



The SIGNALMAN'S JOURNAL

Volume 97 • Number 3
3RD QUARTER 2016



UAW UNION BUILT

2016

Vehicle Guide



UAW CARS

Buick LaCrosse
Buick Verano
Cadillac ATS
Cadillac CTS
Cadillac CT6
Cadillac ELR (electric)
Chevrolet Camaro
Chevrolet Corvette
Chevrolet Cruze
Chevrolet Cruze (diesel)
Chevrolet Impala
Chevrolet Impala (police)
Chevrolet Malibu
Chevrolet Sonic*
Chevrolet Volt
Chrysler 200
Dodge Dart
Dodge Viper
Ford C-Max (full hybrid/electric)
Ford Focus
Ford Focus (electric)
Ford Fusion* (gas-powered only)
Ford Mustang
Ford Taurus
Lincoln MKS

UAW TRUCKS

Chevrolet Colorado
Chevrolet Silverado**
Ford F Series
GMC Canyon
GMC Sierra
RAM 1500**

UAW SUVS/CUVS

Buick Enclave
Cadillac Escalade ESV
Cadillac Escalade Hybrid
Cadillac SRX
Chevrolet Equinox
Chevrolet Suburban
Chevrolet Tahoe
Chevrolet Tahoe (police)
Chevrolet Tahoe (special service)
Chevrolet Traverse
Dodge Durango
Ford Escape
Ford Expedition
Ford Explorer
GMC Acadia
GMC Yukon Hybrid
GMC Yukon XL
Jeep Cherokee
Jeep Compass
Jeep Grand Cherokee
Jeep Patriot
Jeep Wrangler
Lincoln MKC
Lincoln Navigator

UAW VANS

Chevrolet Express
Ford Transit
GMC Savana

UAW SPECIALTY VEHICLES

American General MV-1
(for drivers with disabilities)

UNIFOR CARS

Buick Regal
Cadillac XTS
Chevrolet Impala
Chrysler 300
Dodge Challenger
Dodge Charger

UNIFOR SUVS/CUVS

Chevrolet Equinox
Ford Edge
Ford Flex
GMC Terrain
Lincoln MKT
Lincoln MKX

UNIFOR VANS

Chrysler Town & Country
Dodge Grand Caravan

**Buy Quality
Buy Union-Made Vehicles**

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

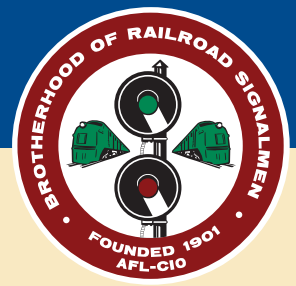
However, those marked with an asterisk (*) are produced in the United States and another country. The light-duty, 1500 model crew-cab versions of the vehicles marked with a double asterisk (**) are manufactured in the United States and Mexico. When purchasing one of these models, check the Vehicle Identification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

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

THE SIGNALMAN'S JOURNAL

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

Volume 97 • Number 3 • 3rd Quarter 2016



DIRECTORY

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

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

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

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

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

Jim Finnegan, Director of Research
(ext. 568) • jmfinnegan@brs.org

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

Brandon Elvey, Grand Lodge Representative
(ext. 596) • b.elvey@brs.org

Cory Claypool, Grand Lodge Representative
(ext. 595) • clc@brs.org

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

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

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

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

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

Mike Baldwin, Vice President West
917 Shenandoah Shores Road, Front Royal, VA 22630
(540) 622-6522 (ext. 531) • msb@brs.org

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

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

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

John McArthur, Member
P.O. Box 960639, El Paso, TX 79996
(775) 846-1794

OFFICERS EMERITUS:
V.M. "Butch" Speakman, Jr., President Emeritus
14212 Viola Place, Huntley, IL 60142

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

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

POSTMASTER: Send address changes to: The Signalman's Journal, The Brotherhood of Railroad Signalmen, 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

Subscription Rates: \$10.00 per year, sold only in the United States and Canada. Single copy price is \$3.00.



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COVER: View of the Auglaize County Courthouse from the Pearl Street railroad crossing in historic Wapakoneta, Ohio.

Photo submitted by Troy Grillot, Local Chairman, Trustee, and member of Local 94. Brother Grillot also serves as a Trustee for the Baltimore & Ohio General Committee.



2016 Presidential ELECTION



Dear Brothers and Sisters:

I have struggled to narrow my comments this quarter to one topic, as there are many important issues to address with our members, but two stand out the most: as Signalmen, certification of our craft is important to our future and the safety of the Rail industry; additionally, as a proud trade unionist, there is no topic more ominous than the Presidential election on November 8. The impact of this election, more than any in recent memory, will have a lasting impact on my future, your future, and generations to come.

There are many issues to consider when voting, and I want to address only a few that will directly affect your future.

By the time you receive this publication, we will be less than one month from what could be the most important election in a generation for those that work for a living. Rather than go through all of the reasons that I feel that one of the candidates is unfit to represent the United States as President, or all of the reasons why I believe you should reject Republican candidates in favor of those representing the Democratic Party, I have provided portions of each of the platforms from both major political parties for your perusal — I urge you to read the material provided and be diligent in supporting candidates who believe in YOUR future. The excerpts on pages 32, 33, and 34 in this Journal are a small part of the entire picture, but the most important part of what will directly impact you, the member. These portions of the platforms clearly show that it is in your self-interest to vote for the Democratic Party this November.

I for one will not vote against my own self-interest and will cast my ballot for candidates down the line that support working people, like those proposed by the Democratic platform.

I suspect that after reading these excerpts of the parties' platforms, you will recognize, as a union member and someone who is directly dependent upon the policies affecting workers disseminated at the national and state levels, that the Republican Party's platform would diminish your ability to bargain for wages and working conditions going forward. In fact, I find it hard to believe that anyone who works for a living, particularly a member of a union, could in good conscience vote for candidates that openly state they support the Republicans' platform

— the principles they put forth in their platform are so blatantly anti-worker and anti-union that they border on being un-American. I for one will not vote against my own self-interest and will cast my ballot for candidates down the line that support working people, like those proposed by

the Democratic platform. I urge you to join me; your job and your family's future prosperity could very well depend on it.

I want to shift my focus, now, to address Signalmen Certification. The process began with Section 402 of the 2008 Rail Safety Improvement Act, which was signed into law in October 2008 by President Bush. In addition to mandating the certification of Conductors, the Act directed the Secretary of Transportation to determine which other crafts or classes of railroad employees and contractors should be certified *"to reduce the number and rate of accidents and incidents or to improve railroad safety."* In November 2015, DOT Secretary Foxx issued his report to the Senate. That report stated that Signal employees and Dispatchers are the most viable candidates for certification.

Responding to that report, the Federal Railroad Administration (FRA) has taken a first step to making that edict into a regulation by bringing the issue to the Railroad Safety Advisory Committee (RSAC) at its last meeting on September 15, 2016. At that meeting, the Committee asked the FRA to produce two task statements (one for Dispatchers and one for Signalmen), which will be voted on later by the full Committee. If approved, the tasks will be assigned to RSAC working groups to promulgate draft regulatory language. The RSAC working groups are made up of stake holders and subject matter experts from the FRA, affected unions, railroads, and the transportation industry. If the RSAC were to turn down the task statement, the issue does not disappear; the FRA would simply develop the regulation without input from the stakeholders.

Certification of Signalmen is coming. While I recognize that we, as a union, will have some growing pains, I strongly believe that the industry, from a safety perspective, will benefit from the certification of Signalmen

and Dispatchers. The FRA has not indicated the timeline, but if I were to venture a guess, I do not anticipate seeing the Final Rule (regulation) published in the Federal Register for at least a year.

In closing, I challenge each of you to ignore the 20- and 30-second sound bites and actually read each Presidential candidate's position on those issues important to Signalmen and working people and then vote for who will best represent your interests. Elections matter and the world is watching; we need to make the right decision.

In Solidarity,



W. Dan Pickett
BRS President

The Comb-Over Crested Orange Chicken (Little) Hawk




HUCK HONORARI CARTOONS
huckhonors@cartoons.com

BRS GRAND EXECUTIVE COUNCIL ENDORSES Hillary Clinton for President

FRONT ROYAL, VA — On June 15, 2016, the members of the Brotherhood of Railroad Signalmen's Grand Executive Council elected to unanimously endorse former Secretary of State Hillary Clinton for President of the United States.

"As President of the BRS, it is my responsibility to monitor and promote candidates who demonstrate that they understand and support our Union values and the working class in this country. Your vote is a personal choice, and I hope you take the time to research which candidate will support the growth of the Rail industry, safety regulations for Signalmen and Roadway Workers, as well as our right to bargain for a fair contract and good benefits for our members." — Dan Pickett

Through the primary season, former Secretary Clinton has stated that she is not in support of the Trans-Pacific Trade Agreement, which would be detrimental to good

middle-class jobs on which our country and economy are dependent. She has also stated that she does not support the "Cadillac Tax," which is part of the Affordable Care Act. This tax is negatively impacting the ability of Unions to negotiate fair contracts for their members. As a United States Senator, Clinton stood with BRS members and many others from Rail Labor in 2007 as we fought for a fair contract on Amtrak.

President Pickett added, *"I feel that Secretary Clinton's experience as a First Lady, United States Senator, and Secretary of State makes her the most qualified candidate in the field, add that to her politics which support the working class and Donald Trump's union-busting history, and I think the choice for endorsement was clear to the entire Grand Executive Council. We need to elect a President who will protect workers' rights, pay, and health and safety on the job."* ■



"Trump talks a good game about making life better for us. Don't believe a word of it. Trump is an insult to everything we stand for. He thinks our wages are too high. He rooted for the financial and real estate collapse. He supports legislation to destroy unions. And he has consistently outsourced American jobs to line his own pockets. Trump wants our vote. So he'll say just about anything to get it. But working people are sick of empty promises. Trump is not the solution to our problems. He is the problem. You want a solution to our problems, defeat him soundly in November."

— AFL-CIO PRESIDENT RICHARD TRUMKA

SAVE ENROLL NOW!

HEALTH FSA FOR 2017

What is a Health Flexible Spending Account (FSA)?

A health flexible spending account (FSA) is a benefit plan available to eligible Railroad members that lets you save money by putting pre-tax money aside in a special account to help pay for certain medical costs and other health services. View the *Health FSA Summary Plan Description* and a list of FSA-eligible expenses on yourtracktohealth.com > **Benefits** > **Health Flexible Spending Account**.

How it works

When you enroll in a health FSA, a specific amount of money, based on what you decide to contribute annually during Open Enrollment, is withdrawn from your paycheck and placed in your account. This money is withdrawn before taxes are calculated. You can decide to contribute as little as \$10 per month (\$120 annually) or as much as \$208.33 per month (\$2,500 annually).

Your potential annual tax savings

Use the online FSA calculator to see the potential tax savings you and your family could experience with a health FSA.

Access the calculator on yourtracktohealth.com > **Benefits** > **Health Flexible Spending Account** > **Forms & Tools**.

See Grace's savings example below:

Grace and her family enroll in a health FSA and decide to contribute \$2,000 annually (\$166.67 per month). Based on Grace's annual tax obligations, she and her family could save more than \$900 in taxes a year by enrolling in and contributing \$2,000 annually to a health FSA.

GRACE PAYS	GRACE'S ESTIMATED TAX SAVINGS*
28% in federal income tax	\$560
5% in state income tax	\$100
6.2% in Railroad Retirement Tier 1 Tax	\$124
4.9% in Railroad Retirement Tier 2 Tax	\$98
1.45% in Federal Medicare Tax	\$29
Total tax savings for the year	\$911

Hurry

ENROLL TODAY

October 1, 2016
through
October 31, 2016

Enroll in your 2017 Health FSA benefit during Open Enrollment

Note: You must enroll in your FSA every year — FSA enrollment is NOT automatic each year.

1. Go to www.yourtracktohealth.com.
2. Click "Login" in the upper-right corner.
 - If you **have already registered**, enter your username and password.
 - If you **have not yet registered**, select "New User?" at the bottom of the screen to complete your registration.
3. Once logged in, look to the upper-left corner of the screen, select the option to "ENROLL NOW FOR 2017."

From here, you will be able to review your personal benefit information and enroll in your health FSA.

For more information, call the FSA Customer Care Center at **1-888-298-9754**.

A Health FSA Debit Card

When you enroll in the health FSA for 2017, you will be able to use a special debit card to easily pay for eligible FSA expenses. It's connected to your flexible spending account so there is no need to write checks or submit claim forms. Look for more information in the future that explains how your debit card may help you manage your out-of-pocket expenses.

Learn More

Watch a short video about the benefits of a health FSA on yourtracktohealth.com by going to Quick Links on the home page and selecting the Video Library.

Snap a picture of the code using the QR Reader on your smartphone to launch the video.





Signalmen *for* Clinton | Kaine

HILLARY
CLINTON

Persistent, a proven track record for workers & the middle class, and a plan for success!

Hillary Says and Believes:

- **Hillary on Unions:** *"I've always believed that when unions are strong, families are strong and America is strong. That is not a slogan for me. That is a statement of fact. You created the strongest middle class in the history of the world."*
- **Hillary on Union Organizing:** Co-sponsored Employee Free Choice Act to restore a free and fair union election process.
- **Hillary on Right-to-Work (for less):** *"Republicans are pushing a national right-to-work law that would gut unions, drive down wages and benefits, and concentrate even more power in the hands of corporations and their allies."
"Right to work is wrong for workers and wrong for America."*
- **Hillary on Wages:** Supports raising the minimum wage and strengthening overtime rules.
- **Hillary on Union Workers:** *"...If I'm fortunate enough to be elected president, organized labor will always have a champion in the White House and a seat at the table."*
- **Hillary will:** Restore collective bargaining rights for unions and defend against partisan attacks on workers' rights. She also pledges to provide and expand training for workforces and encourage companies to invest in their workers by offering a tax credit for hiring apprentices and providing opportunities for young workers.
- **Hillary on Retirement:** Will fight to protect retirement security and push back against any effort to undermine retirement benefits.

Hillary on Infrastructure, Rail, and Jobs:

- **Hillary on Amtrak:** *"Amtrak is not just a commodity, but a life source...Eliminating Amtrak service would be an economic disaster and an irresponsible policy."*
- **Co-sponsored:** Passenger Rail Investment and Improvement Act of 2008, which strengthened the U.S. Passenger Rail Network.
- **Hillary will:** Invest \$275 Billion on infrastructure, including creating a faster rail system, repairing bridges and roads, and expanding transit funding. This will create a generation of good paying, middle class jobs.

