



# THE SIGNALMAN'S JOURNAL

Volume 96 • Number 4

4th Quarter 2015

# *Season's Greetings*







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Jodi Dawson  
union member



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# THE SIGNALMAN'S JOURNAL

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## FEATURES:

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Many thanks, to former BRS Vice President West Mark Ciurej for his many years of service and dedication to our organization. Brother Ciurej retired on November 15, 2015 ..... 6



### Michael S. Baldwin Elected Vice President West

Brother Mike Baldwin, former Director of Research, was elected to fill the position of Vice President West for the Brotherhood of Railroad Signalmen during an election held at BRS Grand Lodge in Front Royal, Virginia, on November 19, 2015. ....8

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**COVER:** Picture taken at the CA483 in Milton, WV, after Winter Storm Thor.

Photo submitted by Daniel J. Bocook CSXT Signal Maintainer, Local 136 member.





2015

## The Year in Review

**National Negotiations**

The 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.

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.

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.

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.

*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.*

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.

Below you will find 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 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 media-



tion; 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.

### **“Right to Work” — “Right to Work for Less”**

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

taking away their ability to bargain for wages, among other issues.

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

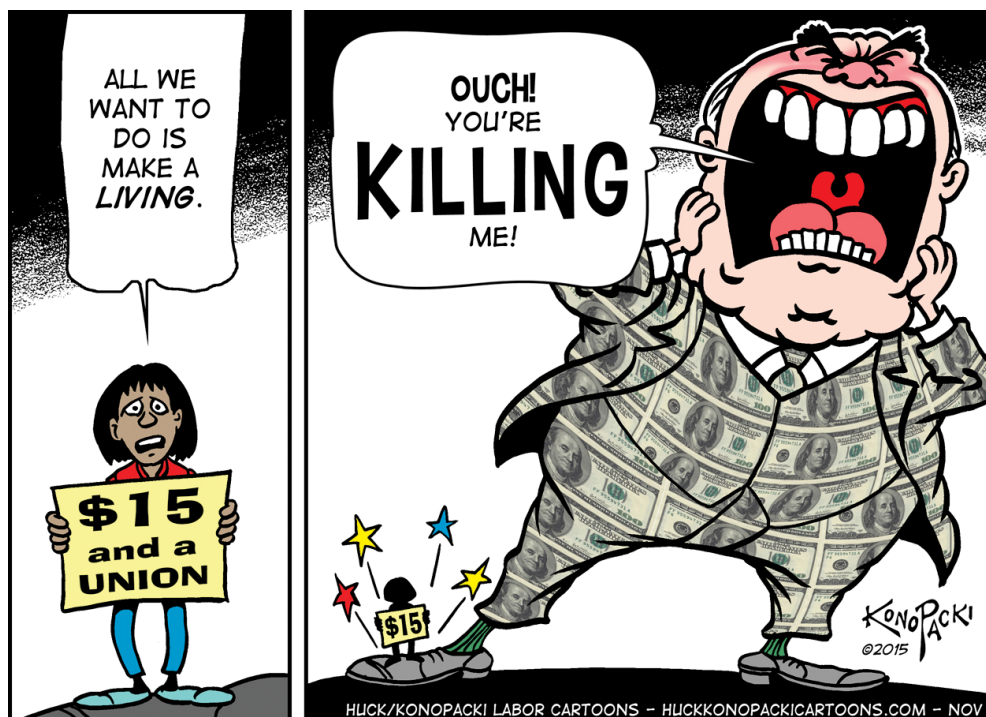
Right-to-work legislation isn’t driven by a groundswell of disgruntled union members buckling under union oppression. Workers who don’t want a union can disband their union at any time. Right to work legislation is driven by employers, industry associations, and lobbyists. Employers love right to work, because it really means right-to-work for less.

If we’re going to have right-to-work, then why not right-to-live? Wouldn’t it be great to have the right to live in any state without having to pay state taxes?

Let the right-to-work states put their (tax) money where their mouths are. Why should you have to “join” a state just because you live there?

Recent proposals to advance so-called right-to-work (RTW) laws are being suggested in states as a way to boost economic growth. In this economic climate, something called right-to-work legislation sounds positive, but the name is misleading: these laws do not guarantee a job for anyone. In fact, they make it illegal for a group of unionized workers to negotiate a contract that

*continued on page 24*

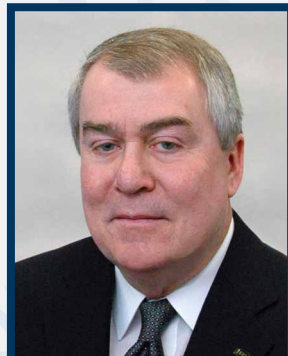


# Season's G

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



**DAN PICKETT**



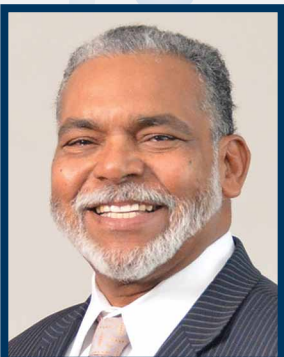
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**FLOYD MASON**



**JOE MATTINGLY**



**LEONARD PARKER**



**JIM FINNEGAN**



**TIM TARRANT**



**NATHAN ESTES**



**GENE MOORE**



**CYNTHIA HALEY**



**TERESA EMBREY**



**JILLIAN LASKY**



# meetings



## THE Brotherhood of Railroad Signalmen



**DENNIS BOSTON**



**KELLY HALEY**



**JOHN BRAGG**



**MIKE BALDWIN**



**MIKE OWENS**



**GUS DEMOTT**



**WILLIAM DUNCAN**



**BILL PHILLIPS**



**DONICA BOLES**



**LINDA BARROWS**



**OLIVIA FRENCH**



**MICHAELA CLAYWELL**

# Mark Ciurej Retires

**M**ark Ciurej, retired Brotherhood of Railroad Signalmen Vice President West, started his railroad career working as a Signalman's Helper on a mobile system signal crew. After receiving a promotion to a Foreman position, Mark was charged with installing new centralized traffic control signals from Shreveport to Lake Charles, Louisiana, and from Shreveport to Farmersville, Texas.

In 1986, Brother Ciurej was promoted to the position of Signal Maintainer working at Sulphur Springs, Texas, and then at Grandview, Missouri.

Holding a strong belief in the organized labor and union movement, Mark became involved in BRS activities, and was elected Local Chairman of Local 185 in October 1988. He began full-time service for the BRS in July 1999, when he was elected General Chairman of the Santa Fe/KCS General Committee. Brother Ciurej served

as General Chairman until the January 2001 merger of the Burlington Northern and Santa Fe/KCS General Committees. He then served as Vice General Chairman on the newly formed BNSF General Committee.

In 2005, Mark was appointed as a Grand Lodge Representative by BRS President W. Dan Pickett, and prepared submissions for arbitration during this time. He was also a member of the AFL-CIO Veterans Council.

In 2010, at the BRS 50th Regular Convention in Orlando, Florida, Brother Ciurej was elected to the office of Vice President West, and held that position until his retirement on November 15, 2015.

Brother Ciurej and his wife Beth will reside in The Villages, Florida.

We wish Mark and his wife, Beth, a long and happy retirement with fond memories of his dedicated service to the Brotherhood. ■



## BRS Election Results

On Thursday, November 19, 2015, The Brotherhood of Railroad Signalmen (BRS) held an election for the following post: Vice President West. In addition to the elected position, the Director of Research position was also reassigned.

The results of the elections held on November 19, 2015, are as follows:

Vice President West — Michael S. Baldwin (former Director of Research) and;

the appointment of Jim M. Finnegan to the position of Director of Research.

See page 8 in this Journal. ■





**T**he Union Veterans Council (UVC) brings union members who are veterans together to speak out on the issues that impact veterans most, especially the need for good jobs and a strong, fully funded and staffed VA.

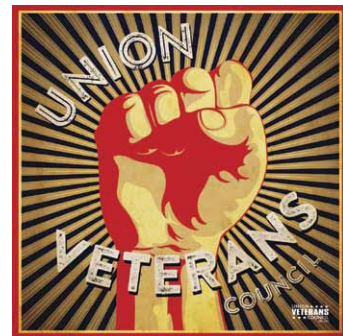
Additionally, the UVC holds private enterprise and elected officials accountable for their words and actions. We believe wholeheartedly, that the ability for someone to self-identify as “pro-veteran” isn’t determined by what lapel pin they don or what catchphrase they employ; veterans face real issues that require real actions — constructive actions that lead to positive solutions.

