



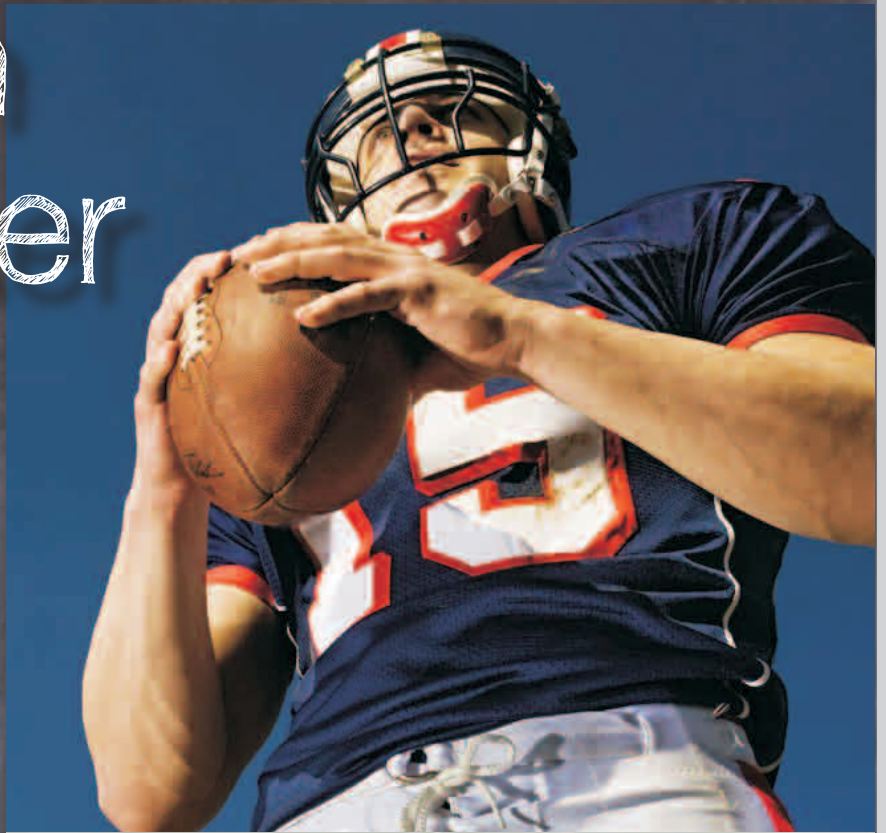
# THE SIGNALMAN'S JOURNAL

Volume 97 • Number 4

4th Quarter 2016



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# THE SIGNALMAN'S JOURNAL

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## DIRECTORY

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

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

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

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

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

**Jim Finnegan, Director of Research**  
(ext. 568) • [jmfinnegan@brs.org](mailto:jmfinnegan@brs.org)

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

**Brandon Elvey, Grand Lodge Representative**  
(ext. 596) • [b.elvey@brs.org](mailto:b.elvey@brs.org)

**Cory Claypool, Grand Lodge Representative**  
(ext. 595) • [clc@brs.org](mailto:clc@brs.org)

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

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

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

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

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

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

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

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

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

**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

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**COVER:** Southern California Winter of 2008 in the Cajon Pass, Mojave subdivision North Canyon.

Photo submitted by Local 19 member Jeff Laws.



# The Year in Review

Looking back over this year, I am proud of the hard work of our Organization as we fight to improve the working conditions and living standard of our members, and to provide them with the training necessary to protect their Collective Bargaining Agreements (CBA) through competent representation.

Over this period, Grand Lodge trained 56 Local Chairmen and 19 Financial Secretaries and also provided Local Chairmen's training in conjunction with most of the General Committee Meetings held throughout the year. This training is the foundation our brothers and sisters will need to ensure that the BRS will grow stronger and become even more effective in advocating for Signalmen in the future. I am proud of all the individuals who stepped into these leadership roles, and the Grand Lodge Officers are committed to help them achieve success in their positions.

We have also completed a searchable digital version of the National Railroad Adjustment Board (NRAB) Library consisting of almost 150,000 NRAB Awards from the various divisions of that body. This Library is an invaluable research source for building the best possible case to advance to arbitration. The fact that it can be quickly and easily searched electronically reduces the burden on those preparing cases at the Local level, providing a resource for those initiating claims, helping at each step, all the way up to Grand Lodge.