Hillary on Trade

- **Hillary will:** Prevent countries like China from abusing global trade rules and reject trade agreements, like the Trans-Pacific Partnership (TPP), that do not meet our high standards.
- **Hillary will:** End tax breaks for companies that ship jobs overseas and use proceeds to invest in American jobs. ■

"I do want to send a clear message to every board room and executive suite. If you cheat your employees, exploit your customers, pollute our environment, or rip off the taxpayers, we will hold you accountable." — HILLARY CLINTON

DONALD TRUMP

Empty assertions for your vote, a proven anti-worker track record. "You're Fired!"

Trump Says:

- *"I am your voice" and that he supports the middle class and union workers.*

Trump Believes Otherwise:

- **Trump on Unions:** *"...I fight them all the time, and I fight the unions very hard."*
- **Trump on Union Organizing:** Trump International Hotel, Las Vegas, he actively campaigned against a vote to unionize. His tactics included disruption of work schedules, direct threats of loss of income, anti-union letters, and destruction of pro-union material. Trump now refuses to recognize the union after a fair election.
- **Trump on Right-to-Work (for less):** *"I like right-to-work better. It gives great flexibility to the companies."*
- **Trump on Wages:** *"...our wages are too high."*
- **Trump on Union Workers:** Trump blamed a union strike over fair health and pension plans for the Taj Mahal casino closure in Atlantic City.
- Over 3,500 Lawsuits Against Trump including: Anti-union intimidation, hiring of undocumented workers, conspiring to avoid paying union pension and welfare contributions, refusing to pay workers and contractors.

Trump on Infrastructure, Rail, and Jobs:

- **Trump says:** He wants to fund and rebuild U.S. infrastructure, including its crumbling railways, and create new good paying jobs.
- **Trump's GOP platform believes:** Amtrak should be privatized and its funding cut. Trump also wants to derail high-speed rail lines and cut mass transit funding. This will cost jobs, not create them.

Trump's Trade FANTASY:

- *"We need smart negotiators who will serve the interests of American workers — not Wall Street insiders that want to move U.S. manufacturing and investment offshore."*

Trump REALITY:

- Outsourcing is *"not always a terrible thing"* and sometimes is *"a necessary step."* ■

***Fact:** Trump-brand products have been outsourced to other countries including China, Japan, Honduras, Mexico, Brazil, and Bangladesh.*



Back to School

Send them back to school with these union-made products and services from members of the USW, CWA-PPMWS, UAW and UFCW.

Back to School Supplies

ACCO BRAND PRODUCTS:

- Five Star school supplies and organizational gear
- Mead school supplies
- Roaring Spring paper products:
 - Modern Jen journals and folders
 - Construction paper
 - Poster Board
 - Drawing pads
 - Sketch books
 - Compositions notebooks
 - Wire-bound notebooks
 - Binders and portfolios
 - Index cards
 - Envelopes
 - Folders

BOISE PAPER PRODUCTS:

- Boise X-9
- Business Choice
- Flagship
- Office Depot
- FasCopy
- Xerographics
- USA Xerographics
- Grand and Toy
- W.B. Mason

PACON BRAND PRODUCTS:

- Artist drawing/sketch pads
- Array card stock & bond paper
- Art Street construction paper
- Bordette Decorative Border
- Classroom Keepers storage
- Colorwave tagboard
- Corobuff 3D decorative backgrounds

- Decoral Art Roll paper
- Ecology recycled paper
- Ella Bella photography backdrops
- Fadeless Paper
- Flameless Paper
- GoWrite! dry erase pads
- Kaleidoscope colored paper
- Little Fingers construction paper
- Neon fluorescent-colored paper products
- Peacock colored paper products
- Plastr Craft modeling material
- The Present-It easel pads
- Rainbow Colored Kraft duo-finish paper
- Riverside construction paper
- Spectra ArtKraft duo-finish paper
- Spectra Art Tissue tissue paper
- Spectra Glitter
- Trait-tex yarn
- Tru-Ray construction paper

MASTER LOCK:

- 1500 Series

CLASSROOM SUPPLIES:

- Clorox Disinfecting Wipes
- Kleenex tissues
- Puffs Tissues



PLEDGE TO BUY **UNION-MADE** IN THE USA



Did you know that for every \$1 spent on American-made goods, an additional \$1.32 is invested in the U.S. economy? So not only are union-made products better quality, they support companies that provide good jobs for working people right here in the United States.

Buying union is an easy choice, but it does take extra time to check the label. Take the pledge to take the extra effort. Because having each other's back is what being a union member is all about.

TAKE THE PLEDGE TODAY!

UnionPlus.org/UnionPledge

Text **PLEDGE** to **22555***



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



Brother Duncan Retires from Grand Board of Trustees



WILLIAM DUNCAN

On June 30, 2016, Brother William Duncan retired from the Brotherhood of Railroad Signalmen (BRS) Grand Board of Trustees.

Brother Duncan, born on May 15, 1956, in Baltimore, Maryland, began his railroad career on July 31, 1978, with the former Chesapeake and Ohio Railway Signal Department (now CSXT) in Meadow Creek, West Virginia.

Actively involved in Local 89, Bill served as Local Chairman for over 25 years and held the office of



Recording and Financial Secretary from March 19, 2001, to September 30, 2003.

Brother Duncan served as a Trustee for the Northeast General Committee (NEGC) until being elected General Chairman and General Secretary-Treasurer for the NEGC in August 2003 and served in that capacity until June 2016. Bill also began his term as member of the Grand Board of Trustees in December 2013, a position he held until his retirement. ■

Brother McArthur Elected to Grand Board of Trustees



JOHN MCARTHUR

On July 13, 2016, John McArthur, General Chairman for the Union Pacific General Committee (UPGC), was elected to the Grand Board of Trustees.

Brother McArthur joined the BRS on July 1, 1974, when he was hired by the former Southern Pacific Transportation Company's Signal Department, which later became part of Union Pacific Railroad.

In 1988, Brother McArthur served as Local Chairman for Local 179, and in 1994 he became a Trustee for the Southwest General Committee (SWGC). In 1998, John began serving as General Chairman for the SWGC until being elected in 1999 to serve

as the Union Pacific General Chairman when the SWGC combined with the UPGC.

Brother McArthur currently resides in El Paso, Texas.

"Brother McArthur has served our great Organization for many years, and I would like to congratulate him on his election to the Grand Board of Trustees," stated BRS President W. Dan Pickett.

The current members of the Grand Board of Trustees are as follows: Brother Mike Owens as Chairman, Brother Gus Demott as Secretary, and Brother John McArthur as Member. ■

Hazardous Materials Training Program

PEER TRAINERS DEDICATED TO PROVIDING QUALITY EDUCATION & AWARENESS OF HAZARDOUS MATERIALS, EMPOWERING RAIL WORKERS & COMMUNITIES

Rail Hazmat Chemical/Emergency Response Training Programs

The Rail Workers Hazardous Materials Training Program is funded by a federal grant from the National Institute of Environmental Health Sciences (NIEHS) to provide hazmat training to rail workers. This five-day hazmat training course will provide rail workers the essential knowledge, skills, and response actions in the case of an unintentional release. These tools will allow rail workers to protect themselves, their co-workers, and their communities.

This training addresses OSHA and DOT required training, in addition to procedures, different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness, and the incident command system. The training also provides completion of the OSHA 10-Hour General Industry Outreach requirements. The programs are delivered using interactive classroom instruction, small group activities, hands-on drills, and a simulated hazmat response in full safety gear.

The funding provides the following student expenses: travel, lodging, and meals. In addition, an incentive of \$175.00 per day is available to all training participants of these programs, except those who are able to secure regular pay through their employer or are paid union officers. Training will be conducted at the Houston Fire Academy's Val Jahnke Training Facility, 8030 Braniff Street, Houston, TX 77061. ■



Register now at the Rail Hazmat website:

<http://railworkertrainingprogram.org>
www.rwhmtp.org

Contact Rail Workers Hazmat Training Program
(202) 624-6963 (M–F, 9:00 a.m.–5:00 p.m. EST)

To meet this training need, the Rail Program will conduct the following classes:

Sunday 5:30 p.m. Orientation — Friday Departure

NOVEMBER	13–18,	2016
JANUARY	15–20,	2017
FEBRUARY	19–24,	2017
MARCH	19–24,	2017

DID YOU KNOW?

Title 49: Transportation

§236.513 AUDIBLE INDICATOR.

(a) The automatic cab signal system shall be so arranged that when the cab signal changes to display a more restrictive aspect, an audible indicator will sound continuously until silenced by manual operation of an acknowledging device.

(b) The audible cab indicator of automatic cab signal, automatic train stop, or automatic train control system shall have a distinctive sound and be clearly audible throughout the cab under all operating conditions. ■

FRA ADMINISTRATOR SARAH E. FEINBERG

We Must Do More to Prevent Crossing Fatalities

Federal Railroad Administrator Sarah E. Feinberg called for greater action to prevent fatalities at the nation's more than 200,000 railroad crossings following several significant incidents in recent weeks that have killed parents and their children at railroad crossings.

"Over the last six weeks, there have been three significant, tragic railroad crossing incidents. Each took the lives of parents and young children. In San Leandro, California, a mother and her 3-year-old child were killed. In Colorado, a mother, a father and three of their four young children were killed on the way to church. And in Arkansas, a mother, her son and two other children were killed.

These heartbreaking incidents are in addition to the other 87 people killed and 236 people injured this year at railroad crossings.

While many of these incidents are still under investigation, we know that incidents like these are almost always preventable. And yet, they still happen. We all must do more to protect drivers and their passengers — many of whom are children.

The responsibility to improve safety at railroad crossings rests on all of us — safety regulators, state officials, the railroads themselves, law enforcement and even the private companies that conduct business in the transportation sector.

To our state partners: We know you continue to struggle to find the necessary funding to close or improve the most dangerous crossings in your state. While the federal government contributes funding to these projects each year through Federal Highways' Section 130 Program, and in fact has contributed more this year than in years past, states should continue to leverage their own funds as well, and should apply for federal funds wherever possible.

To railroads: Along with your continued support for advocacy and awareness campaigns, we urge you to redouble your efforts to integrate new technologies to avoid railroad crossing incidents, and to take more aggressive steps to report problematic or dangerous crossings to state and local officials.

To our tech partners: We are grateful for your partnership and for your enthusiasm and willingness to improve safety. But we urge you to integrate our railroad crossing data into your mapping applications and other pertinent technolo-

gies as soon as possible. While the full and ultimate safety impact of integrating crossing data into applications remains unknown, we must try everything we can to address this challenge.

To the Congress: We applaud the additional funding added to Federal Highways' Section 130 program this year, as well as the new funding for a much-needed public media campaign to raise awareness of the dangers of railroad crossings. However, much more needs to be done — and we encourage you to continue to work with safety regulators, state and local officials, railroads, law enforcement, and private companies.

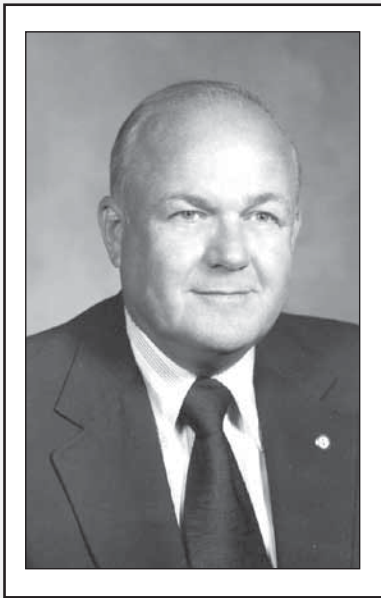
Improving safety and saving lives at railroad crossings has been and continues to be one of FRA's highest priorities. We have put more focus and attention on this problem than ever before — through funding, a brighter public spotlight, new attention from FRA safety specialists, new research, new partnerships with tech companies and law enforcement and more aggressive and frequent investigations. We will continue to do all that we can to have a greater impact on this solvable challenge — and we urge our partners and friends to join us."

Last year, the FRA launched a new, comprehensive campaign to reverse the uptick in fatalities at railroad crossings. The campaign includes partnering with tech companies to use FRA data that pinpoints the country's approximately 200,000 railroad crossings and add crossing alerts to map applications. The FRA has also worked with local law enforcement to increase enforcement around railroad crossings. In 2015, 244 individuals died at railroad crossings, down from 264 in 2014.

Those efforts have continued in 2016. In March, the FRA launched a redesigned website to serve as a one-stop shop to help drivers, pedestrians, and law enforcement stay safe around railroad crossings. The launch follows the agency's award of nearly \$10 million in grants for nine projects in eight states to upgrade and increase the safety of railroad crossings along energy routes. The agency also released a list of railroad crossings with the most incidents over the last decade and offered both technical and financial assistance to increase safety at these and other crossings. ■

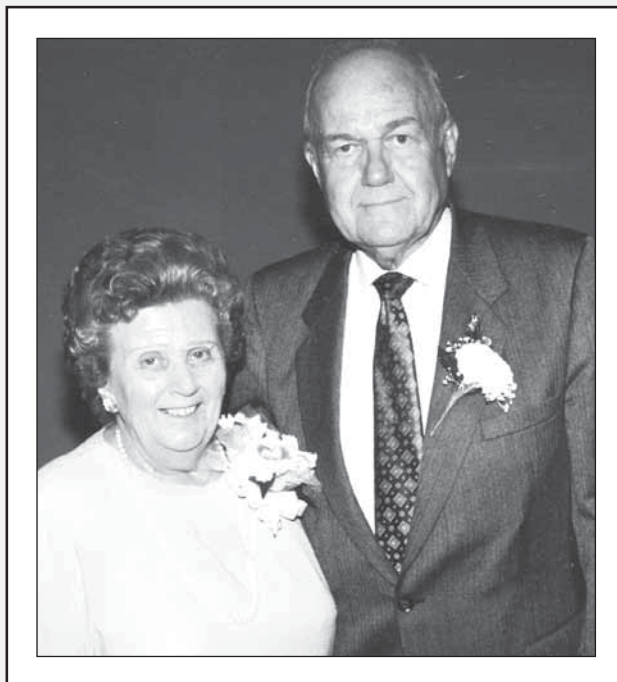
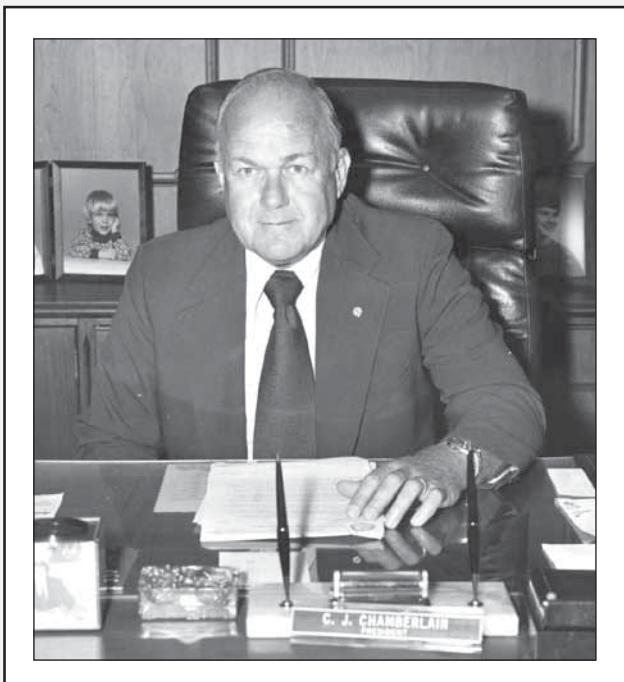
In Memoriam

CHARLES “CHUCK” J. CHAMBERLAIN • 1921–2016



Charles “Chuck” J. Chamberlain passed away on September 8, 2016. Brother Chamberlain joined Local 130, the day he began his career, working for the Chicago & North Western Railway in November of 1938. He was very active in his Local and the General Committee, serving as Local Chairman and Vice General Chairman. Brother Chamberlain later served the BRS as Grand Lodge Representative from 1957–1961 and Secretary-Treasurer from 1961–1967. He was elected President of the BRS on October 1, 1967, and served as President until October 25, 1977. On October 25, 1977, Brother Chamberlain was appointed as Labor Member of the U.S. Railroad Retirement Board where he served for 15 years. Brother Chamberlain retired as Labor Member of the Railroad Retirement Board on May 31, 1992, at Chicago, Illinois. At the General Chairman’s meeting on July 23, 1992, a resolution was unanimously passed naming Brother Chamberlain as President Emeritus in recognition of his dedication to the Organization. ■

We thank Brother Chamberlain for his years of dedicated service and leadership in our Organization.