At the Union Veterans Council, we fight every day for those who have fought for us.

The UVC is growing — and, the goal of increasing the

membership to 20,000 by December 2015 has been exceeded by thousands, as the membership count as of November 2015, saw a total of 25,011 registered members. Another goal, which was exceeded, was the creation of a Facebook page, with a target audience of 1,500; as of today there are at least 3,528 members and still growing!

To learn more, or to sign up to receive e-mail alerts for union veterans visit [www.unionveterans.org](http://www.unionveterans.org). ■



## DID YOU KNOW?

### Title 49: Transportation

#### § 236.304 MECHANICAL LOCKING OR SAME PROTECTION EFFECTED BY CIRCUITS

Mechanical locking, or the same protection effected by means of circuits, shall be provided. ■

# Michael S. Baldwin Elected Vice President West

**M**ichael S. Baldwin, was elected to the position of Vice President West on November 19, 2015.

Brother Baldwin, began his railroad career in March of 1998 as an Assistant Signalman assigned to a Signal Construction Gang. In April of 1998, Brother Baldwin was promoted to the position of Signalman, which he held for two months, at which time he was promoted to the position of

Signal Technician. He also worked as a Signal Technician in ACCA Yard, in Richmond, Virginia, for four years. In 2005, he was elected General Chairman of the RF&P General Committee.

In 2010, President Pickett appointed Brother Baldwin to the position of Grand Lodge Representative, and in 2011 as Director of Research, he held this position until he was elected to the office of Vice President West in November 2015. ■



## James M. Finnegan Appointed Director of Research

James M. Finnegan was appointed to the position of Director of Research on November 19, 2015.

Brother Finnegan began his railroad career in May of 1996, as an Assistant Signalman assigned to a Signal Construction Gang. In March of 1997, he was promoted to the position of Signalman, and worked as a

Signal Maintainer at various locations on Union Pacific's California Seniority District. In January 2000, he was assigned to a Centralized Dispatching Center Electronic Technician position at the Harriman Dispatch Center in Omaha, Nebraska, and worked in that capacity until his appointment to Grand Lodge as a Representative in 2010. ■



# Installation of PTC Compatible Signal Equipment



**T**he BRS Representatives from Norfolk Southern met with Norfolk Southern Railway Labor Relations and Signal Management on October 13, 2015, at Bellevue Yard, near Cleveland, Ohio. The meeting involved discussions about the application of the parties' 2009 Apprentice Training Agreement and the 2013 PTC Agreement.

On October 14, 2015, the BRS, NSR Signal Management, and representatives of NSR Labor Relations made a site visit to Maple Grove, Ohio, on the Fostoria Line (MP B269.5) to review and witness a cutover of PTC compatible signal equipment

at a green-fielded installation. Under the parties' PTC Agreement, signal contractors can install signal and PTC equipment with specific restrictions including the hiring of Signalmen, limits to number of non-BRS personnel, and restrictions involving the installation, testing, and cutover of live circuits.

Periodic meetings between BRS and NSR representatives have resulted in the resolution of some differences in the time since the agreements were reached and have promoted a better understanding by both parties where differences continue. ■

# In Memoriam

## David Monroe Helton, Sr. • 1939–2015



Floyd Mason, Vice President  
East and David Helton, Sr.



DAVID  
HELTON, SR.  
1939–2015

David Monroe Helton, Sr., passed away on October 27, 2015. Brother Helton began his career as a Signal Helper on the Southern Railroad in June of 1960. Brother Helton was a member and served as Local Chairman of Local 49. He was elected as the Assistant General Chairman and later General Chairman of the Southern Joint General Committee. Brother Helton retired January 1, 2000, (after 40 years of service with Norfolk Southern Railway).

Brother Helton was the General Chairman for the Southern Joint General Committee at Somerset, Kentucky, at the time of his retirement. ■

*We thank Brother Helton for his long years of  
dedicated service and leadership in our Organization.*

## Union Plus Scholarship Program



Since 1992, the Union Plus Scholarship Program has awarded more than \$3.7 million to students of working families who want to begin or continue their post-secondary education. Over 2,500 families have benefited from our commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation.

### EVALUATION CRITERIA

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

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

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

### APPLICATION DEADLINE

A complete application must be received on or before

noon (Eastern Time) on January 31, 2016. Applications received after this deadline will not be considered.

### SCHOLARSHIP AWARD AMOUNTS

Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2016. Students may re-apply each year.

### AWARD DATE

The Scholarship Committee will determine recipients of scholarship awards by May 31 each year. During the first week of June 2016, award recipients will be individually notified by mail, and all applicants will be sent an email with notification that the award list is posted at [UnionPlus.org/Scholarships](http://UnionPlus.org/Scholarships). Please note that due to the volume of applications, we cannot provide any information on the status of an application before award announcements are made. ■

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



# DON'T FALL VICTIM TO THE "SILENT KILLER"

## Tips to Help Keep Your Health On Track!



### Don't let high blood pressure sneak up on you

There are often no signs or symptoms associated with high blood pressure (hypertension). This could be silently damaging arteries, the heart and other organs — to men and women alike. If undetected or untreated, high blood pressure can lead to:

- Heart attack
- Stroke
- Kidney damage
- Blindness
- Erectile dysfunction
- Memory loss

The good news is there are simple things you can do to help avoid this silent killer, starting with understanding the basics about blood pressure:

- It is recorded as two numbers, like this: 117/74. You might also hear this example described as "117 over 74."
  - The first number is systolic pressure — the pressure in the arteries when your heart beats.
  - The second number is diastolic pressure — the pressure in the arteries between your heartbeats when the heart muscle is resting.
- A healthy blood pressure reading is 120/80 or less.
- High blood pressure is often genetic or inherited.

### Do you know your blood pressure?

Knowing your numbers is a very important step to take in protecting your health. You can have your blood pressure taken as part of your annual preventive care exam, at home with your own blood pressure monitor, or at a local pharmacy (many pharmacies have do-it-yourself blood pressure stations).

### Five steps to healthier numbers

1. Maintain a healthy weight. Losing as little as 5 to 10 pounds can make a big difference in your blood pressure. Ask your doctor what "healthy" means for you.
2. Eat more plant-based foods. Think of your dinner plate (mindful of the size of the plate):
  - 1/2 = vegetables and fruit

- 1/4 = lean protein like skinless chicken, fish, tofu or lean cuts of pork or beef (limiting sauces, gravies or dressings, which are usually high in fat content)
  - 1/4 = carbohydrates ("starches") such as sweet potatoes, whole-grain pasta, or brown rice
3. Pump up your physical activity. All you need are a couple of 15-minute activities (such as a brisk walk or jog) each day to impact your blood pressure along with cholesterol. Bonus: exercise is also effective in helping with depression and anxiety.
  4. Manage stress. Take time during the day to relax, listen to music, practice yoga, or simply sit quietly and meditate. If you prefer to burn off stress with physical activity, that can help too.
  5. Hold the salt. The recommended daily limit for sodium is 2,300 mg (roughly a single teaspoon), and most Americans consume between 4,000 to 6,000 mg on average per day. Make a habit of checking food labels for sodium, and add less salt at meal-times.



Know your blood pressure. Check it during your annual physical, at home on your own monitor, or at your local pharmacy or grocery store. Talk with your doctor at your annual exam or any other time you have questions about high blood pressure and any other health concerns. This will help you understand your health risks and what you may be able to do to reduce them.

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



- **Surface Transportation Extension Act of 2015**
- **Need Change In Your Political Landscape? Start Locally**
- **FRA Awards \$27.8 Million to the State of Maryland for Baltimore–D.C. Magnetic Levitation Railroad**

## **H.R.3819 — Surface Transportation Extension Act of 2015**

On October 29, 2015, President Obama signed H.R.3819: Surface Transportation Extension Act of 2015 into law. This bill extends the authorization for surface transportation programs from October 29 through November 20, 2015. No additional revenue was required for this extension, and it passed by voice vote in the House of Representatives and the Senate. The three-week extension was passed with hope that both parties of Congress can reach an agreement on a long-term transportation funding bill before the end of the year.