**From a regulatory standpoint, the Federal Railroad Administration published two Final Rules that will directly affect Signalmen to some extent:**

The Railroad Workplace Safety; Roadway Worker Protection Miscellaneous Revisions (RRR), published May 27, 2016, amends the Roadway Worker Protection (RWP) regulation. The Rule adopts certain terms, resolves miscellaneous interpretive issues, codifies certain FRA Technical Bulletins, adopts new requirements

governing redundant signal protections and the movement of roadway maintenance machinery over signalized non-controlled track, and amends certain qualification requirements for roadway workers.

And the System Safety Program (SSP) Final Rule, published July 29, 2016, mandates that commuter and intercity passenger railroads develop and implement an SSP to improve the safety of their operations. The Rule requires that a railroad must consult with directly affected employees in good faith and use best efforts to reach an agreement with all affected employees on the contents of the SSP plan and amendments to the plan.

Additionally, late last year the Secretary of Transportation identified Signalmen as a craft that should be certified *"to reduce the number and rate of accidents and incidents or to improve railroad safety."* Consequently, we brought this issue to the Railroad Safety Advisory Committee (RSAC) at its last meeting on September 15, 2016, and requested that the FRA produce a task statement for the full Committee's consideration. It is our hope that the Committee will accept this task and assign it to a working group where we will have the opportunity to provide input on any regulation regarding Signalmen Certification.

From a safety standpoint, the BRS has been fortunate this year not to have suffered any Roadway Worker fatalities. Our brothers and sisters belonging to the BMWED have been less fortunate, three brothers lost their lives while performing the duties of a roadway worker in two separate incidents during the first half of the year. It is a reminder to all of us just how dangerous the duties of a roadway worker, and how important it is for roadway workers to comply with the RWP regulations every time they work on or near the track. I would remind all of our members that they are under no obligation to endanger themselves in order to perform their duties. It is the roadway worker's responsibility to comprehend and apply the



RWP regulations. These regulations grant the employee the right, under Federal Law, to refuse any directive to violate an on-track safety rule. Moreover, Federal Law guarantees the employee the right to challenge, in good faith, the on-track safety procedures to be applied and to remain clear of the track until that challenge is resolved. **These regulations are found in the Code of Federal Regulations (CFR) at Title 49: Part 214—Railroad Workplace Safety, Subpart C—Roadway Worker Protection. CFR 49 Sec. 214.313 (d) states:**

“(d) Each roadway worker may refuse any directive to violate an on track safety rule, and shall inform the employer in accordance with Sec. 214.311 whenever the roadway worker makes a good faith determination that on track safety provisions to be applied at the job location do not comply with the rules of the operating railroad.”

**And CFR 49, Sec. 214.311 (b), which states:**

“(b) Each employer shall guarantee each employee the absolute right to challenge in good faith whether the on track safety procedures to be applied at the job location comply with the rules of the operating railroad, and to remain clear of the track until the challenge is resolved.”

Every one of our members should familiarize themselves with these provisions and have the confidence to refuse to foul the track until they are certain adequate on-track safety protections are in place.

Turning to the recent national election, I must say, I am as disappointed as anyone whose primary concern is the wellbeing of the American Worker that the citizens of this country saw fit to give Republicans control of all three branches of government. One needs to look no further than the Republican Party Platform to know that those that crafted this document intend to reduce Medicare

benefits, privatize Amtrak, repeal the Davis-Bacon Law, and modify other labor laws and agencies that protect workers. As a result of this outcome, it is likely that this Organization will spend the next four years trying to defend the benefits as well as the working conditions we have already secured for our membership. That being said, as an Organization, we fully intend to support President-Elect Trump's policies that will have a positive impact on our membership, and we will make every effort to thwart, or at least minimize, the effect of his policies detrimental to Signalmen and the rest of labor. Let this election be a reminder to all of how important our vote is, be it a national election, the mid-term elections in 2018, or voting on the contracts on your property; your voice must be heard, and it is vitally important to exercise those rights that protect your job, benefits, and rights as workers!

In Solidarity,

*W. Dan Pickett*

W. Dan Pickett  
BRS President



## Cory Claypool Appointed Grand Lodge Representative




BRS President W. Dan Pickett has announced the appointment of Local 98 member Cory Claypool as Grand Lodge Representative. He is currently assigned to the Brotherhood's Headquarters in Front Royal, Virginia.