FAST ACT Changes Affecting Rail Safety

- Highway-Rail Grade Crossing
- Speed Limit Action Plans
- Redundant Signal Protections

FAST ACT Changes Affecting Rail Safety

Last December, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) into law. It is the first long-term surface transportation authorization passed since 2005. Several sections aim to fortify rail safety: Section 11401 addresses highway-rail grade crossing safety, Section 11406 addresses speed limit action plans, and Section 11408 addresses redundant signal protections.

Highway-Rail Grade Crossing

Section 11401 requires that the Administrator of the Federal Railroad Administration (FRA) develop a model plan that states can use as an example in drafting a highway-rail grade crossing action plan. The contents of this model plan must include methodologies for identifying and evaluating safety risks, best practices to reduce highway-rail grade crossing accidents, data from accidents/incidents over the past three years, and contact information for the Department of Transportation (DOT) official available to assist the states in adapting their plans to fulfill the mandated requirement. States have 18 months after receiving the model plan to develop their own. After receipt of the proposed plan, within 60 days, the FRA will notify the state if its plan is approved or returned to correct deficiencies. The state will have 60 days from that date to correct and resubmit its plan.

Speed Limit Action Plans

Section 11406 requires that not later than 90 days after the enactment of the FAST Act, each railroad providing intercity rail passenger transportation or commuter rail passenger transportation will evaluate its entire system and identify main track locations where there is a reduction in speed of more than 20 miles per hour from the approach speed to a curve, bridge, or tunnel and the maximum authorized operating speed for passenger trains at that curve, bridge, or tunnel. The railroad must develop and submit an action plan to the DOT Secretary no later than 120 days after the evaluation is performed. The plan must: identify aforementioned sections of track, describe appropriate actions to enable warning and enforcement of the maximum authorized

speed for passenger trains at each location, contain milestones and target dates for implementing actions, and ensure compliance with maximum authorized speed at each location identified.

Redundant Signal Protections

Section 11408 requires the FRA to issue a rule requiring railroads, whenever practicable and consistent with other safety requirements, to implement redundant signal protections for roadway work groups that depend on train dispatchers to provide signal protection. Section 11408 also requires the FRA to consider exempting from any redundant signal protection for segments of track where a Positive Train Control (PTC) system is operational. To fulfill the mandates of Section 11408, the FRA published 49 CFR Part 214, which requires Class I and II railroads and intercity passenger and commuter railroads utilizing controlled track working limits in signalized territory to establish on-track safety to adopt redundant signal protection procedures.

The FRA is not specifically requiring railroads to utilize shunting as a redundant signal protection. Consistent with the views of several commenters, including the BRS and BMWED, the FRA is concerned that in many instances shunting presents new risks. Track shunts have traditionally been designed as a tool to test signal systems rather than to provide protection to roadway workers. Shunting procedures can be disruptive to signal systems and grade crossing warning systems (improper use may violate 49 CFR parts 234 and 236) and, in certain situations, employees applying shunts may be unnecessarily exposed to electrical hazards and other environmental hazards along the railroad right-of-way. Shunts are also not failsafe and do not guarantee the signal system will protect a roadway work group. The FRA is concerned that a nationwide mandatory shunting requirement could increase certain railroad safety risks involving highway-rail grade crossing warning devices and railroad signal systems. For the above reasons, the FRA believes that an individual railroad is in the best position to determine what method of providing redun-

continued on page 29

Voter Registration Frequently Asked Questions

Am I registered to vote?

- Many states let you check your registration status online.
- Most states will send you a voter registration card within a few weeks if you've successfully registered to vote or a notification if there is a problem with your application.
- Check with your state or territory election office for procedures for your location.

Where do I register?

- You can begin your voter registration online at *Vote.USA.gov*. Depending on your state's rules, the site can help you register online, download the Voter Registration Form, or find guidance for states and territories with different registration procedures.
- You can call your state or territory election office to have a mail-in voter registration form sent to you.
- You may be able to register to vote in person at public facilities, such as state or local voter registration and/or election offices, the Department of Motor Vehicles, armed services recruitment centers, and state or county public assistance offices. Check with your state or territory election office before heading to any of these locations.

How can I find out what state I'm registered in? I have moved several times.

- You must register to vote in the state or territory where you legally reside. You cannot be registered to vote in more than one place at a time.
- If you don't know whether you're registered under your current legal address, check with your state or territory election office. Many states let you check your registration status online.
- When you register to vote in a new location, you'll be asked for the address where you were last registered to vote. Your new election office will send a cancellation form to your previous election office. Your voter registration record should always reflect your current residence.

How do I update my name or address for my voter registration?

- If your state has online voter registration, you can usually do this online.
- In most cases, you can use the National Mail Voter Registration Form to report a change of name or address. A few states and territories require you to use their state/territory form.
- Some states let you report a change of name or address by phone.
- Check with your state or territory election office for procedures in your area.

What party am I registered with?

- You may be able to find this information on your voter registration card or in an online voter registration look-up.
- You can contact your state or territory election office for help finding this information.
- It's possible that you're not registered with any political party, either because your state doesn't accept party affiliations or because you didn't indicate a party preference when you registered to vote. You can register to vote and participate in general elections and nonpartisan primary elections without ever choosing a party affiliation.
- In some states, you must register with a party if you want to take part in that party's primary election, caucus, or convention.

When is the general election?

The 2016 general election will be held on Tuesday, November 8, 2016.

How to Research Candidates

When evaluating candidates for public office, it's important to decide what strengths you're looking for in a candidate, to research their positions on the issues, to learn about their leadership abilities, and to recognize any distortions in the information and opinions they express. ■

2016 ENDORSEMENTS

*President W. Dan Pickett is pleased to provide the
Brotherhood of Railroad Signalmen
 with a list of candidates believed to be
 the best qualified and most understanding
 of the needs of working Americans.*

Key Description

A	Auditor	LC	Labor Commissioner
AG	Attorney General	LD	Land Commissioner
AL	At-Large	LG	Lieutenant Governor
CA	Commissioner of Agriculture	S1	Senate
CI	Commissioner of Insurance		
CM	Comptroller		
G	Governor		

★ Numerical Listing Indicates
House District Number

Alabama

02 - Nathan Mathis (D)
 03 - Jesse Smith (D)
 05 - Will Boyd (D)
 07 - Terri Sewell (D)

Alaska

S1 - Lisa Murkowski (R)
 AL - Don Young (R)

Arizona

01 - Tom O'Halleran (D)
 02 - Matthew Heinz (D)
 03 - Raul Grijalva (D)
 07 - Ruben Gallego (D)
 09 - Kyrsten Sinema (D)

Arkansas

S1 - Conner Eldridge (D)
 02 - Dianne Curry (D)

California

S1 - Kamala Harris (D)
 01 - Jim Reed (D)
 02 - Jared Huffman (D)
 03 - John Garamendi (D)
 04 - Bob Derlet (D)
 05 - Mike Thompson (D)
 06 - Doris Matsui (D)
 08 - Paul Cook (R)
 09 - Jerry McNerney (D)
 10 - Jeff Denham (D)
 11 - Mark DeSaulnier (D)

California

12 - Nancy Pelosi (D)
 13 - Barbara Lee (D)
 14 - Jackie Speier (D)
 15 - Eric Swalwell (D)
 17 - Mike Honda (D)
 18 - Anna Eshoo (D)
 19 - Zoe Lofgren (D)
 20 - Jimmy Panetta (D)
 21 - Emilio Huerta (D)
 22 - Louie Campos (D)
 23 - Wendy Reed (D)
 24 - Salud Carbajal (D)
 25 - Bryan Caforio (D)
 26 - Julia Brownley (D)
 27 - Judy Chu (D)

California

28 - Adam Schiff (D)
 29 - Tony Cardenas (D)
 30 - Brad Sherman (D)
 31 - Pete Aguilar (D)
 33 - Ted Lieu (D)
 34 - Xavier Becerra (D)
 35 - Norma Torres (D)
 36 - Raul Ruiz (D)
 37 - Karen Bass (D)
 38 - Linda Sanchez (D)
 39 - Brett Murdock (D)
 40 - Lucille Roybal-Allard (D)
 41 - Mark Takano (D)
 42 - Tim Sheridan (D)
 43 - Maxine Waters (D)

What Does it Take to Change Our Constitution?



When candidates for office build a campaign, they often put forth their "platform" or what they propose to accomplish if they take office. Sometimes these proposals are a major change to our current policies and past practices and would require an amendment to the Constitution. It is vital when you are evaluating these proposals and deciding which candidate you will support to keep in mind the process by which changes to the Constitution are made. Article V of the Constitution outlines the requirements:

"The Congress, whenever two thirds of both Houses shall deem it necessary, shall propose Amendments to this Constitution, or, on the Application of the Legislatures of two thirds of the several States, shall call a Convention for proposing Amendments, which, in either Case, shall be valid to all Intents and Purposes, as Part of this Constitution, when ratified by the Legislatures of three fourths of the several States, or by Conventions in three fourths thereof, as the one or the other Mode of Ratification may be proposed by the Congress; Provided that no Amendment which may be made prior to the Year One thousand eight hundred and eight shall in any Manner affect the first and fourth Clauses in the Ninth Section of the first Article; and that no State, without its Consent, shall be deprived of its equal Suffrage in the Senate."

The first step in the amendment process takes place when one of two things occurs: 1. Congress, both the House of Representatives and the Senate together, puts forth a joint resolution to amend the Constitution that is ratified by a two-thirds majority vote in each house; or 2. by a constitutional convention called for by two-thirds of the state legislatures. Although it is possible, none of the 27 amendments to the Constitution have begun by this method. The second step in the process to amend the Constitution is that the state legislatures must vote. A proposed amendment becomes part of the Constitution when it is ratified by three-fourths (38 of 50) of the states. It is important to note that the President has no role in the amendment process.

The BRS evaluates candidates for endorsement based upon how their platform affects Signalmen and working class America. Are they committed to bettering the quality of life that we bargain for? Retirement, health and welfare, labor relations, funding to the National Mediation Board (the NMB budget can affect the timeliness of members' claim resolution) — all of these are issues in which candidates for office have a say. Make sure you use your voice this November 8. ■

2016 ENDORSEMENTS

California

44 - Isadore Hall, III (D)
46 - Lou Correa (D)
47 - Alan Lowenthal (D)
48 - Suzanne Savary (D)
49 - Douglas Applegate (D)
51 - Juan Vargaz (D)

Colorado

S1 - Michael Bennet (D)
01 - Diana DeGette (D)
02 - Jared Polis (D)
03 - Gail Schwarts (D)
04 - Bob Seay (D)
06 - Morgan Carroll (D)
07 - Ed Perlmutter (D)

Connecticut

S1 - Richard Blumenthal (D)
01 - John Larson (D)
02 - Joe Courtney (D)
03 - Rosa DeLauro (D)
04 - Jim Hines (D)
05 - Elizabeth Esty (D)

Delaware

G - John Carney (D)
AL - Lisa Blunt Rochester (D)

District of Columbia

00 - Eleanor Holmes
Norton (D)

Florida

S1 - Patrick Murphy (D)
05 - Al Lawson (D)
09 - Darren Soto (D)
13 - Charlie Crist (D)
14 - Kathy Castor (D)
17 - April Freeman (D)
20 - Alcee Hastings (D)
21 - Lois Frankel (D)
22 - Ted Deutch (D)
23 - Debbie Wasserman
Shultz (D)
24 - Frederica Wilson (D)
25 - Mario Diaz-Balart (R)
26 - Joe Garcia (D)
27 - Ileana Ros-Lehtinen (R)

Georgia

S1 - Jim Barksdale (D)
02 - Sanford Bishop (D)
04 - Henry Hank Johnson (D)
05 - John Lewis (D)
13 - David Scott (D)

Hawaii

S1 - Brian Schartz (D)
01 - Colleen Hanabusa (D)
02 - Tulsi Gabbard (D)

Idaho

S1 - Jerry Sturgill (D)
01 - James Piotrowski (D)
02 - Jennifer Martinez (D)

Illinois

CM- Susan Mendoza (D)
S1 - Tammy Duckworth (D)
01 - Bobby Rush (D)
02 - Robin Kelly (D)
03 - Daniel Lipinski (D)
04 - Luis Gutierrez (D)
05 - Mike Quigley (D)
06 - Amanda Holland (D)
07 - Danny Davis (D)
08 - Raja Krishnamoorthi (D)
09 - Jan Schakowsky (D)
10 - Bradley Schneider (D)
11 - Bill Foster (D)
12 - CJ Baracevic (D)
17 - Cheri Bustos (D)