Included in the authorization extension was a three-year extension of the December 31, 2015, PTC Implementation deadline. Revised implementation plans are due from each affected railroad within 90 days of enactment of this bill. At the end of this period, the Secretary of Transportation will then have the authority, on a case-by-case basis, to grant railroads up to an additional two years past the 2018 deadline to complete the implementation of PTC. Of the new deadline, recently confirmed Federal Railroad Administrator, Sarah Feinberg, said, “Over the last year, I am sure you have observed that FRA is in a much more aggressive posture on PTC, and everyone should expect for that posture to continue... To be clear: As railroads contemplate the new PTC deadline, I would urge them to view that new date — three years from now — as the absolute latest moment for implementation.”

## **Need Change In Your Political Landscape? Start Locally.**

According to the Center for Responsive Politics, since the Railroad Safety Improvement Act of 2008 was passed, the railroad industry has spent \$316 million to maintain a pervasive lobbying force at the Capitol. In that same

timeframe, it also spent upwards of \$24 million in campaign contributions to re-elect chairmen and members of committees in Congress that are essential in deciding legislation that affects the railroad industry. The most important part of lobbying is “face time.” Campaign contributions give lobbyists the ability to have the meetings with the Congressmen when requested. These lobbyists have proven themselves very effective in gaining the railroad industry more time for the purpose of implementing safety precautions that are vital to the wellbeing of the general

public — something the industry has paid economists to compute a ratio of cost vs. benefit. Lawmakers need to hear your voice! As a constituent in your Congressman’s district, you have the potential to drive legislation. Make sure your point of view is heard. If you need help getting started, the AFL-CIO has local organizations all over the country that are dedicated to getting the working families’ point of view to their representatives.

State and local labor councils are umbrella groups that include many unions in the area. They’re the heart of the movement, partnering with state and community organizations and conducting state, local, and national campaigns to improve life for working families. Get connected with the movement in your area now. Visit the AFL-CIO’s webpage to find an organization near you at: <http://www.aflcio.org/Get-Involved/>.

## **FRA Awards \$27.8 Million to the State of Maryland for Baltimore–D.C. Magnetic Levitation Railroad**

On November 9, 2015, as part of the Department of Transportation’s commitment to supporting innovative efforts to strengthen intercity connections and create jobs, the Federal Railroad Administration (FRA) awarded a \$27.8 million grant to the State of Maryland for preconstruction and planning costs for the potential development of a magnetic levitation (maglev) train between



Washington, D.C., and Baltimore, Maryland. The funding may be applied to preconstruction planning, engineering analysis, and other capital costs for fixed guideway infrastructure.

Maglev trains operating in Japan routinely travel at speeds in excess of 300 miles per hour and have been tested at speeds approaching 400 miles per hour. The FRA will evaluate the viability of this maglev project to achieve its high safety standards while assessing the potential of this technology to address future intercity travel needs.

In 2005, Congress authorized \$90 million for maglev transportation projects that would be capable of safely transporting passengers faster than 240 miles per hour.

### **FRA Announces \$10 Million for States to Improve Highway-Rail Crossings, Track Along Energy Routes**

The Federal Railroad Administration (FRA) announced that it is soliciting applications for \$10 million in competitive grant funding available to states to improve highway-rail grade crossings and track along routes that transport energy products like crude oil and ethanol. The guidelines for the grant applications set by the FRA encourage states to include innovative solutions to improve safety, especially at highway-rail grade crossings. The funding is part of the Railroad Safety grants for the Safe Transportation

of Energy Products (STEP) by Rail Program.

*"The U.S. Department of Transportation has made increasing safety at highway-rail grade crossings, especially along routes transporting energy products, one of its top priorities,"* said U.S. Transportation Secretary Anthony Foxx. *"This money allows the Department to support innovative ideas and solutions developed at the local level, and I encourage states to apply for this funding."*

Highway-rail grade crossings collisions are the second-leading cause of all railroad-related fatalities. Last year, 269 individuals died in these collisions. While the number of fatalities has decreased for the last several decades, this number increased last year for the first time this decade.

Highway-rail grade crossing accidents are frequently the result of a driver's lack of awareness of a crossing or an oncoming train or a driver's attempt to "beat the train." Earlier this year, the FRA ramped up its campaign to prevent collisions and save lives at highway-rail grade crossings through greater education, stronger enforcement, and smarter engineering. To accomplish this, the FRA has developed key partnerships, and has:

- Worked with Google and other technology companies to integrate the FRA's grade crossing location data to provide audio and visual alerts when using turn-by-turn navigation applications;
- Partnered with local law enforcement agencies to increase enforcement at railroad crossings; and
- Supported research on grade crossing technology.

*"Most of these deaths are completely preventable, and that is why the Federal Railroad Administration has redoubled its efforts to reverse last year's upward trend. These funds will allow states to take innovative ideas and make them a reality to increase safety and decrease fatalities,"* said FRA Administrator Sarah Feinberg. ■

### **Formula for Income Inequality**



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## The Importance of a Current Connection for Railroad Retirement Benefits

*Under the Railroad Retirement Act, a “current connection with the railroad industry” is one of the eligibility requirements for occupational disability annuities and supplemental annuities, and is one of the factors that determine whether the Railroad Retirement Board (RRB) or the Social Security Administration has jurisdiction over the payment of monthly benefits to survivors of a railroad employee.*

*The following questions and answers describe the current connection requirement and the ways the requirement can be met.*

### 1 How is a current connection determined under the Railroad Retirement Act?

To meet the current connection requirement, an employee must generally have been credited with railroad service in at least 12 months of the 30 months immediately preceding the month his or her railroad retirement annuity begins. If the employee died before retirement, railroad service in at least 12 months in the 30 months before the month of death will meet the current connection requirement for the purpose of paying survivor benefits.

However, if an employee does not qualify on this basis, but has 12 months of service in an earlier 30-month period, he or she may still meet the current connection requirement. This alternative generally applies if the employee did not have any regular employment outside the railroad industry after the end of the last 30-month period which included 12 months of railroad service and before the month the annuity begins or the date of death.

Once a current connection is established at the time the railroad retirement annuity begins, an employee never loses it, no matter what kind of work is performed thereafter.

### 2 Can nonrailroad work before retirement break a former railroad employee's current connection?

Full or part-time work for a nonrailroad employer in the interval between the end of the last 30-month period including 12 months of railroad service and the month an employee's annuity begins, or the month of death if

earlier, can break a current connection.

Self-employment in an unincorporated business will not break a current connection. However, if the business is incorporated, self-employment may break a current connection.

Federal employment with the Department of Transportation, National Transportation Safety Board, Surface Transportation Board, National Mediation Board, Railroad Retirement Board, or Transportation Security Administration will not break a current connection. State employment with the Alaska Railroad, as long as that railroad remains an entity of the State of Alaska, will not break a current connection. Also, railroad service in Canada for a Canadian railroad will neither break nor preserve a current connection.

### 3 Are there any exceptions to these normal procedures for determining a current connection?

A current connection can also be maintained, for purposes of supplemental and survivor annuities, but not for an occupational disability annuity, if the employee completed 25 years of railroad service, was involuntarily terminated without fault from his or her last job in the railroad industry, and did not thereafter decline an offer to return to work in the same class or craft as his or her most recent railroad service, regardless of the distance to the new position.

If all of these requirements are met, an employee's current connection may not be broken, even if the employee works in regular nonrailroad employment after the 30-month period and before retirement or



death. This exception to the normal current connection requirement became effective October 1, 1981, but only for employees still living on that date who left the rail industry on or after October 1, 1975, or who were on leave of absence, on furlough, or absent due to injury on October 1, 1975.

**4 Would the acceptance of a buy-out have any effect on determining whether an employee could maintain a current connection under this exception provision?**

In cases where an employee has no option to remain in the service of his or her railroad employer, the termination of the employment is considered involuntary, regardless of whether the employee does or does not receive a buy-out.

However, if an employee has the choice of either accepting a position in the same class or craft in the railroad industry or termination with a buy-out, accepting the buy-out is a part of his or her voluntary termination, and the employee would not maintain a current connection under the exception provision.

**5 An employee with 25 years of service is offered a buy-out with the option of either taking payment in a single lump sum or of receiving monthly payments until retirement age. Could the method of payment affect the employee's current connection under the exception provision?**

The employee must always relinquish job rights in order to accept the buy-out, regardless of whether it is paid in a lump sum or in monthly payments. Neither payment option would extend the 30-month period. The determining factor for the exception provision to apply when a buy-out is paid is not the payment option. It is whether or not the employee stopped working involuntarily.

