 member Scott Marksbury, Signal Inspector, Columbia Falls, Montana.

**ENTER TO
WIN**

Submit your
photo(s) to:
tme@brs.org

If we use your
photo in the
**Signalman's
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automatically
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PHOTO CONTEST

WINNERS FOR 3rd Quarter 2015

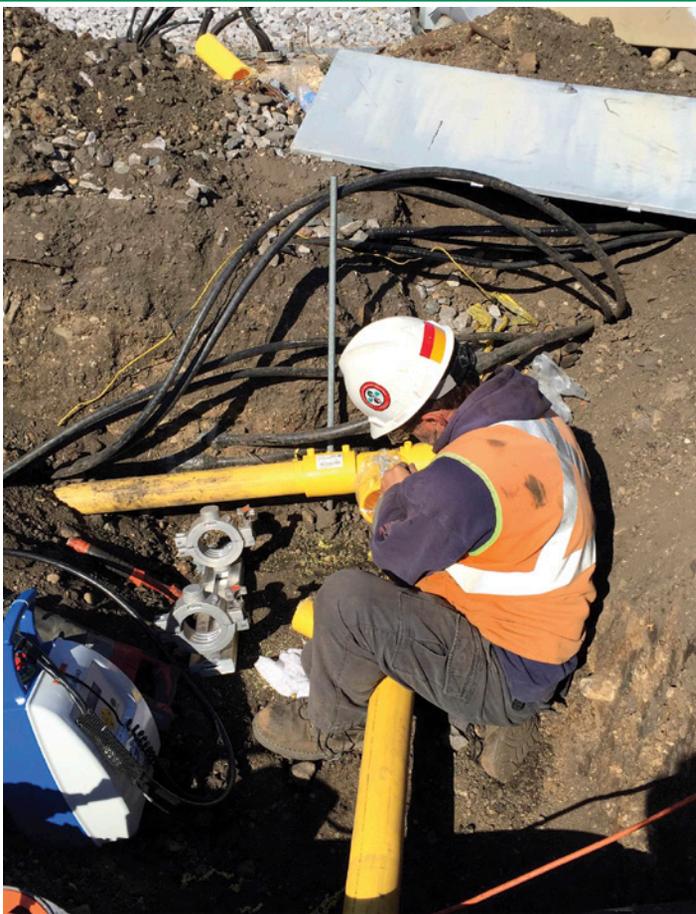
Photo of CSX train on the CV Subdivision from Corbin Yard at the U.S. Steel Crossing in Corbin, Kentucky.

Photo submitted by Local 158 President and BRS member Jimmy Hendrickson.



Local 183 member Ray Monty is shown fusing a gas line under a working signal cable, on Metra's Milwaukee west line during the B17 Tower Renewal Project.

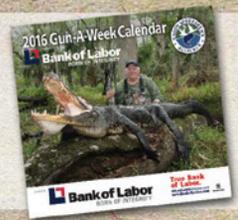
Photo submitted by Local 183 member Jim Hansen.





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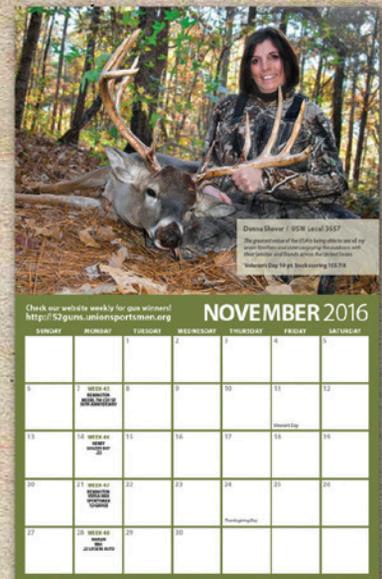
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