Indiana

G - John Gregg (D)
SP - Glenda Ritz (D)
S1 - Evan Bayh (D)
01 - Peter Visclosky (D)
02 - Lynn Coleman (D)
05 - Angela Demaree (D)
06 - Barry Welsh (D)
07 - Andre Carson (D)
09 - Shelli Yoder (D)

Iowa

01 - Monica Vernon (D)
02 - David Loebsack (D)
03 - Jim Mowrer (D)
04 - Kim Weaver (D)

Kansas

S1 - Patrick Wiesner (D)
02 - Britani Potter (D)
03 - Jay Sidie (D)
04 - Daniel B. Giroux (D)

Kentucky

01 - Sam Gaskins (D)
03 - John Yarmuth (D)
04 - Calvin Sidle (D)
06 - Nancy Jo Kemper (D)

Louisiana

S1 - Foster Campbell (D)
02 - Cedric Richmond (D)
03 - Brett Greymann (R)
04 - Marshall Jones (D)

Maine

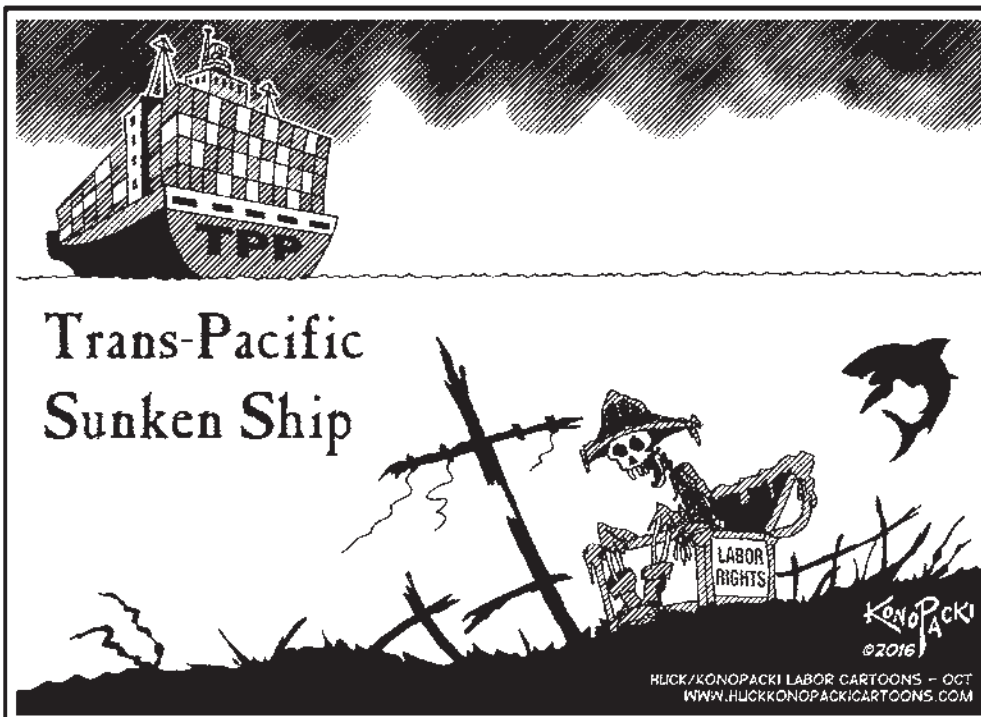
01 - Chellie Pingree (D)
02 - Emily Cain (D)

Maryland

S1 - Chris Van Hollen (D)
02 - Dutch Ruppersberger (D)
03 - John Sarbanes (D)
04 - Anthony Brown (D)
05 - Steny Hoyer (D)
07 - Elijah Cummings (D)
08 - Jamie Raskin (D)

Massachusetts

01 - Richard Neal (D)
02 - Jim McGovern (D)
03 - Niki Tsongas (D)
04 - Joe Kennedy (D)



2016 ENDORSEMENTS

Massachusetts

05 - Katherine Clark (D)
06 - Seth Moulton (D)
07 - Mike Capuano (D)
08 - Stephen Lynch (D)
09 - Bill Keating (D)

Michigan

01 - Lon Johnson (D)
02 - Dennis Murphy (D)
05 - Daniel Kildee (D)
06 - Paul Clements (D)
07 - Gretchen Driskell (D)
09 - Sandy Levin (D)
10 - Frank Accavitti (D)
11 - Anil Kumar (D)
12 - Debbie Dingell (D)
13 - John Conyers (D)
14 - Brenda Lawrence (D)

Minnesota

01 - Tim Walz (D)
02 - Angela Craig (D)
04 - Betty McCollum (D)
05 - Keith Ellison (D)
06 - David Snyder (D)
07 - Collin Peterson (D)
08 - Richard Nolan (D)

Mississippi

02 - Bennie Thompson (D)
04 - Mark Gladney (D)

Missouri

G - Chris Koster (D)
SS - Robin Smith (D)
S1 - Jason Kander (D)
01 - William Lacy Clay, Jr. (D)
02 - Bill Otto (D)
05 - Emanuel Cleaver (D)
06 - Samuel Graves (R)

Montana

G - Steve Bullock (D)
AG - Tim Fox (R)
SS - Monica Lindeen (D)
A - Jessee Laslovich (D)
SP - Melissa Romano

Nebraska

01 - Daniel Wik (D)
02 - Brad Ashford (D)

Nevada

S1 - Catherine Cortez Masto (D)
01 - Dina Titus (D)
02 - Chip Evans (D)
03 - Jacklyn Rosen (D)
04 - Ruben Kihuen (D)

New Hampshire

G - Colin Van Ostern (D)
S1 - Maggie Hassan (D)
01 - Carol Shea-Porter (D)
02 - Ann McLane Kuster (D)

New Jersey

01 - Donald Norcross (D)
02 - Frank LoBiondo (R)
03 - Frederick John LaVergne (D)
04 - Lorna Phillipson (D)
05 - Josh Gottheimer (D)
06 - Frank Pallone (D)
07 - Peter Jacob (D)
08 - Albio Sires (D)
09 - William Pascrell (D)
10 - Donald Payne, Jr. (D)
11 - Joseph Wenzel (D)
12 - Bonnie Watson Coleman (D)

New Mexico

SS - Maggie Toulouse Oliver (D)
01 - Michelle Lujan Grisham (D)
02 - Merrie Lee Soules (D)
03 - Ben Ray Lujan (D)

New York

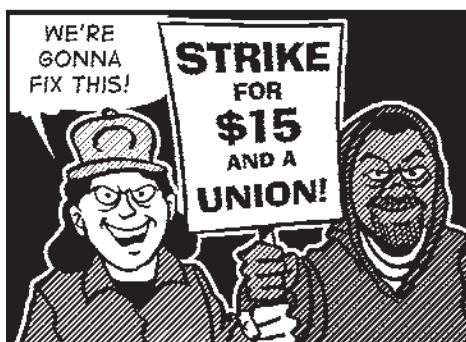
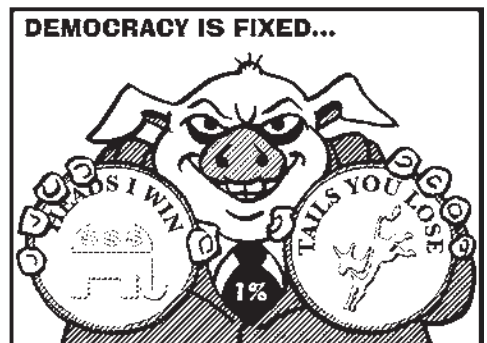
S1 - Chuck Schumer (D)
02 - Peter King (R)
03 - Tom Suozzi (D)
04 - Kathleen Rice (D)
05 - Gregory Meeks (D)
06 - Grace Meng (D)
07 - Nydia Velazquez (D)
08 - Hakeem Jeffries (D)
09 - Yvette Clark (D)
10 - Jerrold Nadler (D)
11 - Richard Reichard (D)
12 - Carolyn Maloney (D)
13 - Adriano Espaillat (D)
14 - Joseph Crowley (D)
15 - Jose Serrano (D)
16 - Eliot Engel (D)
17 - Nita Lowey (D)
18 - Sean Maloney (D)
19 - Zephyr Teachout (D)

New York

20 - Paul Tonko (D)
23 - John Plumb (D)
25 - Louise Slaughter (D)
26 - Brian Higgins (D)
27 - Diana Kastenbaum (D)

North Carolina

G - Roy Cooper (D)
LG - Linda Coleman (D)
AG - Josh Stein (D)
SS - Elaine Marshall (D)
T - Dan Blue, III (D)
A - Beth Wood (D)
LC - Charles Meeker (D)
SP - June Atkinson (D)
CI - Wayne Goodwin (D)
S1 - Deborah Ross (D)
01 - G.K. Butterfield (D)
04 - David Price (D)
08 - Thomas Mills (D)
09 - Christian Cano (D)
10 - Andy Millart (D)
11 - Rick Bryson (D)
12 - Alma Adams (D)
13 - Bruce Davis (D)



2016 ENDORSEMENTS

North Dakota

G - Marvin Nelson (D)
 LG - Joan Heckaman (D)
 T - Tim Mathem (D)
 SP - Kristen Baesler (R)
 CI - Ruth Buffalo (R)
 S1 - Eliot Glassheim (D)
 01 - Chase Iron Eyes (D)

Ohio

S1 - Ted Strickland (D)
 01 - Michelle Young (D)
 03 - Joyce Beatty (D)
 04 - Janet Garrett (D)
 05 - James Neu (D)
 06 - Mike Lorentz (D)
 07 - Roy Rich (D)
 09 - Marcy Kaptur (D)
 11 - Marcia Fudge (D)
 12 - Edward Albertson (D)
 13 - Tim Ryan (D)
 14 - David Joyce (R)
 15 - Scott Wharton (D)
 16 - Keith Mundy (D)

Oregon

G - Kate Brown (D)
 AG - Ellen Rosenblum (D)
 SS - Brad Avakian (D)
 T - Tobias Read (D)
 01 - Suzanne Bonamici (D)
 03 - Earl Blumenauer (D)
 04 - Peter DeFazio (D)

Pennsylvania

AG - Joshua Shapiro (D)
 T - Joe Torsella (D)
 A - Eugene DePasquale (D)
 S1 - Kate McGinty (D)
 01 - Bob Brady (D)
 02 - Dwight Evans (D)
 05 - Kerith Strano Taylor (D)
 06 - Mike Parrish (D)
 07 - Mary Ellen Balchunis (D)
 08 - Steve Santarsiero (D)
 11 - Mike Marsicano (D)
 12 - Erin McClelland (D)
 13 - Brendan Boyle (D)
 14 - Mike Doyle (D)
 15 - Rick Daugherty (D)
 16 - Christina Hartman (D)

Pennsylvania

17 - Matt Cartwright (D)
 18 - Tim Murphy (R)

Rhode Island

01 - David N. Cicilline (D)
 02 - James Langevin (D)

South Carolina

S1 - Thomas Dixon (D)
 01 - Dimitri Cherny (D)
 02 - Arik Bjorn (D)
 04 - Chris Fedalei (D)
 05 - Fran Person (D)
 06 - James Clyburn (D)
 07 - Mal Hyman (D)

Tennessee

05 - Jim Cooper (D)
 09 - Steve Cohen (D)

Texas

01 - Shirley McKella (D)
 06 - Ruby Faye Woolbridge (D)
 12 - Bill Bradshaw (D)
 14 - Michael Cole (D)
 18 - Sheila Jackson Lee (D)
 20 - Joaquin Castro (D)
 21 - Tom Wakely (D)
 23 - Pete Gallego (D)
 24 - Jan McDowell (D)
 26 - Eric Mauck (D)
 29 - Gene Green (D)
 30 - Eddie Bernice Johnson (D)
 33 - Marc Veasey (D)
 34 - Filemon Vela (D)
 35 - Lloyd Doggett (D)

Utah

AG - Jon Harper (D)
 02 - Charlene Albarran (D)
 04 - Doug Owens (D)

Vermont

G - Sue Minter (D)
 LG - David Zuckerman (D)
 AG - T.J. Donovan (D)
 SS - Jim Condos (D)
 T - Beth Pearce (D)

Vermont

A - Doug Hoffer (D)
 S1 - Patrick Leahy (D)
 01 - Peter Welch (D)

Virginia

01 - Matt Rowe (D)
 03 - Robert Scott (D)
 04 - Don McEachin (D)
 05 - Jane Dittmar (D)
 06 - Kai Degner (D)
 07 - Eileen Bedell (D)
 09 - Derek Kitts (D)
 11 - Gerry Connolly (D)

Washington

G - Jay Inslee (D)
 LG - Cyrus Habib (D)
 AG - Bob Ferguson (D)
 SS - Tina Podlodowski (D)
 A - Jeff Sprung (D)
 SP - Chris Reykdal (D)
 LD - Dave Upthegrove (D)
 CI - Mike Kreidler (D)
 03 - Jim Moeller (D)
 05 - Joe Pakootas (D)
 07 - Pramila Jayapal (D)
 08 - Alida Skold (D)
 09 - Adam Smith (D)
 10 - Denny Heck (D)

West Virginia

G - Jim Justice (D)
 AG - Doug Reynolds (D)
 SS - Natalie Tennant (D)
 T - John Perdue (D)
 A - Mary Ann Claytor (D)
 CA - Walt Helmick (D)
 01 - David McKinley (R)
 02 - Mark Hunt (D)

Wisconsin

S1 - Russ Feingold (D)
 02 - Mark Pocan (D)
 03 - Ron Kind (D)
 04 - Gwen Moore (D)
 06 - Sarah Lloyd (D)
 07 - Mary Hoeft (D)
 08 - Tom Nelson (D)



FRA Awards \$25 Million in Grants for PTC

11 PROJECTS IN SIX STATES AND THE DISTRICT OF COLUMBIA RECEIVE FUNDING
MANY WILL HELP PTC SYSTEMS WORK TOGETHER

The U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) awarded \$25 million in grants for 11 projects in six states and the District of Columbia to assist in implementing Positive Train Control (PTC). The FRA received 30 eligible applications requesting \$90.6 million, nearly four times the \$25 million Congress provided in the appropriations bill that funds FRA for Fiscal Year 2016. The list of awards is below. Many awards will help railroads achieve interoperability among the different PTC systems that railroads are deploying.

"These grants get us a bit closer to implementing Positive Train Control — a long overdue technology that prevents accidents and saves lives," said U.S. Transportation Secretary Anthony Foxx. *"We will continue to do everything in our power to help railroads install this technology. We encourage Congress to fully fund the President's request for significant funds to help more railroads activate PTC."*

PTC systems are designed to prevent certain train-to-train collisions, over-speed derailments, incursions into established work zone limits, and trains going to the wrong tracks due to improper switching.