An employee considering accepting a buy-out should also be aware that if he or she relinquishes job rights to accept the buy-out, the compensation cannot be used to credit additional service months beyond the month in which the employee severed his or her employment relation, regardless of whether payment is made in a lump sum or on a periodic basis.

**6 What if the buy-out agreement allows the employee to retain job rights and receive monthly payments until retirement age?**

The RRB considers the buy-out to be a dismissal allowance. When a monthly dismissal allowance is paid, the employee retains job rights, at least until the end of the period covered by the dismissal allowance. If the period covered by the dismissal allowance continues up to the beginning date of the railroad retirement annuity, railroad service months would be credited to those months. These railroad service months would provide at least 12 railroad service months in the 30 months immediately before the annuity beginning date and maintain a regular current connection. They will also increase the number of railroad service months used in the calculation of the railroad retirement annuity.

**7 Could the exception provision apply in cases where an employee has 25 years of railroad retirement coverage and a company reorganization results in the employee's job being placed under social security coverage?**

The exception provision has been considered applicable by the RRB in cases where a 25-year employee's last job in the railroad industry changed from railroad retirement coverage to social security coverage and the employee had, in effect, no choice available to remain in railroad-retirement-covered service. Such 25-year employees have been deemed to have a current connection for purposes of supplemental and survivor annuities.

**8 Where can a person get more specific information on the current connection requirement?**

Railroaders and former employees can contact an RRB field office for more information by calling toll-free at 1-877-772-5772. They can also find the address of the agency office serving their area by calling this number, or by visiting [www.rrb.gov](http://www.rrb.gov). 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. ■

# AUDITOR'S REPORT

## ON FINANCES

*As provided for in Article 1, Section 68, of the Constitution, the Chairman of the Grand Board of Trustees caused the examination and audit of Grand Lodge financial records for the fiscal year July 1, 2014, to June 30, 2015, by certified public accountants. The firm Haley & Associates, LLC was selected for the task.*

### GENERAL FUND

#### Summary Statement of Income, Expenses, and Capital

##### INCOME:

|  |              |              |
|--|--------------|--------------|
| Per capita tax, initiation fees, dues, donations, refunds      | \$ 6,405,595 |              |
| Sales of supplies, services, books, advertising, subscriptions | 32,030       |              |
| Interest   | 205,160      |              |
|  |              | \$ 6,642,785 |

##### EXPENSES:

|   |              |           |
|---|--------------|-----------|
| Salaries, payroll taxes, insurance          | \$ 3,172,991 |           |
| Travel expenses                             | 840,160      |           |
| Office expenses                             | 429,779      |           |
| Association per capita, dues, subscriptions | 151,181      |           |
| Attorney fees, professional services        | 182,184      |           |
| Depreciation                                | 99,260       |           |
| Building expenses                           | 102,560      |           |
| Convention, meeting expenses                | 615,853      |           |
| Signalman's Journal                         | 87,907       |           |
| Allocation to Contingent Fund               | 86,084       |           |
|   |              | 5,767,959 |

##### NET INCOME (LOSS)

|                         |              |
|-------------------------|--------------|
| CAPITAL — June 30, 2014 | 874,826      |
| CAPITAL — June 30, 2015 | 6,593,631    |
|                         | \$ 7,468,457 |

### CONTINGENT FUND

#### Summary Statement of Income, Expenses, and Capital

##### INCOME:

|                             |           |            |
|-----------------------------|-----------|------------|
| General fund allocation     | \$ 86,084 |            |
| Gain on sale of investments | 14,275    |            |
|                             |           | \$ 100,359 |

##### EXPENSES:

|                   |            |         |
|-------------------|------------|---------|
| Convention credit | \$ 141,135 |         |
| Bank charges      | 184        |         |
|                   |            | 141,319 |

##### NET INCOME (LOSS)

|                         |              |
|-------------------------|--------------|
| CAPITAL — June 30, 2014 | (40,960)     |
| CAPITAL — June 30, 2015 | 3,737,611    |
|                         | \$ 3,696,651 |



# AUDITOR'S REPORT

## ON FINANCES

*The audit was completed and submitted to the Grand Board of Trustees on or before September 29, 2015. Copies were furnished to each Local Lodge and General Committee on or before September 29, 2015. In a written report, the auditors stated:*

*"In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Brotherhood of Railroad Signalmen as of June 30, 2015, and the changes in its net assets and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America."*

### Balance Sheet

June 30, 2015

#### ASSETS

##### CURRENT ASSETS

|                             | Combined          | General Fund     | Contingent Fund  |
|-----------------------------|-------------------|------------------|------------------|
| Cash                        | \$ 2,149,948      | \$ 2,113,544     | \$ 36,404        |
| Investments – market value  | 8,626,460         | 3,461,635        | 5,164,825        |
| Accounts receivable         | 2,603             | 2,603            | –                |
| Prepaid expenses            | 173,599           | 173,599          | –                |
| <b>TOTAL CURRENT ASSETS</b> | <u>10,952,610</u> | <u>5,751,381</u> | <u>5,201,229</u> |

##### FIXED ASSETS

|                              |                      |                     |                     |
|------------------------------|----------------------|---------------------|---------------------|
| Land, Front Royal, VA        | 81,663               | 81,663              | –                   |
| Building, Front Royal, VA    | 1,699,850            | 1,699,850           | –                   |
| Land Improvements            | 18,353               | 18,353              | –                   |
| Office furniture & equipment | 69,487               | 69,487              | –                   |
| <b>TOTAL FIXED ASSETS</b>    | <u>1,869,353</u>     | <u>1,869,353</u>    | <u>–</u>            |
| <b>TOTAL ASSETS</b>          | <u>\$ 12,821,963</u> | <u>\$ 7,620,734</u> | <u>\$ 5,201,229</u> |

#### LIABILITIES

##### CURRENT LIABILITIES

|                                  |              |              |          |
|----------------------------------|--------------|--------------|----------|
| Accounts Payable                 | \$ 9,124     | \$ 9,124     | \$ –     |
| Accrued payroll taxes            | (980)        | (980)        | –        |
| <b>TOTAL CURRENT LIABILITIES</b> | <u>8,144</u> | <u>8,144</u> | <u>–</u> |

##### CAPITAL

|   |                      |                     |                     |
|---|----------------------|---------------------|---------------------|
| General Fund                              | \$ 7,468,457         | \$ 7,468,457        | \$ –                |
| Contingent Fund                           | 3,696,651            | –                   | 3,696,651           |
| Change in fair market value of securities | 1,648,711            | 144,133             | 1,504,578           |
| <b>TOTAL CAPITAL</b>                      | <u>\$ 12,813,819</u> | <u>\$ 7,612,590</u> | <u>\$ 5,201,229</u> |
| <b>TOTAL LIABILITIES AND CAPITAL</b>      | <u>\$ 12,821,963</u> | <u>\$ 7,620,734</u> | <u>\$ 5,201,229</u> |

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

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

## POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

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

### THE GUIDELINES INCLUDE THESE PROVISIONS:

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

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



## THE TABLE

- ❖ Homer Laughlin China (GMP)
- ❖ Fiestaware (GMP)
- ❖ Anchor Hocking (GMP)
- ❖ Libbey Glassware (USW and GMP)
- ❖ Clauss Knives (USW)
- ❖ Pyrex (USW)
- ❖ CorningWare (USW)
- ❖ Bennington Pottery (UNITE HERE)

## THE FEAST

### FRESH WHOLE TURKEY

- ❖ Butterball (UFCW)
- ❖ Foster Farms (UFCW)

### HAM

- ❖ Appleton Farms Ham (UFCW)
- ❖ Black Forest Ham (UFCW)
- ❖ Butterball Ham (UFCW)
- ❖ Cook's Ham (UFCW)
- ❖ Farmland Old Fashioned Pit Ham (UFCW)
- ❖ Farmland Original Pit Ham (UFCW)
- ❖ Hormel Honey Roasted Ham (UFCW)
- ❖ Tyson Ham (UFCW)

### STUFFING

- ❖ Manischewitz (UFCW)
- ❖ Stroehmann Bakery Products (BCTGM)

### CRANBERRIES/CRANBERRY SAUCE

- ❖ Ocean Spray (IAMAW)
- ❖ Dole (IBT)