Brother Claypool began his railroad career in 2008 as an Assistant Signalman assigned to a Zone Construction Gang. In 2011, he was awarded a Signalman position on a Loan Leader Gang working on Union Pacific Railroad's Zone 5. In 2013, he was awarded a Signal Maintainer position working out of Eagle Grove, Iowa. Brother Claypool was nominated and elected to the positions of Local Chairman and Trustee in 2014.

A resident of Northern Iowa most of his life and a product of a strong union upbringing, Brother Claypool graduated from North Central High School in Manly, Iowa, and also attended North Iowa Area Community College. His industry achievements include graduation from Union Pacific Railroad Signal Training and BRS Local Chairman Training.

Brother Claypool, his wife Billie Jo, and their two-year-old son Jimmie look forward to making a new home in Virginia. ■



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# National Negotiations Update



## RAIL LABOR'S COORDINATED BARGAINING GROUP SEEKS MEDIATION TO SETTLE NATIONAL CONTRACT TALKS

Despite our best efforts, collective bargaining with the major U.S. Class 1 railroads completely stalled late last week. Therefore, pursuant to the terms and conditions of the Railway Labor Act (RLA), on December 5, 2016, we applied to the National Mediation Board (NMB) for the assignment of a federal mediator to assist in our negotiations.

This development is very disappointing, as the Unions in the Coordinated Bargaining Group (CBG) have been at the negotiating table for almost two years seeking a voluntary settlement. Throughout that time, the Unions have steadfastly maintained that the carriers' original demands were unacceptable to our bargaining team, and would be found equally unacceptable by our collective membership.

Nevertheless, the Unions went to the table last week with the intention of reaching a satisfactory voluntary settlement that would fairly address the needs of both sides, but that did not happen. Unfortunately, the railroads apparently believe that the national elections in November have tipped the labor-management balance in this country heavily in their favor, as they made it clear that no reasonable and fair resolution is any longer in the offing.

Our members have earned, and rightfully expect, a fair contract settlement that recognizes the fact that the industry continues to reap many billions in net profits annually. We have maintained from the outset

that there is no reason not to bring these negotiations to a timely and equitable conclusion.

Instead, the railroads continue to demand extreme concessions that would erode our members' standard of living and earned benefits. We cautiously anticipate that the involvement of the NMB will cause the industry to refocus on addressing the legitimate needs of the men and women whose labor generates their positive financial returns.

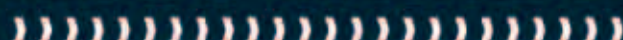
Additional information will be provided as developments warrant.

The CBG is comprised of six unions: the American Train Dispatchers Association; the Brotherhood of Locomotive Engineers and Trainmen (a Division of the Rail Conference of the International Brotherhood of Teamsters); the Brotherhood of Railroad Signalmen; the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers, and Helpers; the National Conference of Firemen and Oilers / SEIU; and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers.

Collectively, the CBG represents more than 85,000 railroad workers covered by the various organizations' national agreements, and comprise over 58 percent of the workforce that will be impacted by the outcome of the current bargaining round. ■



# AFL-CIO NATIONAL BOYCOTTS



## HOSPITALITY, TRANSPORTATION & TRAVEL

### SUBMITTED BY UNITE HERE!

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

- ➔ **ANCHORAGE, AK:** Hilton; Sheraton
- ➔ **Hilton LAX**—This includes the Crowne Plaza Hotel LAX, Yokoso Sushi Bar, the Landing Restaurant, Century Taproom, and the Boulevard Market Cafe.
- ➔ **CALIFORNIA:** Hyatt Regency Santa Clara, Hyatt Regency Sacramento, Hyatt Fisherman's Wharf San Francisco, Hilton Long Beach, Embassy Suites Irvine, Le Meridien San Diego
- ➔ **RHODE ISLAND:** Renaissance Providence Downtown Hotel
- ➔ **SEATTLE:** Grand Hyatt Seattle and Hyatt at Olive 8 Seattle

## FOOD

### SUBMITTED BY United Steelworkers (USW)

- ➔ PALERMO PIZZA

### SUBMITTED BY Bakery, Confectionery, Tobacco Workers and Grain Millers International Union (BCTGM)

- ➔ Mondelez International Snack Foods (made in Mexico)

## LEGAL

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

- ➔ Gleason, Dunn, Walsh & O'Shea
- ➔ Hardin, Lazarus and Lewis, LLC
- ➔ McDonald, Lamond, Canzoneri and Hickernell

## OTHERS

### SUBMITTED BY American Postal Workers Union

- ➔ STAPLES retail stores

The global Hyatt boycott has ended. However, there are a number of local Hyatts with continuing labor disputes.