"Every dollar we invest in implementing Positive Train Control as quickly as possible is money well spent because ultimately it means fewer accidents and fewer fatalities," said FRA Administrator Sarah E. Feinberg. *"Today's grants inch us closer to a safer rail network with PTC."*

In 2008, Congress mandated PTC implementation on the main lines of Class I railroads and entities providing regularly scheduled intercity or commuter rail passenger transportation over which any poisonous or toxic by inhalation hazardous materials are transported, or over which intercity or commuter rail passenger transportation is regularly provided. Last October, Congress extended the original PTC implementation deadline from December 31, 2015, to at least December 31, 2018.

"These grants get us a bit closer to implementing Positive Train Control — a long overdue technology that prevents accidents and saves lives."

— ANTHONY FOXX
U.S. TRANSPORTATION SECRETARY

FRA awarded grants in the approximate amounts below to the following entities:

Metrolink — California: \$2.4 million to develop, test, and deploy a full-feature service desk management suite of software applications that will allow each railroad to create, track, manage, and share PTC system and asset trouble tickets internally within the organization and with interoperable railroad partners.

Sonoma-Marin Area Rail Transit (SMART) District — California: \$3 million to install PTC and integrated new grade crossing warning systems on the 2.1-mile passenger rail extension between downtown San Rafael and Larkspur, California.

Caltrain — California: \$2.88 million to conduct two test procedures for the field integration and functional testing of Caltrain's Interoperable-Incremental Train Control System (I-ITCS) that will allow Interoperable Electronic Train Management System (I-ETMS) equipped tenants to seamlessly operate on Caltrain's tracks.

Amtrak — D.C.: \$2.64 million to put in place authentication technology to fully secure the PTC wireless communication and data transmittal between a train's point of origin and targeted receivers on the Northeast Corridor.

American Short Line and Regional Railroad Association — D.C.: \$2.5 million to create a Crew Initialization Back Office Server System (CI-BOS) hosted

service to assist small railroads tasked with implementing PTC, particularly systems that interoperate with Class I railroads.

Providence and Worcester Railroad Company (P&W) — Massachusetts: \$965,832 to acquire and install eight Advanced Civil Speed Enforcement System (ACSES) PTC onboard units for P&W's locomotives utilized on Amtrak's Northeast Corridor.

Twin Cities & Western Railroad Company — Minnesota: \$1.1 million to implement and test PTC systems, including a contract with a back-office service and interoperability message software provider, initial activation and licensing fees of hosted back-office systems, and two PTC equipped locomotives.

Missouri Department of Transportation — Missouri: \$3 million to jointly partner with the Terminal Railroad Association of St. Louis (TRRA) for an Interoperable Electronic Train Management System (I-ETMS) implementation project on the Missouri side of TRRA's territory.

North Carolina Department of Transportation — North Carolina: \$771,070 to equip five converted Cab Control Units with Interoperable Electronic Train Management Systems (I-ETMS) and conduct testing on the Piedmont corridor or within any adjacent rail territory of NCDOT's rail partners (Norfolk Southern Corporation and Amtrak).

Capital Metropolitan Transportation Authority — Texas: \$3 million to implement Enhanced Automatic Train Control (E-ATC) that will overlay the existing wayside signal system and enhance onboard, wayside, and control office equipment and software to create a functional PTC system in the Austin area.

Fort Worth & Western Railroad — Texas: \$2.56 million to install PTC on-board equipment and 220 MHz radios on nine locomotives in a phased installation, develop a crew initialization back-office server, and train necessary personnel to operate and maintain the PTC system.

Since 2008, the FRA has provided significant assistance to support PTC implementation. Those efforts include:

- Providing more than \$650 million in grants to passenger railroads, including nearly \$400 million in American Recovery and Reinvestment Act of 2009 funding;
- Issuing a nearly \$1 billion loan to the New York Metropolitan Transportation Authority to implement PTC on the Long Island Rail Road and Metro-North Railroad;
- Building a PTC system testbed at the Transportation Technology Center in Pueblo, Colorado;
- Working directly with the Federal Communications Commission and the Advisory Council on Historic Preservation to resolve issues related to spectrum use and improve the approval process for PTC communication towers; and
- Dedicating staff to work on PTC implementation, including establishing a PTC task force. ■

DID YOU KNOW?

Title 49: Transportation

§236.202 SIGNAL GOVERNING MOVEMENTS OVER HAND-OPERATED SWITCH.

Signal governing movements over hand-operated switch in the facing direction shall display its most restrictive aspect when the points are open one-fourth inch or more and, in the trailing direction, three-eighths inch or more, except that where a separate aspect is displayed for facing movements over the switch in the normal and in the reverse position, the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position. ■



Railroad Retirement Age Reduction

Railroad retirement benefits are subject to reduction if an employee with less than 30 years of service retires before attaining full retirement age. While employees with less than 30 years of service may still retire at age 62, the age at which full retirement benefits are payable has been gradually increasing since the year 2000, the same as for social security.

The following questions and answers explain how these early retirement age reductions are applied to railroad retirement annuities.

1 What is the full retirement age for employees with less than 30 years of service, and is it the same for employees covered under social security?

Full retirement age, the earliest age at which a person can begin receiving railroad retirement benefits without any reduction for early retirement, ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as for social security.

2 How are the changes in the maximum age reduction being phased in?

Since 2000, the age requirements for some unreduced railroad retirement benefits have been rising just like the social security requirements. For employees with less than 30 years of service and their spouses, full retirement age increases from 65 to 66, and from 66 to 67, at the rate of two months per year over two separate six-year periods. This also affects how reduced benefits are computed for early retirement.

The gradual increase in full retirement age from age 65 to age 66 affects those people who were born in the years 1938 through 1942. The full retirement age will remain age 66 for people born in the years 1943 through 1954. The gradual increase in full retirement age from age 66 to age 67 affects those who were born in the years 1955 through 1959. For people who were born in 1960 or later, the full retirement age will be age 67.

3 How does this affect the early retirement age reductions applied to the annuities of those who retire before full retirement age?

The early retirement annuity reductions applied to annuities awarded before full retirement age are increasing.

For employees retiring between age 62 and full retirement age with less than 30 years of service, the maximum reduction will be 30 percent by the year 2022. Prior to 2000, the maximum reduction was 20 percent.

The chart below shows how the gradual increase in full retirement age will affect employees.

Employee Retires with Less than 30 Years of Service		
Year of Birth*	Full Retirement Age**	Annuity Reduction at Age 62
1937 or earlier	65	20.00%
1938	65 and 2 months	20.833%
1939	65 and 4 months	21.667%
1940	65 and 6 months	22.50%
1941	65 and 8 months	23.333%
1942	65 and 10 months	24.167%
1943–1954	66	25.00%
1955	66 and 2 months	25.833%
1956	66 and 4 months	26.667%
1957	66 and 6 months	27.50%
1958	66 and 8 months	28.333%
1959	66 and 10 months	29.167%
1960 or later	67	30.00%

* A person attains a given age the day before his or her birthday. Consequently, someone born on January 1 is considered to have attained his or her given age on December 31 of the previous year.

**If an employee has less than 10 years of railroad service and is already entitled to an age-reduced social security benefit, the tier

I reduction is based on the reduction applicable on the beginning date of the social security benefit, even if the employee is already of full retirement age on the beginning date of the railroad retirement annuity.

Age reductions are applied separately to the tier I and tier II components of an annuity. The tier I reduction is 1/180 for each of the first 36 months the employee is under full retirement age when his or her annuity begins and 1/240 for each additional month (if any). This will result in a gradual increase in the reduction at age 62 to 30 percent for an employee once the age 67 retirement age is in effect.

These same reductions apply to the tier II component of the annuity. However, if an employee had any creditable railroad service before August 12, 1983, the retirement age for tier II purposes will remain 65, and the tier II benefit will not be reduced beyond 20 percent.

4 What are some examples of how this will affect the amounts payable to employees retiring before full retirement age with less than 30 years of service?

Take the example of an employee born on February 2, 1954, who retires in 2016 at the age of 62. In terms of today's dollars and current benefit levels, not counting future increases in creditable earnings, assume this employee is eligible for monthly tier I and tier II benefits, before age reductions, of \$1,200 and \$800, respectively, for a total monthly benefit of \$2,000.

Upon retirement at age 62, the employee's tier I benefit would be reduced by 25 percent, the maximum age reduction applicable in 2016. This would yield a tier I monthly benefit of \$900; the employee's tier II benefit would also be reduced by 25 percent, providing a tier II amount of \$600 and a total monthly rate of \$1,500. However, if the employee had any rail service before August 12, 1983, the tier II benefit would be subject to a maximum reduction of only 20 percent, providing a tier II amount of \$640 and a total monthly rate of \$1,540.

As a second example, take an employee born on June 2, 1960, and also eligible for monthly tier I and tier II benefits, before age reductions, of \$1,200 and \$800, respectively, for a total monthly benefit of \$2,000. This employee retires in 2022 at age 62 with no service before August 12, 1983. Consequently, a 30 percent reduction is applied to both the tier I and tier II benefits and the net total annuity would be \$1,400.

5 How are railroad retirement spouse benefits affected by this change?

If an employee retiring with less than 30 years of service is age 62, the employee's spouse is also eligible for an annuity the first full month the spouse is age 62. Early retirement reductions are applied to the spouse annuity if the spouse retires prior to full retirement age. Beginning in the year 2000, full retirement age for a spouse gradually began to rise to age 67, just as for an employee, depending on the year of birth. While reduced spouse benefits are still payable at age 62, the maximum reduction will be 35 percent by the year 2022. However, if an employee had any creditable rail service prior to August 12, 1983, the increased age reduction is applied only to the tier I portion of the spouse's benefit. The maximum reduction in tier II, in this case, would only be 25 percent, as under prior law.

The following chart shows how this will affect the spouses of railroad employees if the employee retires with less than 30 years of service.

Spouse Age Reductions		
Year of Birth*	Full Retirement Age**	Annuity Reduction at Age 62
1937 or earlier	65	25.00%
1938	65 and 2 months	25.833%
1939	65 and 4 months	26.667%
1940	65 and 6 months	27.50%
1941	65 and 8 months	28.333%
1942	65 and 10 months	29.167%
1943–1954	66	30.00%
1955	66 and 2 months	30.833%
1956	66 and 4 months	31.667%
1957	66 and 6 months	32.50%
1958	66 and 8 months	33.333%
1959	66 and 10 months	34.167%
1960 or later	67	35.00%

* A person attains a given age the day before her or his birthday. Consequently, someone born on January 1 is considered to have attained his or her given age on December 31 of the previous year.

continued on page 24

RAILROAD RETIREMENT AGE REDUCTION

continued from page 23

******If the employee has less than 10 years of railroad service and the spouse is already entitled to an age-reduced social security benefit, the age reduction in her or his tier I will be based on the age reduction applicable on the beginning date of the spouse's social security benefit, even if the spouse is already of full retirement age on the beginning date of her or his railroad retirement annuity.

Take for an example the spouse of a railroader with less than 30 years of service, none of it prior to August 12, 1983, who was born on April 2, 1960, and is retiring in 2022 at age 62, with a spouse annuity, in terms of today's dollars and current benefit payments and before any reductions for age, of \$1,000 a month. With the maximum reduction of 35 percent applicable in 2022, her net monthly benefit would be \$650.

As a second example, if the same spouse had been born on April 2, 1954, and was retiring in 2016 at age 62, with the maximum age reduction of 30 percent, the net monthly benefit would be \$700.

6 Are age reductions applied to employee disability annuities?

Employee annuities based on disability are not subject to age reductions except for employees with less than 10 years of service, but who have 5 years of service after 1995. Such employees may qualify for a tier I benefit before retirement age based on total disability, but only if they have a disability insured status (also called a "disability freeze") under Social Security Act rules, counting both railroad retirement and social security-covered earnings. Unlike with a 10-year employee, a tier II benefit is not payable in these disability cases until the employee attains age 62. And, the employee's tier II benefit will be reduced for early retirement in the same manner as the tier II benefit of an employee who retired at age 62 with less than 30 years of service.

7 Do these changes also affect survivor benefits?

Yes. The eligibility age for a full widow(er)'s annuity is also gradually rising from age 65 for those born

before 1940 to age 67 for those born in 1962 or later. A widow(er), surviving divorced spouse, or remarried widow(er) whose annuity begins at full retirement age or later will generally receive an annuity unreduced for early retirement. However, if the deceased employee received an annuity that was reduced for early retirement, a reduction would be applied to the tier I amount payable to the widow(er), surviving divorced spouse, or remarried widow(er). The maximum age reductions will range from 17.1 percent to 20.36 percent, depending on the widow(er)'s date of birth (these age reductions apply to both tier I and tier II). For a surviving divorced spouse or remarried widow(er), the maximum age reduction is 28.5 percent. For a disabled widow(er), disabled surviving divorced spouse, or disabled remarried widow(er), the maximum reduction is also 28.5 percent, even if the annuity begins at age 50.

8 Does the increase in full retirement age affect the age at which a person becomes eligible for Medicare benefits?

No. Although the age requirements for some unreduced railroad retirement benefits have risen just like the social security requirements, beneficiaries are still eligible for Medicare at age 65.

9 How can individuals get more information about railroad retirement annuities and their eligibility requirements?

More information is available by calling the RRB toll-free at 1-877-772-5772, or by visiting the agency's website at www.rrb.gov. Persons can also find the address of the RRB office servicing their area by calling the toll-free number or at www.rrb.gov. Most RRB offices are open to the public on weekdays from 9:00 a.m. to 3:30 p.m., except on Wednesdays (beginning June 1, 2016) when offices are open from 9:00 a.m. to 12:00 p.m. RRB offices are closed on Federal holidays. ■



UNION PLUS OFFERS HELP FOR Survivors of Louisiana Floods

If you are a union member who participates in certain Union Plus programs and have been affected by the recent flooding in southeast Louisiana, you may be eligible for financial assistance through the Union Plus Disaster Relief Grant program¹.

Union Plus Disaster Relief Grants of \$500 are available to eligible members who have a Union Plus Credit Card², Union Plus Life or Accidental Death Insurance, Union Plus Auto Insurance, or Union Plus Mortgage. Participants who live in Acadia, Ascension, Avoyelles, East Baton Rouge, East Feliciana, Evangeline, Iberia, Iberville, Jefferson Davis, Lafayette, Livingston, Pointe Coupee, St. Helena, St. Landry, St. Martin, St. Tammany, Tangipahoa, Vermilion, Washington, and West Feliciana parishes may be eligible for these grants. Damage assessments are continuing for other parishes. The money does not have to be repaid.