### VEGETABLES

- ❖ Andy Boy (UFW)
- ❖ Muranka (UFW)
- ❖ Eurofresh (UFCW)
- ❖ Birds Eye (UFCW)
- ❖ Mann's (UFCW)
- ❖ Sunripe Produce (UFCW)

### POTATOES

- ❖ Dole Fresh Potatoes (IBT)
- ❖ Mann's Fresh Culinary Cuts Sweet Potato (UFCW)
- ❖ Betty Crocker Specialty Potatoes (BCTGM)

### BREAD

- ❖ Pillsbury Rolls (BCTGM)
- ❖ Stroehmann Bakery Products (BCTGM)
- ❖ Aunt Millie's Bread Products (UFCW)

### PIE

- ❖ Entenmann's (BCTGM)
- ❖ Marie Callender's (UFCW)
- ❖ Pillsbury Pie Crust (BCTGM)
- ❖ Sara Lee (BCTGM)
- ❖ Banquet Fruit Pies (UFCW)

### PIE FILLING

- ❖ Kroger brand pumpkin puree (UFCW)
- ❖ Food Club canned pumpkin (UFCW)
- ❖ Del Monte Fresh Apples (IBT)



# Holiday DINING



## RECIPE

From the kitchen of:



### Union-made Double Layer Pumpkin Cheesecake

#### DIRECTIONS

Preheat oven to 325 degrees F (165 degrees C).

1) In a large bowl, combine cream cheese, sugar and vanilla. Beat until smooth. Blend in eggs one at a time. Remove 1 cup of batter and spread into bottom of crust; set aside.

2) Add pumpkin, cinnamon, cloves and nutmeg to the remaining batter and stir gently until well blended. Carefully spread over the batter in the crust.

3) Bake in preheated oven for 35 to 40 minutes, or until center is almost set. Allow to cool, then refrigerate for 3 hours or overnight. Cover with whipped topping before serving.

- 2 (8 ounce) packages of Horizon or President Choice cream cheese, softened
- 1/2 cup of Domino Sugar
- 1/2 tsp Kroger or other union label vanilla extract
- 2 union-label eggs, like Horizon
- 9 in. prepared graham cracker crust from union-label grocery store
- 1/2 cup Kroger brand pumpkin puree
- 1/2 tsp cinnamon
- 1 pinch ground cloves
- 1 pinch ground nutmeg
- 1/2 cup Giant brand or other union-label frozen whipped topping, thawed

Reprinted from UFCW

# BRS DESIGNATED COUNSEL



*When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.*

*Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.*

*BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. Dan Pickett, President, Brotherhood of Railroad Signalmen, 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.*

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### 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**

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

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

# Objection Procedures For Expenditures Not Germane To Collective Bargaining

## Advance Reduction

### Section 1.

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

## Notice of Objection

### Section 2.

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

## Chargeable and Non-Chargeable Expenditures

### Section 3.

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

#### *Chargeable Expenditures:*

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

#### *Non-Chargeable Expenditures:*

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

## Audit Report

### Section 4.

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

## Advance Reduction Calculation

### Section 5.

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

## **Challenge of Calculation**

### **Section 6.**

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

## **Selection of Arbitrator**

### **Section 7.**

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

## **Arbitration Procedures**

### **Section 8.**

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

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

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

## **Escrow Account**

### **Section 9.**

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

## **Administration by Secretary-Treasurer**

### **Section 10.**

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

## **Amendments**

### **Section 11.**

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

## **Not Applicable in Canada**

### **Section 12.**

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



## FROM THE PRESIDENT

*continued from page 3*

requires each employee who enjoys the benefits of the contract terms to pay his or her share of costs for negotiating and policing the contract. This provision directly limits the financial viability of unions, reducing their strength and ability to negotiate favorable contracts, higher wages, and better benefits. Similarly, by diminishing union resources, an RTW law makes it more difficult for unions to provide a workers' voice on policy issues ranging from unemployment insurance to workers compensation, minimum wages, and other areas. The simple reality is that RTW laws undermine the resources that help workers bargain for better wages and benefits.

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

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

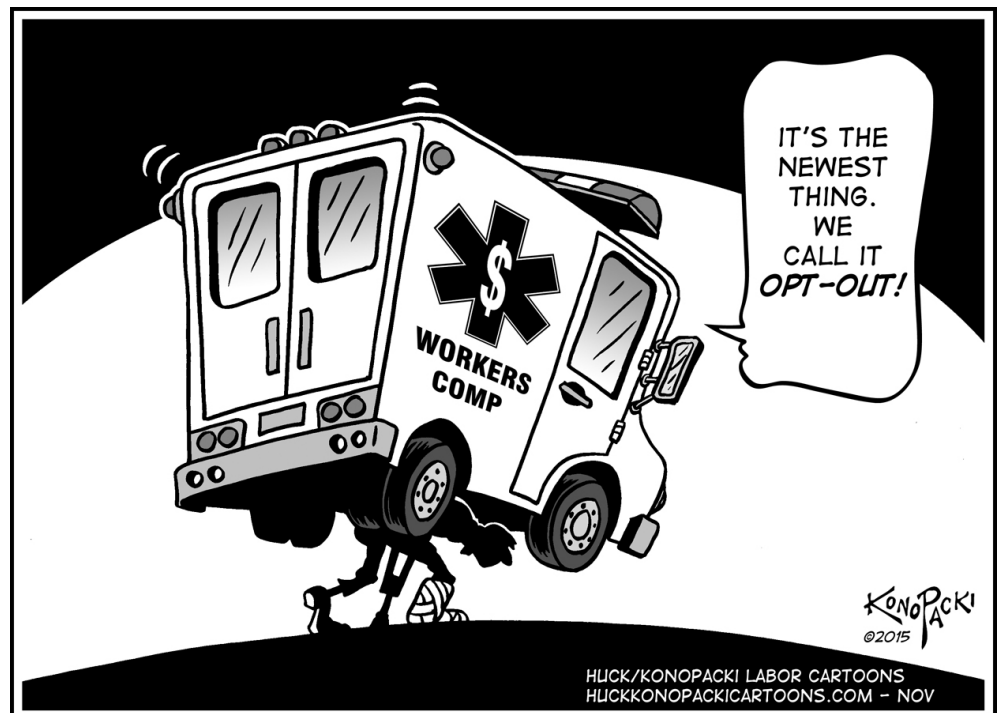
### **The Affordable Care Act (ACA)**

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.

The Act affirms "*the core principle that everybody should have some basic security when it comes to their healthcare,*" President Obama said at the signing. As a candidate, Obama proposed what became "*the largest middle-class tax cut for healthcare 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 healthcare law.



# CONTINUOUS MEMBERSHIP



*The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous Service lapel pins are presented to members every five years, beginning with their 25th year of membership.*

The following is a list of the active members who recently received Continuous Service pins in recognition of their years as BRS Members:

## 45 YEARS OF SERVICE

JB Russell

67

## 40 YEARS OF SERVICE

GR Torrence

67

DA Miller

68

KG Michaels

102

## 40 YEARS OF SERVICE

SR Lowry

10

ML Lancaster

20

BK Caldwell

31

MJ Houston

42

SA Feyerherm

43

EG Hammock

49

LF Ambrosio

60

## 35 YEARS OF SERVICE

SK Foor

20

FH Pessi

20

RJ Reitinger

20

RA McGath

52

JA Lindenbaum

55

## 35 YEARS OF SERVICE

D Gould

57

RD Jones

72

WM McGhehey

72

JL Strong

93

RM Slomba

225

WD Sewell

228

## 25 YEARS OF SERVICE

JJ Harvey

8

WK Lewis

16

RW Bush

20

TJ Curry

20

JL Hast

31

JJ Parker

31

DL White

87

JT Walsh

102

AL Brown

137

MA Aragon

161

MS Southard

161

AL Ratliff

176

RE Kincanon

206

JJ Juresko

216

JC Reimer

226

## 30 YEARS OF SERVICE

RC Apodaca

8

JF Spreen

8

BE Blair

10

RE McColgan

60

JH Jones

206

While the ACA has benefited 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 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.

On October 29, 2015, President Obama, signed the Surface Transportation Extension Act of 2015. This bill included a three-year extension to the PTC implementation deadline of December 31, 2015. There were some railroads who were delayed by issues with obtaining spectrum, and others encountered issues related to the disruption of sacred tribal burial grounds. Also, the commuter railroads are encountering funding issues.