To avoid current or future strikes, boycotts, and other labor disputes at Hyatts or any other venues, use the UNITE HERE Union Hotel Guide at [unionhotelguide.com](http://unionhotelguide.com) or download their iPhone App, which lists which hotels to patronize or avoid.

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

## POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

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

### THE GUIDELINES INCLUDE THESE PROVISIONS:

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

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





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# Railway Labor Act

National collective bargaining between rail labor and management is governed by a specific federal law, the Railway Labor Act (RLA) of 1926. The RLA and its amendments spell out the process of bargaining that eventually leads to each new contract. Negotiations can take months or years because of the many steps (some of which have time limits, while others do not) available to both parties. This flowchart illustrates why it can take so long to reach a new agreement on rates of pay and work rules.

|               |   |                |  |
|---------------|---|----------------|--|
| <b>Step 1</b> | Notice is served under Section 6 of the Railway Labor Act by either party.  | <b>Step 9</b>  | Agreement reached through accepting binding arbitration. If not go to Step 10.                             |
| <b>Step 2</b> | Reply required within 10 days sets time/date of initial conference, which must be held within 30 days.  | <b>Step 10</b> | Self help strike, lockout 30 days after NMB notifies both parties that proffer of arbitration was refused. |
| <b>Step 3</b> | Negotiations begin. No time limit.  | <b>Step 11</b> | NMB may notify President that it believes dispute will interrupt interstate commerce.                      |
| <b>Step 4</b> | Agreement reached through negotiations, if not, go to Step 5.   | <b>Step 12</b> | President may appoint an emergency board if he/she agrees with Step 11.                                    |
| <b>Step 5</b> | Within 10 days after conferences end, either party may request NMB mediation, or NMB may proffer mediation.   | <b>Step 13</b> | Presidential Emergency Board reports to President within 30 days.  |
| <b>Step 6</b> | If mediation not requested or proffered within 10 days, strike, lockout, or promulgation of new rules.  | <b>Step 14</b> | Agreement reached based on Emergency Board report, if not, go to Step 15.                                  |
| <b>Step 7</b> | Agreement reached through mediation, if not, go to Step 8. There is no time limit on mediation; the NMB has the discretion to hold the parties in mediation indefinitely. | <b>Step 15</b> | Indefinite strike or lockout permitted 30 days after report issued. Agreement may be reached.              |
| <b>Step 8</b> | NMB proffer of binding arbitration is offered by NMB or requested.  | <b>Step 16</b> | If no agreement, settlement can be legislated by Congress.   |

## DID YOU KNOW?

### Title 49: Transportation

#### §236.205 SIGNAL CONTROL CIRCUITS; REQUIREMENTS

The circuits shall be so installed that each signal governing train movements into a block will display its most restrictive aspect when any of the following conditions obtain within the block:

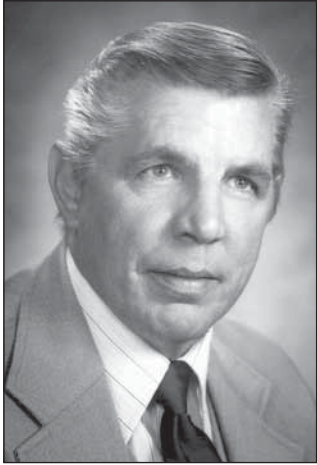
- (a) Occupancy by a train, locomotive, or car,
- (b) When points of a switch are not closed in proper position,

- (c) When an independently operated fouling point derail equipped with switch circuit controller is not in derailling position,
- (d) When a track relay is in de-energized position or a device which functions as a track relay is in its most restrictive state; or when signal control circuit is deenergized. ■



# *In Memoriam*

VAL VAN ARTSDALEN • 1935–2016



Val Van Artsdalen passed away on November 9, 2016. Brother Van Artsdalen began his railroad career as an Assistant Signaller on the Southern Pacific Railroad in 1969. Prior to his employment with the railroad, Brother Van Artsdalen worked 11 years as an Installer-Repairman for the Pacific Telephone & Telegraph Company (PT&T). During his time with PT&T, he was active in union affairs and was a Shop Steward in the Communications Workers of America from 1958–1961. Brother Van Artsdalen was

elected Local Chairman of Local 179 in November of 1972, and elected General Chairman 4 years later for the Southern Pacific General Committee. He was appointed to Grand Lodge Representative in 1979, and later to Vice President of the Western Region in 1984 and served in that capacity for 17 years. Brother Van Artsdalen retired as Vice President of the West on June 30, 2001, at Mount Prospect, Illinois. He is survived by his loving wife of 32 years, Jackie. ■