To qualify for a Union Plus Disaster Relief Grant, your residence must be in one of the above-listed parishes and:

1. Have been a victim of the severe weather in counties designated by FEMA as qualifying for individual assistance. (Visit UnionPlus.org/LAFlood to be redirected to the FEMA Louisiana flood information page for a list of qualifying parishes).
2. Have experienced a significant loss of income or property within the last six months due to the disaster.
3. Have had a Union Plus Credit Card, Union Plus Life or Accidental Death Insurance, Union Plus Auto Insurance, or Union Plus Mortgage for at least 12 months with the account or policy in good standing (be up-to-date on payments).

To apply for a disaster relief grant if you participate in any of the following programs call:

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

The Union Plus Disaster Relief Fund has provided nearly \$1 million in assistance to union members facing hardships following Hurricanes Sandy and Katrina, floods, wild fires, and other natural disasters.

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

If you are not involved in the Union Plus program, there may be federal disaster aid programs that can assist those affected by the floods.

¹Certain restrictions, limitations, and qualifications apply to these grants. Additional information and eligibility criteria can be obtained at UnionPlus.org/Assistance.

²Union Plus Credit Cards are issued by Capital One, N.A. pursuant to a license by MasterCard International Incorporated.

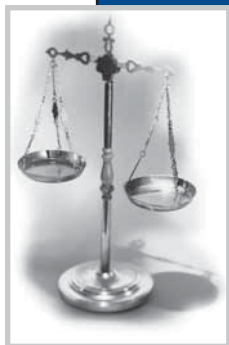
DID YOU KNOW?

Title 49: Transportation

§234.217 FLASHING LIGHT UNITS

- (a) Each flashing light unit shall be properly positioned and aligned and shall be visible to a highway user approaching the crossing.
- (b) Each flashing light unit shall be maintained to prevent dust and moisture from entering the interior of the unit. Roundels and reflectors shall be clean and in good condition.
- (c) All light units shall flash alternately. The number of flashes per minute for each light unit shall be 35 minimum and 65 maximum. ■

BRS DESIGNATED COUNSEL



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

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

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

ALABAMA

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Maples, Tucker & Jacobs, LLC
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Tel. (305) 373-0708
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ILLINOIS

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The Petro Law Firm
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MARYLAND

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MASSACHUSETTS

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Naumes Law Group, LLC
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MICHIGAN

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MINNESOTA

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

MISSOURI

Gene C. Napier
Hubbell Law Firm, LLC
1100 Main Street
Suite 2930
Kansas City, MO 64105
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MISSOURI

Drew C. Baebler
Bauer & Baebler, PC
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NEW YORK

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

OHIO

Andrew J. Thompson, Esq.
Shapero | Roloff Co., LPA
U.S. Bank Centre
1350 Euclid Avenue
Suite 1550
Cleveland, OH 44115
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PENNSYLVANIA

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Kleeman & DiGiovanni, PC
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Tel. (215) 963-0187
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TEXAS

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

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Willard J. Moody, Sr.
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Railroad Info — Your Track to Health

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

CONTINUOUS MEMBERSHIP

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



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

45 YEARS OF SERVICE

WA Price 16

40 YEARS OF SERVICE

GL Eisner, Jr. 1

A Harris 5

LR Mazzochia, Jr. 5

CC Bauman 10

C Crawford 16

JM Jordan 16

JT Thomas 16

JR Turnage 16

DE Dunn 20

LG Trussell 33

JG Buchanan 35

SJ Mahuta 39

NC Letts, II 48

RH Burgin, Jr. 52

BC Carter 52

L Dalessandro, Jr. 53

AD Goncalves 60

M Gregory 65

AR Anderson 72

JA Beck 72

RW Reutzel 80

RH Rowe, II 80

GF Flynn 84

SA Klos 93

SC Polley 93

R Rice 99

JH Foulks 102

KR Gronert 102

DW Wood 106

AL Blevins 114

WD Kreutzer 119

40 YEARS OF SERVICE

DL Richards 119

RD Cooner 141

H Gardner 141

WJ Romjue 161

RJ Shanahan 183

MD Yip 188

MA Wild 238

35 YEARS OF SERVICE

MW Benjamin 20

BR Burstert 20

CE Potter 31

SS Boehme 33

JW Helmick 52

CL Beebe 55

KR Crisman 55

RD Higgins 55

CW Easterling, Jr. 60

ER Sherrod 65

JW Hopson, Jr. 72

JD Shaw 72

JR Dooley 77

V Howell 94

B Beckett 102

WR Belk 110

DG Lippe 121

LR Baker 141

TJ Asher 185

B Fletcher 185

BM Mills 188

DM Augustine 206

RM Guinn 206

LJ Linbeck 206

KW Frazier 229

30 YEARS OF SERVICE

SA Arend 10

NA Seggerman 14

WJ McCall 16

MJ Ostrander 20

MT Appel 31

LM Craig, Jr. 49

RB McIntyre 49

J Fernandez 56

AC Grayson 56

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TG Adkins 77

MR Cope 77

JL Evans 77

MB Ferguson 77

JA Puckett 77

LC Stanley, Jr. 77

DW Wheeler 77

WJ O'Connell 80

JA Badan 84

EJ Bush, Jr. 84

A Hernandez 84

GR Naef 84

AT Stewart, Jr. 84

KL Fowler 110

CR McGill 110

JD Parker 110

JC West 110

BG Horn 129

MR Myers 141

JA Gratzek 154

JH Doucet, Jr. 157

GD Frisbie 157

JS Smith 158

GL Yarborough 229

25 YEARS OF SERVICE

AJ Gambardella 5

SR LaChance 5

GS Lozowski, Sr. 5

RB Ryan 5

AK Simonton 8

SP Morley 10

JS Koleszarik 16

JL Juanillo 19

PL Abernathy 20

JM Reidner 20

DE Musser 31

RG Bates 33

TH Brown 33

GD Gray 33

HE Bennett, Jr. 49

RW Massie 52

SL Moore 77

RF Tackett 77

FA Tibbs 77

JH Varney 77

MA Wilson 87

DL Podborny 92

WJ Baudendistel 94

WT Waldenmaier 102

W Walters 120

EL Fuller 121

CD Childers 129

TK Dunivin 152

MC Sullivan 156

JR Cowan 157

SP Drilling 173

DJ Gaskill 182

PC Cruz-Morales 183

PW Gross 183

RA Mohrbacher 183

In Memoriam

William “Bill” M. Gradl • 1928–2016

William “Bill” M. Gradl passed away on September 9, 2016. Brother Gradl began his BRS career in June of 1953. A native of Chicago, Brother Gradl worked in the Accounting Department of the former Rock Island Railroad for five years before starting his BRS career. Initially a member of the Office & Professional Employees Union, he became an official member of the BRS in 1971, when membership in Local 200 was opened to Grand Lodge staff personnel. After 37 years of serving as Administrative Assistant to the BRS Secretary-Treasurer, Brother Gradl retired in September 1990. ■



WILLIAM GRADL
1928–2016

*We thank Brother Gradl for his long years
of dedicated service to our Organization.*

WASHINGTON REPORT

continued from page 14

dant signal protections is appropriate for its operations. Thus, paragraph (b) requires Class I or II and passenger railroads that establish on-track safety using controlled track working limits (§§ 214.321–214.323) in signalized territories to evaluate their particular operations and identify what type of redundant signal protection(s) is appropriate. This evaluation must be completed by July 1, 2017. After railroads conduct the required evaluation, they are required to adopt (if such procedures are not currently in place) an appropriate method of redundant signal protections in their on-track safety program by January 1, 2018, and to comply with the adopted procedure(s). The FRA may object to a railroad's method of providing redundant signal protections under the review procedures specified in § 214.307, or may take other appropriate enforcement action if a railroad neglects to evaluate, adopt, and comply with appropriate redundant protection procedures. Paragraph (b)(1) explains that for purposes of this section, the term “redundant signal protections” means “*risk mitigation measures or safety redundancies adopted to ensure the*

proper establishment and maintenance of signal protections for controlled track working limits until such working limits are released by the roadway worker in charge (RWIC).” In other words, “redundant signal protections” are intended to protect against dispatchers or control operators unintentionally or mistakenly allowing train or other on-track movements into working limits before a roadway work group has released its authority. Redundant signal protections could include various individual risk mitigation measures (or a combination of measures) such as technology, training, supervision, or operating-based procedures; or could include use of redundant signal protection such as shunting, designed to prevent signal system related incursions into established controlled track working limits. Permissible redundant signal protections under paragraph (b) do not have to require members of the roadway work group or the RWIC to manipulate the signal system. Instead, redundant protections under this section could involve redundant actions by the control operator or train dispatcher operating the signal system. ■

OBITUARIES

JAMES M. BAILEY, JR.—active member of **LOCAL 102**. Brother Bailey had 21 years of service with Amtrak. Brother Bailey was a Communications Technician at Newark, New Jersey, at the time of his passing.

CORNELIUS F. BOLLACKER, JR.—retired member of **LOCAL 161**. Brother Bollacker retired in 1987 after 44 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Bollacker was a Signal Maintainer at Big Lift, Colorado, at the time of his retirement. Brother Bollacker served as Vice General Chairman and Local Chairman. Brother Bollacker is a World War II Veteran.

JACKSON L. BRATTON—retired member of **LOCAL 121**. Brother Bratton retired in 2011 after 32 years of service with the BNSF Railway Company. Brother Bratton was a Signal Helper at Fort Worth, Texas, at the time of his retirement.

ADRAIN L. BROWN—retired member of **LOCAL 72**. Brother Brown retired in 1983 after 32 years of service with the Missouri Pacific Railroad. Brother Brown was a Signal Maintainer at Augusta, Arkansas, at the time of his retirement.

RAYMOND E. BURBAGE—retired member of **LOCAL 91**. Brother Burbage retired in 1983 after 34 years of service with the Chicago, Indianapolis & Louisville Railway and Monon, Louisville & Nashville, and Seaboard Systems Railroads. Brother Burbage was a Signal Maintainer at Dyer, Indiana, at the time of his retirement.

JOHN L. CLOUR—retired member of **LOCAL 154**. Brother Clour retired in 1986 after 39 years of service with the Burlington Northern Railroad. Brother Clour was a Signal Maintainer at St. Cloud, Minnesota, at the time of his retirement.

ORVIN B. CROOK—retired member of **LOCAL 169**. Brother Crook retired in 1983 after 36 years of service with the New York, Chicago & St. Louis Railroad and the Norfolk & Western Railway. Brother Crook was a Signal Maintainer at Kokomo, Indiana, at the time of his retirement.

HUBERT J. CROSS—retired member of **LOCAL 183**. Brother Cross retired in 1997 after 40 years of service with the Illinois Central Railroad and Metra. Brother Cross was a Signal Testman at Chicago, Illinois, at the time of his retirement. Brother Cross is a U.S. Marine Corps Veteran.

JOHN O. GREEN—retired member of **LOCAL 16**. Brother Green retired in 2000 after 30 years of service with CSX Transportation. Brother Green was a Signal Maintainer at LaGrange, Georgia, at the time of his retirement.

RAYMOND G. HAJDUK—retired member of **LOCAL 150**. Brother Hajduk retired in 1985 after 32 years of service with the Pittsburgh and Lake Erie Railroad. Brother Hajduk was a Signal Maintainer at Glassport, Pennsylvania, at the time of his retirement. Brother Hajduk served as Local President and Recording-Financial Secretary.

HOMER L. HAWKINS—retired member of **LOCAL 141**. Brother Hawkins retired in 2004 after 30 years of service with the Union Pacific Railroad. Brother Hawkins was a Communications Technician at Alexandria, Louisiana, at the time of his retirement.

VIRGIL L. HOSS—retired member of **LOCAL 173**. Brother Hoss retired in 1989 after 39 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Hoss was a Signal Maintainer at Bakersfield, California, at the time of his retirement.

STEPHEN F. JEWELL—retired member of **LOCAL 172**. Brother Jewell retired in 2016 after 14 years of service with the BNSF Railway Company. Brother Jewell was a Signal Maintainer at Surprise, Arizona, at the time of his retirement.

JAMES M. JOHNSON—retired member of **LOCAL 119**. Brother Johnson retired in 1984 after 42 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother Johnson was a Traveling Signal Maintainer at Nebraska City, Nebraska, at the time of his retirement. Brother Johnson served as Local Chairman.

EDWARD V. KOBELSKI—retired member of **LOCAL 56**. Brother Kobelski retired in 1983 after 35 years of service with the Long Island Rail Road. Brother Kobelski was a Foreman Construction at Jamaica, New York, at the time of his retirement.

D.K. KOVACH—retired member of **LOCAL 231**. Brother Kovach retired in 2014 after 24 years of service with the Wheeling & Lake Erie Railroad. Brother Kovach was a General Foreman at Norwalk, Ohio, at the time of his retirement.

WILLIAM MCMAHAN—active member of **LOCAL 5**. Brother McMahan had 28 years of service with Amtrak. Brother McMahan was a C&S Signal Maintainer at Boston, Massachusetts, at the time of his passing.

TOMMY E. MCNUTT—retired member of **LOCAL 141**. Brother McNutt retired in 2014 after 24 years of service with the Union Pacific Railroad. Brother McNutt was a Signalman at Palestine, Texas, at the time of his retirement.

HARRY A. MELTON—retired member of **LOCAL 16**. Brother Melton retired in 2007 after 34 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Melton was a Signal Maintainer at Starke, Florida, at the time of his retirement.

DAVID L. MILLER—retired member of **LOCAL 10**. Brother Miller retired in 2003 after 25 years of service with Conrail and the Norfolk Southern Railway. Brother Miller was a Maintainer C&S at Goshen, Indiana, at the time of his retirement.

DONALD C. MILLER—retired member of **LOCAL 229**. Brother Miller retired in 1997 after 32 years of service with the Western Pacific and Union Pacific Railroads. Brother Miller was a Signal Maintainer at Keddie, California, at the time of his retirement. Brother Miller served as Vice General Chairman, Local President, and Local Chairman.

RICHARD G. MINOR—retired member of **LOCAL 116**. Brother Minor retired in 1998 after 30 years of service with the Missouri, Kansas & Texas and Union Pacific Railroads. Brother Minor was a Signal Foreman at Denison, Texas, at the time of his retirement.

KENNETH M. MOLBECK, JR.—retired member of **LOCAL 130**. Brother Molbeck retired in 2007 after 29 years of service with the Chicago & North Western Railway and Union Pacific Railroad. Brother Molbeck was a Signal Maintainer at Chicago, Illinois, at the time of his retirement.