Additionally, there were some railroads who appeared to have waited for an extension without beginning the process. No matter what the circumstances were surrounding the deadline extension, the BRS is still committed to the installation of this safety technology ASAP.

In closing, I would like to say that it has been a busy year for the BRS. As always, the most important aspect of railroad signaling is the safety of our members. It is my hope that you will continue to work safely and enjoy time with your families this holiday season. I hope you have a Merry Christmas and a Happy New Year.

In Solidarity,

W. Dan Pickett  
BRS President

# OBITUARIES

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**DAVID J. BANDISH**—retired member of **LOCAL 53**. Brother Bandish retired in 2012 after 25 years of service with the South Eastern Pennsylvania Transportation Authority. Brother Bandish was a Signal Maintainer at Philadelphia, Pennsylvania, at the time of his retirement.

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**ORRIN M. BEDELL, JR.**—retired member of **LOCAL 31**. Brother Bedell retired in 1984 after 14 years of service with the Chessie System Railroad. Brother Bedell was a Signal Maintainer at Butler, Pennsylvania, at the time of his retirement.

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**HAROLD M. BOLEN**—retired member of **LOCAL 38**. Brother Bolen retired in 1988 after 20 years of service with the Penn Central and New York Central Railroads, and Conrail. Brother Bolen was a Signal Maintainer at Columbus, Ohio, at the time of his retirement. Brother Bolen served as Local Trustee.

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**ROBERT E. BRISKEY**—retired member of **LOCAL 31**. Brother Briskey retired in 1990 after 33 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Briskey was a Signal Foreman at Savannah, Georgia, at the time of his retirement.

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**ELBERT BROUGHTON**—retired member of **LOCAL 216**. Brother Broughton retired in 1983 after 30 years of service with the Chesapeake & Ohio Railway. Brother Broughton was a Signal Maintainer at Walbridge, Ohio, at the time of his retirement.

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**KENNETH L. CARVER**—retired member of **LOCAL 21**. Brother Carver retired in 1991 after 41 years of service with the Kansas City Terminal Railroad. Brother Carver was a Traveling Signal Maintainer at Kansas City, Missouri, at the time of his retirement.

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**LAWRENCE E. CASE**—retired member of **LOCAL 23**. Brother Case retired in 1978 after 33 years of service with the Chicago, Rock Island & Pacific Railroad. Brother Case was a Signal Maintainer at Hutchinson, Kansas, at the time of his retirement. Brother Case served as Recording-Financial Secretary.

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**JEFFREY A. CASSIDY**—active member of **LOCAL 16**. Brother Cassidy had 26 years of service with CSX Transportation. Brother Cassidy was a Foreman at the Savannah, Georgia, Signal Shop on the former Seaboard Coastline Railroad at the time of his passing.

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**GEORGE O. CHAPMAN**—retired member of **LOCAL 136**. Brother Chapman retired in 1989 after 45 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Chapman was a Lead Signal Maintainer at Ashland, Kentucky, at the time of his retirement.

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**BERNARD P. CHECORSKI**—retired member of **LOCAL 102**. Brother Checorski retired in 2002 after 39 years of service with Amtrak. Brother Checorski was a C&S Test Maintainer at Newark, New Jersey, at the time of his retirement.

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**DONALD D. COLE**—retired member of **LOCAL 31**. Brother Cole retired in 1987 after 41 years of service with the Baltimore & Ohio Railroad. Brother Cole was a Signman in the Signal Shop at Cumberland, Maryland, at the time of his retirement. Brother Cole served as Local and General Committee Trustee and Local Chairman.

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**JAMES B. CRAIN**—retired member of **LOCAL 33**. Brother Crain retired in 1984 after 42 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Crain was a Signal Maintainer at Topeka, Kansas, at the time of his retirement. Brother Crain is a U.S. Army Veteran who served in the European Theater during WWII.

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**FLOYD E. CURRY**—retired member of **LOCAL 55**. Brother Curry retired in 1989 after 42 years of service with Norfolk Southern Railway. Brother Curry was a Signal Maintainer at Orrick, Missouri, at the time of his retirement.

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**RAYMOND T. DILLMAN**—retired member of **LOCAL 56**. Brother Dillman retired in 1999 after 34 years of service with the Long Island Rail Road. Brother Dillman was a Foreman at Jamaica, New York, at the time of his retirement.

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**ALAIN J. DUMOUCHEL**—retired member of **LOCAL 86**. Brother Dumouchel retired in 2000 after 37 years of service with the New York Central and Penn Central Railroads, Conrail, and CSX Transportation. Brother Dumouchel was a Signal Maintainer at Watertown, New York, at the time of his retirement.

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**MARVIN FRIERSON**—retired member of **LOCAL 16**. Brother Frierson retired in 2011 after 30 years of service with CSX Transportation. Brother Frierson was a Signalman at Lancaster, South Carolina, at the time of his retirement.

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**R.T. HARRIS**—retired member of **LOCAL 49**. Brother Harris retired in 1992 after 38 years of service with Norfolk Southern Railway. Brother Harris was a Signal Maintainer at Atlanta, Georgia, at the time of his retirement. Brother Harris served as Local Chairman.

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**SHAUN D. JOLLEY**—active member of **LOCAL 111**. Brother Jolley had 15 years of service with Union Pacific Railroad. Brother Jolley was an Assistant Foreman on a Zone Construction Gang at the time of his passing.

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**MICHAEL J. KENNEDY**—active member of **LOCAL 8**. Brother Kennedy had 23 years of service with Union Pacific Railroad. Brother Kennedy was a Signal Foreman on a Zone Construction Gang at the time of his passing. Brother Kennedy was serving as Local Trustee.

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**COLLIN A. KREI**—active member of **LOCAL 239**. Brother Krei had 5 months of service with the Wisconsin Central Railroad. Brother Krei was an Assistant Signalman at Stevens Point, Wisconsin, at the time of his passing.

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**EUION LAMBERT**—retired member of **LOCAL 161**. Brother Lambert retired in 2002 after 46 years of service with the Atchison, Topeka & Santa Fe Railroad and BNSF Railway Company. Brother Lambert was a Signal Inspector at Pueblo, Colorado, at the time of his retirement.

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**ROY B. LEDBETTER**—retired member of **LOCAL 45**. Brother Ledbetter retired in 1981 after 42 years of service with Conrail. Brother Ledbetter was a Signal Inspector at Anderson, Indiana, at the time of his retirement.

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**WILLIAM E. MEYERS**—retired member of **LOCAL 33**. Brother Meyers retired in 1992 after 39 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Meyers was a Signal Maintainer at Strong City, Kansas, at the time of his retirement.

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**CHARLES V. MULLENAX, JR.**—retired member of **LOCAL 52**. Brother Mullenax retired in 1982 after 40 years of service with Conrail. Brother Mullenax was a Signalman at Ridgeway, Ohio, at the time of his retirement.

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**W.R. "BILL" MULLENAX**—retired member of **LOCAL 206**. Brother Mullenax retired in 1991 after 44 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Mullenax was a Maintenance Foreman at Spring, Texas, at the time of his retirement. Brother Mullenax served as Local Chairman. Brother Mullenax is also a U.S. Army Veteran and was a member of the Bay City Masonic Lodge No. 865.

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**GORDON E. NEWMAN**—retired member of **LOCAL 158**. Brother Newman retired in 2009 after 33 years of service with CSX Transportation. Brother Newman was a Gang Foreman at Louisville, Kentucky, at the time of his retirement.

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**RONALD G. PAULEY**—retired member of **LOCAL 52**. Brother Pauley retired in 2004 after 30 years of service with Norfolk Southern Railway. Brother Pauley was an Electronic Technician at Columbus, Ohio, at the time of his retirement.

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**GERALD J. PLATT**—retired member of **LOCAL 5**. Brother Platt retired in 1989 after 46 years of service with the New York and New Haven & Hartford Railroads, and Amtrak. Brother Platt was a Signal Inspector at Providence, Rhode Island, at the time of his retirement. Brother Platt is a U.S. Navy Veteran who served during WWII.

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**EDWARD F. PLEFFNER**—retired member of **LOCAL 60**. Brother Pleffner retired in 1995 after 32 years of service with Port Authority Trans-Hudson. Brother Pleffner was a Signal Foreman at the time of his retirement. Brother Pleffner is also a U.S. Marine Corps Veteran who served in the Middle East.

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**WAYNE R. PRICE**—retired member of **LOCAL 111**. Brother Price retired in 1990 after 42 years of service with Union Pacific Railroad. Brother Price was a CTC Maintainer at Montpelier, Idaho, at the time of his retirement.

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**MICHAEL J. QUIGG**—retired member of **LOCAL 99**. Brother Quigg retired in 2008 after 29 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Quigg was a Zone Gang Signalman at Dallas, Texas, at the time of his retirement.

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**DONALD M. RADA**—active member of **LOCAL 20**. Brother Rada had 14 years of service with the BNSF Railway Company. Brother Rada was a Signalman at Aurora, Illinois, at the time of his passing.

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**RICHARD RAMIREZ**—retired member of **LOCAL 99**. Brother Ramirez retired in 2014 after 35 years of service with Union Pacific Railroad. Brother Ramirez was a Signal Maintenance Foreman at San Antonio, Texas, at the time of his retirement. Brother Ramirez served as First and Second Vice President and Local Chairman. Brother Ramirez is also U.S. Air Force Veteran.

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**J. VINCENT RASPA**—retired member of **LOCAL 5**. Brother Raspa retired in 1984 after 30 years of service with Amtrak. Brother Raspa was a Signalman at Boston, Massachusetts, at the time of his retirement.

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**IVAN R. RHEINHEIMER**—retired member of **LOCAL 10**. Brother Rheinheimer retired in 1982 after 31 years of service with the New York Central Railroad and Conrail. Brother Rheinheimer was a Signal Maintainer at Goshen, Indiana, at the time of his retirement.

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**NOLAN L. RUMPLE**—retired member of **LOCAL 55**. Brother Rumble retired in 1988 after 35 years of service with the Wabash Railroad, and Norfolk & Western and Norfolk Southern Railways. Brother Rumble was a Signal Maintainer at Clark, Missouri, at the time of his retirement.

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**ROBERT L. SCHARFENBERG**—retired member of **LOCAL 135**. Brother Scharfenberg retired in 1987 after 39 years of service with the Chesapeake & Ohio Railway. Brother Scharfenberg was a Division Signal Inspector at Maysville, Kentucky, at the time of his retirement. Brother Scharfenberg served as Local President.

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**WILLIAM SCHLAFENBERG**—retired member of **LOCAL 104**. Brother Schlafenberg retired in 1997 after 38 years of service with the Illinois Central, Southern Pacific, and Union Pacific Railroads. Brother Schlafenberg was a Signal Technician at Fontana, California, at the time of his retirement.

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**HAROLD SELTZER**—retired member of **LOCAL 56**. Brother Seltzer retired in 1977 after 32 years of service with the Long Island Rail Road. Brother Seltzer was an Assistant Foreman at Long Beach, New York, at the time of his retirement. Brother Seltzer served as Recording-Financial Secretary.

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**RALPH E. SMITH**—retired member of **LOCAL 111**. Brother Smith retired in 2002 after 44 years of service with Union Pacific Railroad. Brother Smith was a Signalman at Salt Lake City, Utah, at the time of his retirement.

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**C.O. STONE**—retired member of **LOCAL 16**. Brother Stone retired in 1990 after 41 years of service with the Seaboard Air Line Railroad and CSX Transportation. Brother Stone was a Signal Maintainer at Tallahassee, Florida, at the time of his retirement.

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**C.D. STREET**—retired member of **LOCAL 92**. Brother Street retired in 1976 after 38 years of service with the Southern Pacific Railroad. Brother Street was a Signal Maintainer at Martinez, California, at the time of his retirement.

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*continued on page 31*

# 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.

**Make check or money order payable to:**  
Brotherhood of Railroad Signalmen

**MAIL PAYMENT AND ORDER TO:**  
Brotherhood of Railroad Signalmen  
917 Shenandoah Shores Road  
Front Royal, VA 22630-6418

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

UNION-MADE



## ORDER FORM

| ITEM                                    | QUANTITY          | PRICE  | TOTAL        |
|---|-------------------|--------|--------------|
| Lapel Pin/Tie Tack                      |                   | 4.75   |              |
| BRS Flag (3' x 5')                      |                   | 103.00 |              |
| BRS Flag (2'x3')                        |                   | 39.00  |              |
| Golf Balls (3)                          |                   | 9.25   |              |
| Golf Balls (12)                         |                   | 37.00  |              |
| Coffee Mug                              |                   | 8.50   |              |
| Set of 4 Coffee Mugs                    |                   | 31.50  |              |
| Pocket Watch                            |                   | 94.50  |              |
| Wrist Watch                             |                   | 115.50 |              |
| Mantle/Desk Clock                       |                   | 132.00 |              |
| <b>HATS</b>                             |                   |        |              |
| Cap — Pink                              |                   | 16.00  |              |
| Cap — Black w/colorlight on brim        |                   | 18.00  |              |
| Cap — Black w/BRS on brim               |                   | 14.00  |              |
| Cap — White                             |                   | 11.00  |              |
| Cap — Black                             |                   | 11.00  |              |
| Cap — Blue                              |                   | 11.00  |              |
| Cap — Gray                              |                   | 11.00  |              |
| Safety Beanie — Lime Green              |                   | 17.00  |              |
| <b>T-SHIRTS</b>                         |                   |        |              |
|   | S M L XL 2X 3X    |        |              |
| Signal Graphic                          |                   | 13.00  |              |
| <b>SWEATSHIRTS</b>                      |                   |        |              |
|   | S M L XL 2X 3X    |        |              |
| Black (quarter zip)                     |                   | 42.00  |              |
| <b>GOLF SHIRTS</b>                      |                   |        |              |
|   | S M L XL 2X 3X    |        |              |
| Navy w/piping                           |                   | 35.00  |              |
| White w/piping                          |                   | 35.00  |              |
| Red w/piping                            |                   | 35.00  |              |
| <b>JACKETS</b>                          |                   |        |              |
|   | S M L XL 2X 3X    |        |              |
| Blue                                    |                   | 63.00  |              |
| <b>COATS</b>                            |                   |        |              |
|   | S M L XL 2X 3X 4X |        |              |
| Black Wool & Leather                    |                   | 175.00 |              |
| Black Canvas                            |                   | 69.00  |              |
| Brown Canvas                            |                   | 69.00  |              |
| Available sizes in un-shaded boxes only |                   |        | <b>TOTAL</b> |

NAME \_\_\_\_\_

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

STREET \_\_\_\_\_

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

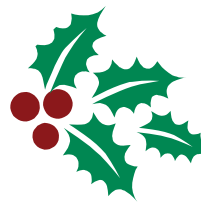
PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

# Quality UNION-MADE Items



## THE Signalman's STORE

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**SAFETY KNIT BEANIE**



**WINDSHIRT**



**BROWN CANVAS COAT**



**BLACK WOOL  
& LEATHER COAT**



**BLUE JACKET**



**BLACK CANVAS COAT**



**GRAPHIC T-SHIRT**



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

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

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



**GOLF SHIRTS WITH PIPING**



**BLACK SWEATSHIRT**



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

**Large Selection**



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



**BASEBALL CAPS**

**GOLF BALLS**



**MANTLE CLOCK**



Coffee Mugs are available individually or in a set of 4

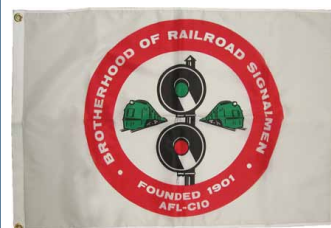
**COFFEE MUG**



**POCKET WATCH**



**WRIST WATCH**



**FLAG**





Here's one more thing  
Union families can share.

**Save with AT&T Wireless** and Union Plus. Just because you're union, you can save 15% on select wireless service from AT&T, the only national wireless provider that's union—like you. You can save whether you're already an AT&T customer, or switching to all-union AT&T. Plus, if you use a Union Plus Credit Card on qualifying purchases, you're eligible for up to \$250 in rebates. For union members, this is an easy call.



**Learn more at [UnionPlus.org/ATT](http://UnionPlus.org/ATT)**

All program plans for new and existing customers may require a new two-year contract. This offer cannot be combined with any other discounts. Qualifying monthly data plan required.