ROBERT C. MONTOYA—retired member of **LOCAL 173**. Brother Montoya retired in 1994 after 42 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Montoya was a Signal Inspector at Shafter, California, at the time of his retirement.

AUSTIN L. PENNINGTON—retired member of **LOCAL 182**. Brother Pennington retired in 2013 after 12 years of service with the Union Pacific Railroad. Brother Pennington was a Signal Foreman at Bakersfield, California, at the time of his retirement.

CHARLES W. RILEY—retired member of **LOCAL 43**. Brother Riley retired in 1982 after 33 years of service with the Chicago & North Western Railway. Brother Riley was a Leading Signal Maintainer at Castana, Iowa, at the time of his retirement.

ORVILLE K. ROGERS—retired member of **LOCAL 52**. Brother Rogers retired in 1982 after 32 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Rogers was a Signal Maintainer at Bellefontaine, Ohio, at the time of his retirement. Brother Rogers served as Local President and Recording Secretary.

ANTHONY ROSSI—retired member of **LOCAL 84**. Brother Rossi retired in 1994 after 12 years of service with Amtrak. Brother Rossi was a Signal Truck Driver at Summit, New Jersey, at the time of his retirement.

DAVID B. ROUNDY—retired member of **LOCAL 220**. Brother Roundy retired in 1986 after 43 years of service with the Milwaukee Road Railroad. Brother Roundy was a Signal Maintainer at St. Paul, Minnesota, at the time of his retirement.

WILLIAM V. SEITZ—retired member of **LOCAL 48**. Brother Seitz retired in 1978 after 20 years of service with Amtrak. Brother Seitz was a Signal Maintainer at Marcus Hook, Pennsylvania, at the time of his retirement. Brother Seitz served as Recording-Financial Secretary.

RICHARD E. SHELMAN—retired member of **LOCAL 111**. Brother Shelman retired in 2012 after 30 years of service with the Union Pacific Railroad. Brother Shelman was a Signal Foreman at Boise, Idaho, at the time of his retirement. Brother Shelman served as Local First Vice President.

B.J. SIGMON—retired member of **LOCAL 110**. Brother Sigmon retired in 1989 after 40 years of service with the Southern Railroad. Brother Sigmon was a Signal Maintainer at Statesville, North Carolina, at the time of his retirement.

JAMES F. SMITH—retired member of **LOCAL 120**. Brother Smith retired in 1980 after 41 years of service with the Boston & Maine Railroad. Brother Smith was a Signal Foreman at Boston, Massachusetts, at the time of his retirement. Brother Smith served as Recording-Financial Secretary and Local Trustee.

PERRY M. SNYDER—retired member of **LOCAL 94**. Brother Snyder retired in 1982 after 37 years of service with the Baltimore & Ohio Railroad. Brother Snyder was a Signal Maintainer at Nappanee, Indiana, at the time of his retirement.

M.D. STONE—retired member of **LOCAL 188**. Brother Stone retired in 1990 after 43 years of service with the Northern Pacific and Burlington Northern Railroads. Brother Stone was a CTC Maintainer at Ridgefield, Washington, at the time of his retirement.

KENNETH A. STONE—retired member of **LOCAL 188**. Brother Stone retired in 1991 after 34 years of service with the Northern Pacific and Burlington Northern Railroads. Brother Stone was a CTC Signal Maintainer at Rathdrum, Idaho, at the time of his retirement.

FRANK C. SUDDARTH—retired member of **LOCAL 104**. Brother Suddarth retired in 2001 after 38 years of service with the Southern Pacific and Union Pacific Railroads. Brother Suddarth was a Signal Maintainer at Sante Fe Springs, California, at the time of his retirement.

JOHN C. TEMPLE, III—retired member of **LOCAL 16**. Brother Temple retired in 2004 after 26 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Temple was a Signal Maintainer at Lakeland, Florida, at the time of his retirement.

ROGER D. TOWRY, SR.—retired member of **LOCAL 91**. Brother Towry retired in 1992 after 20 years of service with CSX Transportation. Brother Towry was a Signal Maintainer at Lowell, Indiana, at the time of his retirement.

FREDERICK O. TUBBS—retired member of **LOCAL 129**. Brother Tubbs retired in 1985 after 37 years of service with the St. Louis-San Francisco Railway and Burlington Northern Railroad. Brother Tubbs was a CTC Maintainer at Aurora, Missouri, at the time of his retirement. Brother Tubbs served as Local Chairman.

WALTER E. WHITEBREAD, JR.—retired member of **LOCAL 105**. Brother Whitebread retired in 2005 after 29 years of service with Conrail and the Norfolk Southern Railway. Brother Whitebread was a Test Maintainer at Rutherford, Pennsylvania, at the time of his retirement. Brother Whitebread served as Local Chairman.

CHARLES D. WHITFIELD—retired member of **LOCAL 16**. Brother Whitfield retired in 2014 after 40 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Whitfield was a Signal Technician at Savannah, Georgia, at the time of his retirement.

FREDDIE W. WILLIAMS—retired member of **LOCAL 77**. Brother Williams retired in 1999 after 43 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Williams was a Signal Maintainer at Martinsville, Virginia, at the time of his retirement. Brother Williams served as Local Chairman.

Editor's Note:

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

Email: membership@brs.org



Democratic Party Platform — SUMMARY

The following worker-friendly excerpts can be found in the Democratic Party's platform under the heading — ***"Raise Incomes and Restore Economic Security for the Middle Class"*** at www.democrats.org/party-platform

Raising Workers' Wages

Democrats believe that the current minimum wage is a starvation wage and must be increased to a living wage. No one who works full time should have to raise a family in poverty. We believe that Americans should earn at least \$15 an hour and have the right to form or join a union and will work in every way we can — in Congress and the federal government, in states and with the private sector — to reach this goal. We should raise the federal minimum wage to \$15 an hour over time and index it, give all Americans the ability to join a union regardless of where they work, and create new ways for workers to have power in the economy so every worker can earn at least \$15 an hour.

Democrats support a model employer executive order or some other vehicle to leverage federal dollars to support employers who provide their workers with a living wage, good benefits, and the opportunity to form a union without reprisal. The one trillion dollars spent annually by the government on contracts, loans, and grants should be used to support good jobs that rebuild the middle class.

Protecting Workers' Fundamental Rights

The Democratic Party believes that when workers are strong, America is strong. Democrats will make it easier for workers, public and private, to exercise their right to organize and join unions. We will fight to pass laws that direct the National Labor Relations Board to certify a union if a simple majority of eligible workers sign valid authorization cards, as well as laws that bring companies to the negotiating table. We support binding arbitration to help workers who have voted to join a union reach a first contract.

A major factor in the 40-year decline in the middle class is that the rights of workers to bargain collectively for better wages and benefits have been under attack at all

levels. Donald Trump would make matters worse by creating a race to the bottom where the middle class is fighting over fewer and fewer good-paying jobs. In fact, Trump rejected some attempts by his own employees to unionize and has personally hired union-busting firms to undermine workers' rights.

Democrats believe so-called "right to work" laws are wrong for workers — such as teachers and other public employees who serve our communities every day — and wrong for America. We will continue to vigorously oppose those laws and other efforts that would eliminate dues check-off procedures, roll-back prevailing wage standards, abolish fair share requirements, restrict the use of voluntary membership payments for political purposes, attack seniority, restrict due process protections, and require annual recertification efforts. We oppose legislation and lawsuits that would strike down laws protecting the rights of teachers and other public employees. We will defend President Obama's overtime rule, which protects of millions of workers by paying them fairly for their hard work.

The Democratic Party believes consumers, workers, students, retirees, and investors who have been mistreated should never be denied their right to fight for fair treatment under the law. That is why we will support efforts to limit the use of forced arbitration clauses in employment and service contracts, which unfairly strip consumers, workers, students, retirees, and investors of their right to their day in court.

Supporting Working Families

We will fight to secure equal pay for women, which will benefit all women and their families, particularly women of color who are disproportionately impacted by discriminatory pay practices, and against other factors that contribute to the wage gap. And we will combat the discrimination they face on and off the job. While Donald Trump thinks it is "dangerous" for women to leave the home and paid family leave hurts our economy, Democrats will make sure that the United States finally enacts national paid family and medical leave by pass-

continued on page 34



Republican Party Platform — SUMMARY

In contrast to foregoing, and clearly hostile to those who work for a living, are the following excerpts found in the Republican Party's platform under the heading — *Restoring the American Dream*” at www.gop.com/platform

America on the Move

We propose to phase out the federal transit program and reform provisions of the National Environmental Policy Act which can delay and drive up costs for transportation projects. We renew our call for repeal of the Davis-Bacon law, which limits employment and drives up construction and maintenance costs for the benefit of unions. Recognizing that, over time, additional revenue will be needed to expand the carrying capacity of roads and bridges, we will remove legal roadblocks to public-private partnership agreements that can save the taxpayers' money and bring outside investment to meet a community's needs. With most of the states increasing their own funding for transportation, we oppose a further increase in the federal gas tax.

Although unionization has never been permitted in any government agency concerned with national security, the current Administration has reversed that policy for the Transportation Security Administration. We will correct that mistake. Americans understand that, with the threat of terrorism, their travel may encounter delays, but unacceptably long lines at security checks can have the same impact as a collapsed bridge or washed out highway. TSA employees should always be seen as guardians of the public's safety, not as just another part of the federal workforce.

Amtrak is an extremely expensive railroad for the American taxpayers, who must subsidize every ticket. The federal government should allow private ventures to provide passenger service in the northeast corridor. The same holds true with regard to high-speed and intercity rail across the country. We reaffirm our intention to end federal support for boondoggles like California's high-speed train to nowhere.

Workplace Freedom for a 21st Century Workforce

The greatest asset of the American economy is the

hard-working American. That is why our first priority is getting people back to work by fostering the kind of growth that creates jobs. That overarching goal unites all the sections of this platform. It runs through our commitments on education and workforce development. It underlies our approach to welfare reform, regulatory reform, and our determination to advance the kind of trade agreements that multiply opportunities for workers here at home. It also impels us to challenge the anachronistic labor laws that limit workers' freedom and lock them into the workplace rules of their great-grandfathers.

Instead of facilitating change, the current Administration and its agents at the National Labor Relations Board are determined to reverse it. They are attacking the franchise model of business development, which is essential to the flexibility and creativity of the new economy. They are wielding provisions of the Fair Labor Standards Act from the 1930s, designed to fit a manufacturing workplace, to deny flexibility to both employers and employees. They have repealed union transparency rules that allowed members to discover what was being done with their dues. They have outlawed alternatives to unions even when they were favored by the workers.

Their Project Labor Agreements discriminate against the overwhelming majority of workers by barring them from jobs on taxpayer-funded projects. Their patronizing and controlling approach leaves workers in a form of peonage to the NLRB. We intend to restore fairness and common sense to that agency.

Technology has already created jobs that did not exist fifteen years ago, and today's workers need flexibility and family-friendly options to make the most of them, especially portability in pension plans and health insurance.

We intend to encourage those trends by bringing labor law into the 21st century. It should encourage cooperation between management and workers, not conflict. All workers, including union members, must be free to accept raises and rewards without veto power from

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DEMOCRATIC PARTY PLATFORM — SUMMARY

continued from page 32

ing a family and medical leave act that would provide all workers at least 12 weeks of paid leave to care for a new child or address a personal or family member's serious health issue. We will fight to allow workers the right to earn at least seven days of paid sick leave. We will also encourage employers to provide paid vacation.

Helping More Workers Share in Near-Record Corporate Profits

Corporate profits are at near-record highs, but workers have not shared through rising wages. Profit-sharing is linked to higher pay and productivity. That is why, working with business, labor, and other stakeholders, we will incentivize companies to share profits with their employees on top of wages and pay increases, while targeting the workers and businesses that need profit-sharing the most.

Ensuring a Secure and Dignified Retirement

Democrats believe it should be easier for Americans to save for retirement and prepare for unforeseen risks and expenses. We will defend the right of workers to collect their defined benefit pensions and make sure workers get priority and protection when pension plans are in distress. Democrats will also fight to enact legislation to make sure that the earned pension benefits of Americans will not be cut, and will pay for it by closing tax loopholes that benefit millionaires and billionaires. We will fight against any attempt by Republicans in Congress or on Wall Street to roll back the Conflict of Interest Rule, which requires that retirement advisors put the best interests of their clients above their own financial gain. ■



REPUBLICAN PARTY PLATFORM — SUMMARY

continued from page 33

union officials. All unionized workers should be able to find out what is going on in their union trust funds and in their executive compensation. We support the right of states to enact Right-to-Work laws and call for a national law to protect the economic liberty of the modern workforce.

All Americans deserve the opportunity to pursue their American dream free from discrimination. Clear non-discrimination policies ensure all employees have the chance to succeed based solely on their merits. These policies are vital to creating an inclusive, innovative, and competitive workforce.

Republicans believe that the employer employee relationship of the future will be built upon employee empowerment and workplace flexibility. We therefore endorse employee stock ownership plans that enable workers to become capitalists, expand the realm of private property, and energize a free enterprise economy.

Minimum wage is an issue that should be handled at the state and local level.

A Federal Workforce Serving the People

The federal workforce is larger and more highly paid than ever. The taxpayers spend an average of \$35,000 a year per employee on non-cash benefits, triple the average non-cash compensation of the average worker in the private sector. Federal employees receive extraordinary pension benefits and vacation time wildly out of line with those of the private sector.

We urge Congress to bring federal compensation and benefits in line with the standards of most American employees. A Republican administration should streamline personnel procedures to expedite the firing of bad workers, tax cheats, and scammers. The unionization of the federal workforce, first permitted by Democrat presidents in the 1960s, should be reviewed by the appropriate congressional committees to examine its effects on the cost, quality, and performance of the civil service. Union representatives in the federal workforce should not be paid to conduct union business on the public's time. ■

A Helping Hand — The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

John Edgar Thomson was the third president of the Pennsylvania Railroad and led the company from 1852 to 1874. Although John Thomson never had children of his own, he often pondered on the difficulties of orphaned girls. In that era, a fatherless boy could usually get a trade school education or find employment; a girl had little opportunity for either.

In his will, Mr. Thomson dedicated a portion of his estate in the form of a trust fund for the education and maintenance of female orphans of railway employees whose fathers may have died while in the discharge of their duties. After his death in 1874, the trust fund was established for the daughters of men killed in railroad service. Subsequently, The John Edgar Thomson Foundation was founded when Mrs. Thomson opened a girl's boarding school in Philadelphia, Pennsylvania, in December of 1882.