# Sarah Feinberg Appointed FRA Administrator

**T**he U.S. Senate confirmed Sarah Feinberg to be the Administrator of the Federal Railroad Administration (FRA) on October 28, 2015. She was appointed by President Barack Obama on May 29, 2015, to serve as the Nation's chief safety regulator for freight and passenger rail.

Feinberg is the second woman to lead the agency since its founding in 1966. Feinberg leads a staff of nearly 900 professionals in Washington, D.C. and eight regional offices across the country.

The mission of the FRA is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. The FRA is one of ten operating modal agencies that make up the U.S. Department of Transportation (USDOT). The FRA workforce develops and enforces rail safety regulations; manages a \$20 billion rail investment portfolio; and oversees research and technology development programs. The FRA is also responsible for administering federal grants to Amtrak and has oversight for the railroad's expenditures.

As DOT Chief of Staff, Feinberg provided strategic

advice and counsel to the Secretary of Transportation regarding operational and legislative initiatives across all modes of transportation. One of her key priorities as the Chief of Staff was to lead the effort on the Department and Secretary's \$302 billion surface transportation reauthorization plan.



Feinberg is a graduate of Washington and Lee University with a degree in politics. Prior to serving in the White House, Feinberg spent several years on Capitol Hill, serving as communications director for the House Democratic Caucus, and the national press secretary to former Senate Minority Leader Tom Daschle. ■

## OBITUARIES

*continued from page 27*

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**JOSEPH L. TOWNER**—retired member of **LOCAL 31**. Brother Towner retired in 2001 after 37 years of service with the Baltimore & Ohio Railroad, and CSX Transportation. Brother Towner was a Signal Maintainer at Parkersburg, West Virginia, at the time of his retirement. Brother Towner served as Local Chairman.

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**WILMER O. TWIT**—retired member of **LOCAL 19**. Brother Twit retired in 1984 after 33 years of service with the Chicago Northwestern and Union Pacific Railroads. Brother Twit was an Interlocker Repairman at Hobart, California, at the time of his retirement.

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**R.A. WHITLEY**—retired member of **LOCAL 16**. Brother Whitley retired in 1993 after 41 years of service with the Atlantic Coastline and Seaboard Coastline Railroads and CSX Transportation. Brother Whitley was a Signal Maintainer at Dothan, Alabama, at the time of his retirement.

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**LARRY K. WYMORE**—retired member of **LOCAL 104**. Brother Wymore retired in 2007 after 41 years of service with the Southern Pacific and Union Pacific Railroads. Brother Wymore was a Signal Maintainer at Oxnard, California, at the time of his retirement.

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**WILLIAM R. YANCEY**—active member of **LOCAL 16**. Brother Yancey had 25 years of service with CSX Transportation. Brother Yancey was a Signalman in System Signal Construction at the time of his passing.

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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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# MEETING PHOTOS



## Installation of United General Committee Officers Indianapolis, IN



## 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

## DID YOU KNOW?

### Title 49: Transportation

#### **\$236.327 SWITCH, MOVABLE-POINT FROG OR SPLIT- POINT DERAIL**

Switch, movable-point frog, or split-point derail equipped with lock rod shall be maintained so that it can not be locked when the point is open three-eighths inch or more. ■



# MEETING PHOTOS



## Local 141 Meeting Dallas, TX



## UNION-MADE CARS AND TRUCKS

Across the land, United Auto Worker (UAW) members build cars, vans and trucks. But did you know that in a factory in Michigan, UAW members also build houses; and in a plant in Tennessee, UAW

members build lawn mowers? To find more products and to view a listing of other products proudly made by UAW members visit:

<http://uaw.org/uaw-made-product>.



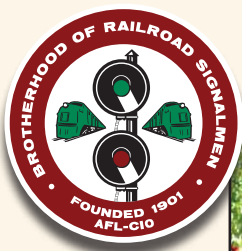
TO VIEW THE LIST OF UNION-MADE CARS AND TRUCKS

Visit: <http://UAW.org/UAW-made-car>

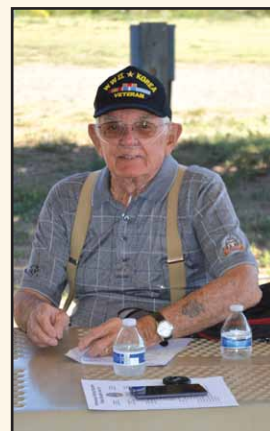


## BUY AMERICAN BUY UNION-MADE

# MEETING PHOTOS



## Local 161 Meeting Albuquerque, NM

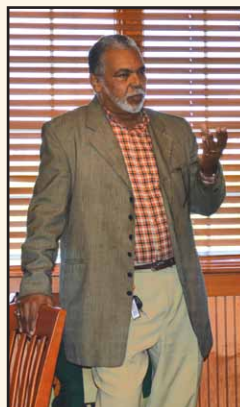




# MEETING PHOTOS



## Local 77 Meeting Princeton, WV





# PHOTO CONTEST

## WINNERS FOR 2015

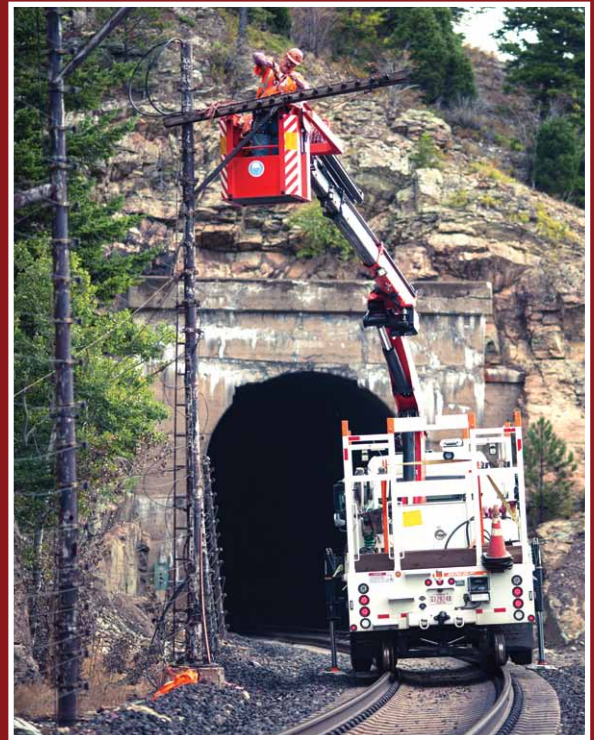
### FIRST PLACE



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

*Photo submitted by Jim Lauber.*

### SECOND PLACE



*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.*

### THIRD PLACE



*Hanging a highway-rail grade crossing cantilever on Main Street, Cairo, Ohio.*

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

*Prizes*

**ENTER TO WIN**

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

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

# 33RD ANNUAL 2016 PHOTO CONTEST

*The Signalman's Journal* will conduct its 33rd Annual Photo Contest during 2016, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

*The Signalman's Journal* 2016 Photo Contest prizes include:

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

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

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

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

## The contest rules for 2016 are as follows:

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

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2016 contest will be October 1, 2016. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

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

Or email to: [tme@brs.org](mailto:tme@brs.org)

## BROTHERHOOD OF RAILROAD SIGNALMEN — 2016 PHOTO CONTEST

NAME \_\_\_\_\_ LOCAL \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

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

EMAIL ADDRESS \_\_\_\_\_

PHONE (Daytime) \_\_\_\_\_ (Evening) \_\_\_\_\_

R.R. EMPLOYER \_\_\_\_\_ JOB TITLE \_\_\_\_\_

PHOTO LOCATION \_\_\_\_\_ R.R. DIVISION \_\_\_\_\_

PHOTO DESCRIPTION \_\_\_\_\_

ENTRY FORM



# Carhartt and the USA Present **THE ULTIMATE BASS SWEEPSTAKES**

Enter to Win an All-Expense Paid Trip to the GEICO Bassmaster Classic!

## **THE GRAND PRIZE PACKAGE INCLUDES:**

- Airfare for two guests
- Lodging - double occupancy
- VIP Passes to event activities
- \$1,000 spending money
- Ground transportation
- Carhartt merchandise package

**25 SECOND PLACE WINNERS  
WILL RECEIVE A CARHARTT  
CAMO ACTIVE JAC!**



**GO HERE TO ENTER:**  
**[UnionSportsmen.org/CarharttClassic](http://UnionSportsmen.org/CarharttClassic)**

Promotion available to active USA members. Deadline to enter: Feb. 15, 2016

**NITON**  
BOAT