Today, the Foundation continues its objective by providing aid to a substantial number of girls throughout the United States in the form of financial assistance and healthcare benefits. To be eligible, the employee must have been actively employed by any United States railroad at the time of his or her death; the cause does not need to be work related. Eligibility is also dependent on

the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

The monthly allowance made under the grant may cover the period from infancy to high school graduation, and in some circumstances to age 24, to assist the grantees that are pursuing a higher education. The Foundation also offers special healthcare benefits.

Funding for the work of the Foundation is completely independent of any railroad. It neither solicits nor receives funds from the public. ■

Further information and applications may be obtained by writing to:

Sheila Cohen, Director
The John Edgar Thomson Foundation
201 S. Eighteenth Street, Suite 318
Philadelphia, PA 19103
Telephone: (215) 545-6083
Fax: (215) 545-5102
Toll free: (800) 888-1278
Email: sjethomson@aol.com

DID YOU KNOW?

Title 49: Transportation

§236.12 SPRING SWITCH SIGNAL PROTECTION; WHERE REQUIRED

Signal protection shall be provided for facing and trailing movements through spring switch within interlocking limits and through spring switch installed in automatic block signal, train stop, train control or cab signal territory where train movements over the switch are made at a speed exceeding 20 miles per hour, except that signal protection

shall be required only with the current of traffic on track signaled for movement in only one direction.

NOTE: Does not apply to spring switch installed prior to October 1, 1950 in automatic block signal, automatic train stop, or automatic train control territory. ■

SIGNALMAN'S STORE



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

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

BRS WATCHES have a gold BRS logo traced on the faces.

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

SIGNAL GRAPHIC T-SHIRTS are made of quality 100% cotton.

GOLF SHIRTS with CONTRASTING PIPING These fashionable golf shirts feature 100% polyester fabric with contrasting armhole piping, three-button placket, tipped collar, and hemmed sleeves. Shirts available in navy, white, and red.

The Navy Golf Shirt has the BRS searchlight signal logo embroidered in red and green on the front of the shirt. The White and Red Golf Shirts feature the logo on the left sleeve only.

CANVAS COAT made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in black or brown.

WOOL/LEATHER BRS JACKETS have a heavyweight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

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

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Brotherhood of Railroad Signalmen

MAIL PAYMENT AND ORDER TO:
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917 Shenandoah Shores Road
Front Royal, VA 22630-6418

ORDER ONLINE AT:
www.brs.org

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ORDER FORM

ITEM	QUANTITY	PRICE	TOTAL
Lapel Pin/Tie Tack		4.75	
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BRS Flag (2'x3')		39.00	
Golf Balls (3)		9.25	
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Set of 4 Coffee Mugs		31.50	
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Wrist Watch		115.50	
Mantle/Desk Clock		132.00	
HATS			
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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	
T-SHIRTS			
	S M L XL 2X 3X		
Signal Graphic		13.00	
SWEATSHIRTS			
	S M L XL 2X 3X		
Black (quarter zip)		42.00	
GOLF SHIRTS			
	S M L XL 2X 3X		
Navy w/piping		35.00	
White w/piping		35.00	
Red w/piping		35.00	
JACKETS			
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Blue		63.00	
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	S M L XL 2X 3X 4X		
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Black Canvas		69.00	
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BRS logo on left sleeve only

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BRS logo on left sleeve only

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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

BRS Family Member Awarded Scholarship

WINNER HONORED FOR ACHIEVEMENT AND UNION VALUES



Union Plus recently awarded \$150,000 in scholarships to 104 students representing 32 unions, including one winner representing the Brotherhood of Railroad Signalmen (BRS). This year's group of scholarship recipients includes university, college, and trade or technical school students from 32 states. The BRS winner is: **Austin Lewandowski** of Rosholt, Wisconsin. Lewandowski, whose father, Thomas Lewandowski, is a member of BRS Local 239, has been awarded a \$500 scholarship.

Meet the 2016 BRS Honoree

Austin Lewandowski — Austin is an accounting major at Northcentral Technical College in Wausau, Wisconsin, and expects to complete his associate's degree in May 2017. He hopes to work for the Canadian National Railroad in Wisconsin. Austin is a member of the Rosholt American Legion and volunteers with the Salvation Army. He works for the United States Postal Service and previously worked in construction and masonry. Austin was heavily involved with the Future Farmers of America (FFA) while in high school, serving as FFA reporter (sophomore), treasurer (junior), and vice president (senior) and earning the FFA Star Agribusiness award and FFA State Degree in 2015. He chose to attend a technical college in order to keep college expenses low and has managed to remain debt free. Both of his parents are union members (mother, Mary Lewandowski, American Postal Workers Union (APWU), Local 4532), and he plans to eventually join a union as well. *"The union helps out with solu-*

tions to problems or even gives better opportunities with jobs having better wages," Austin said.

Learn More About the Union Plus Scholarship Program

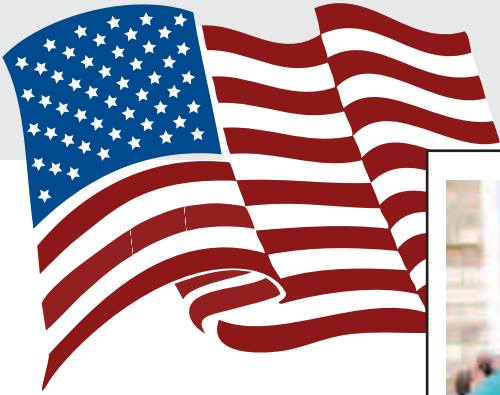
The Union Plus Scholarship Program, now in its 25th year, awards scholarships based on outstanding academic achievement, personal character, financial need, and commitment to the values of organized labor. The program is offered through the Union Plus Education Foundation.

Since starting the program in 1991, Union Plus has awarded more than \$4 million in educational funding to more than 2,700 union members, spouses, and dependent children. Union Plus Scholarship awards are granted to students attending a two-year college, four-year college, graduate school, or recognized technical or trade school. The selection process is very competitive, and this year over 5,700 applications were received from 55 unions and all 50 states, plus the District of Columbia and three U.S. territories.

Visit UnionPlus.org/Scholarship for applications and benefit eligibility. In addition to the scholarship program, Union Plus provides a wide range of money-saving programs and services for union members and families, including discounts on wireless services from AT&T, the only nationwide unionized wireless carrier, savings on travel and recreation, and more. Visit UnionPlus.org for details. ■

About Union Plus — Union Plus is a brand of Union Privilege. Backed by the AFL-CIO, the Union Plus brand promises the value, quality service, and competitive cost-savings that union members deserve. Since Union Privilege started in 1986, union members and their families have expanded and tailored Union Plus programs to serve today's working families in their lives off-the-job. At Union Privilege, we are committed to improving the quality of life of working families through our unique products and services. We achieve our mission through savings, service, and solidarity.

MEMBER PHOTOS



A Family United in Solidarity

This past June, Bob Shanahan celebrated his retirement after 40 years of service with the former Rock Island, currently Metra Railroad. In addition to many family, friends, and coworkers, in attendance for Bob's retirement were his sons Rob and Brian, and nephew Tim Tarrant.



PICTURED FROM LEFT TO RIGHT: Rob Shanahan, Tim Tarrant, Brian Shanahan, and Bob Shanahan.

Bob's strong belief in the Union, which included work as a Local Grievance Committee Member, Local Trustee, and Convention Delegate for Local 183, built a solid foundation and belief in the Union Movement that has carried into the next generation in his sons and nephew. After starting their railroad careers at Metra — Rob Shanahan is currently employed as a Staff Arbitration

Assistant at the Brotherhood of Maintenance of Way Employees Division's Chicago Arbitration Office; Tim Tarrant serves as a Grand Lodge Representative for the Brotherhood of Railroad Signalmen in Front Royal, Virginia; and, Brian Shanahan works as an Assistant National Representative for the Transportation Communication Union in Chicago, Illinois. ■

DID YOU KNOW?

Title 49: Transportation

§234.7 ACCIDENTS INVOLVING GRADE CROSSING SIGNAL FAILURE

(a) Each railroad shall report to FRA every impact between on-track railroad equipment and an automobile, bus, truck, motorcycle, bicycle, farm vehicle, or pedestrian at a highway-rail grade crossing involving an activation failure. Notification shall be provided to the National Response Center within 24 hours of occurrence at (800) 424-0201. Complete reports shall thereafter be filed with FRA pursuant to §234.9 of this part (activation failure report) and 49 CFR 225.11 (accident/ incident report).

(b) Each telephone report must state the:

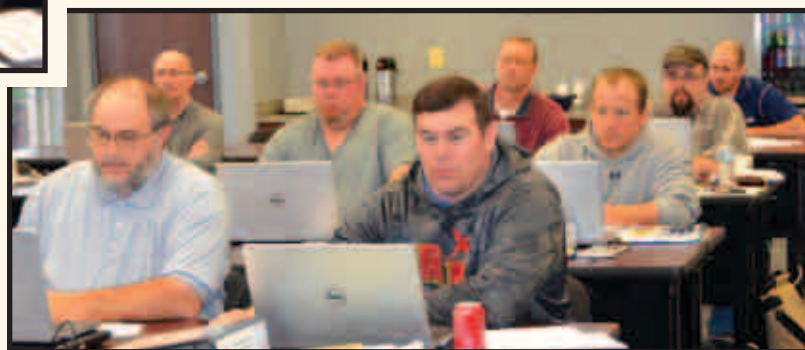
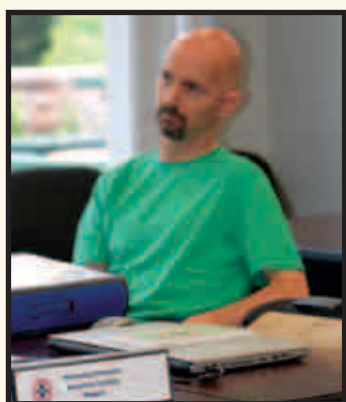
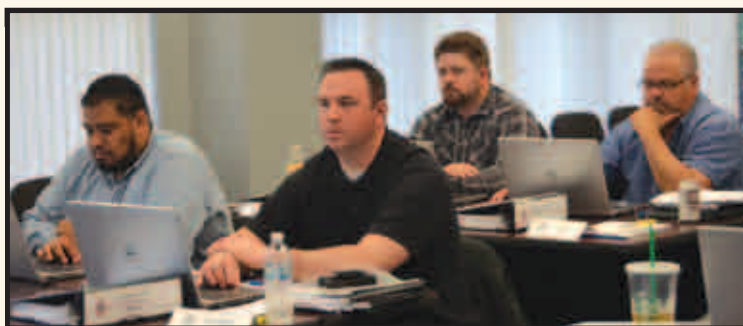
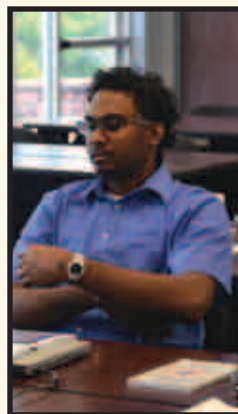
- (1) Name of the railroad;
- (2) Name, title, and telephone number of the individual making the report;
- (3) Time, date, and location of accident;
- (4) U. S. DOT-AAR Grade Crossing Identification Number;
- (5) Circumstances of the accident, including operating details of the grade crossing warning device;
- (6) Number of persons killed or injured, if any;
- (7) Maximum authorized train speed; and
- (8) Posted highway speed limit, if known. ■

MEETING PHOTOS



Recording Financial-Secretary Training . . .

Grand Lodge — Front Royal, Virginia



MEETING PHOTOS



Joint General Chairmen's Meeting • • • • • Grapevine, Texas



MEETING PHOTOS



Louisville & Nashville General Committee Meeting

Nashville, Tennessee



MEETING PHOTOS



Local 110 Meeting

Gaffney, South Carolina

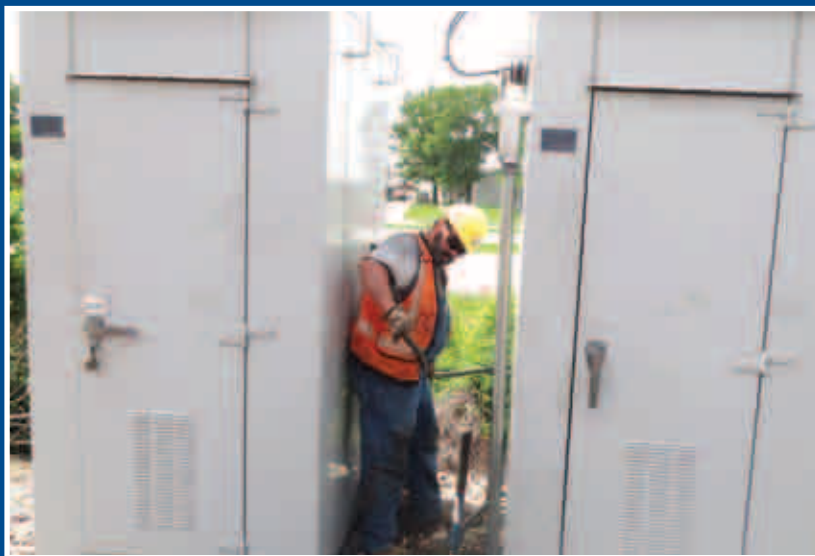


PHOTO CONTEST

WINNERS FOR 3rd Quarter 2016

*BNSF
Signalman
self-rescue
bucket evacu-
ation train-
ing held at
the Signal
Storage Yard,
Alliance,
Nebraska.
Pictured in
the bucket
is Bryant
Quick, Local
119 member.*

*Photo
submit-
ted by Dan
Huss, Local
119 Local
Chairman.*



*Signalman Kent Winter
of Local 72 prepares to
install underground sig-
nal cable in a cabin on
the Chicago to St. Louis
high-speed rail project.*

*Photo submitted by Ron
Behrens, UP General
Committee Secretary
Treasurer and member
of Local 8.*

PHOTO CONTEST

WINNERS FOR 3rd Quarter 2016



Long Island Rail Road Gang 37 cutting down and removing the last telephone pole on the Montauk Branch. Pictured in the photo is Signalman Robert Sekulski of Local 56.

Photo submitted by Robert Perrino, Assistant Signal Foreman and member of Local 56.

ENTER TO WIN

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

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



**PRIZES
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certificates to the
Signalman's Store
valued at
\$50-\$100

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COURTESY OF CARHARTT**

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For your chance to win a guided elk hunt with Big Chino Guide Services in Gila National Forest, New Mexico, or runner-up prize of a Carhartt Buckfield Jacket.

See full rules online.