— *We Thank* —

BROTHER VAN ARTSDALEN

*for his 32 years of dedicated service,  
leadership, and unwavering  
commitment to our Organization.*



Brother Van Artsdalen receiving a plaque from BRS President W. Dan Pickett during a retirement celebration.

## DID YOU KNOW?

### Title 49: Transportation

#### §236.101 PURPOSE OF INSPECTION AND TESTS; REMOVAL FROM SERVICE OF RELAY OR DEVICE FAILING TO MEET TEST REQUIREMENTS

The following inspections and tests shall be made in accordance with specifications of the carrier, subject to approval of the FRA, to determine if the apparatus and/or equipment is maintained in condition to perform its intended function. Electronic device, relay, or other electromagnetic device which fails to meet

the requirements of specified tests shall be removed from service, and shall not be restored to service until its operating characteristics are in accordance with the limits within which such device or relay is designed to operate. ■

# WASHINGTON REPORT



- **Election 2016 — America's Decision**
  - **Focus for 2017**
- Railroad Retirement Systems  
Railway Labor Act and the NMB**

## **Election 2016 — America's Decision**

Over 62 million Americans cast their vote in November for Donald Trump as the 45th President of the United States. Republicans gained a majority in the Senate and retained control of the House of Representatives.

AFL-CIO President Richard Trumka reacted to the election outcome with a message of cooperation in moving forward with President-elect Trump, and he encouraged those in the labor movement to continue fighting for their values:

The AFL-CIO accepts the outcome of this election, and offers our congratulations to President-elect

Trump...The President-elect made promises in his campaign—on trade, on restoring manufacturing on reviving communities. We will work to make many of those promises a reality. If he is willing to work with us, consistent with our values, we are ready to work with him. But make no mistake, we can never back down from our values. The presence of racism, misogyny, and anti-immigrant appeals caused damage in this campaign and we must all try to repair it with inclusion, decency and honesty...As we move forward, the labor movement is committed to defending our American democracy...We hope to work with President-elect Trump to help him carry out this solemn responsibility. Regardless, America's labor movement will protect our democracy and safeguard the most vulnerable among us.

President Obama emphasized his intention for a peaceful transition of presidencies and his wishes for a successful presidency for President-elect

***Four years ago, Congressman Paul Ryan (R-WI) introduced legislation that the House passed that would conform Railroad Retirement Tier 1 benefits to equal those of Social Security, suggesting that changing our railroad retirement would save the government \$2 billion over 10 years.***

Trump, "So I have instructed my team to follow the example that President Bush's team set eight years ago, and work as hard as we can to make sure that this is a successful transition for the President-elect — because we are now all rooting for his success in uniting and leading the country. The peaceful transition of power is one of the hallmarks of our democracy. And over the next few months, we are going to show that to the world."

The BRS has more than a 110-year history committed to fighting for the security and prosperity of the middle class and securing the future for our families. It began in 1901, and we will continue to represent our members and drive the strong message to Washington that we value the quality of life for ALL.

We look forward to working with President-elect Trump in achieving those goals.

## **Focus for 2017**

When the next session of Congress convenes in January, there will be changes in office that could have a profound effect on the working class. The House of Representatives, Senate, and Presidency are all controlled by one party. We encourage all BRS members to be informed on how your representatives in Congress stand on the issues, and, in turn, inform your representatives on your position. Activism in local and state communities, not only every four years, but in the interim, is really what is needed to ensure that the values of the working class are advanced.

**Railroad Retirement System** — On August 31, 2015, Michael S. Schwartz, Chairman of the Railroad Retirement Board (RRB), retired. To fill vacancies on the Board, the President appoints a replacement and the Senate confirms the nominee. The position of Chairman of the three-member Board is still vacant. The



RRB's primary function is to administer comprehensive retirement-survivor and unemployment-sickness benefit programs for the nation's railroad workers and their families under the Railroad Retirement and Railroad Unemployment Insurance Acts. This appointment will have a direct impact on the quality of our retirement program.

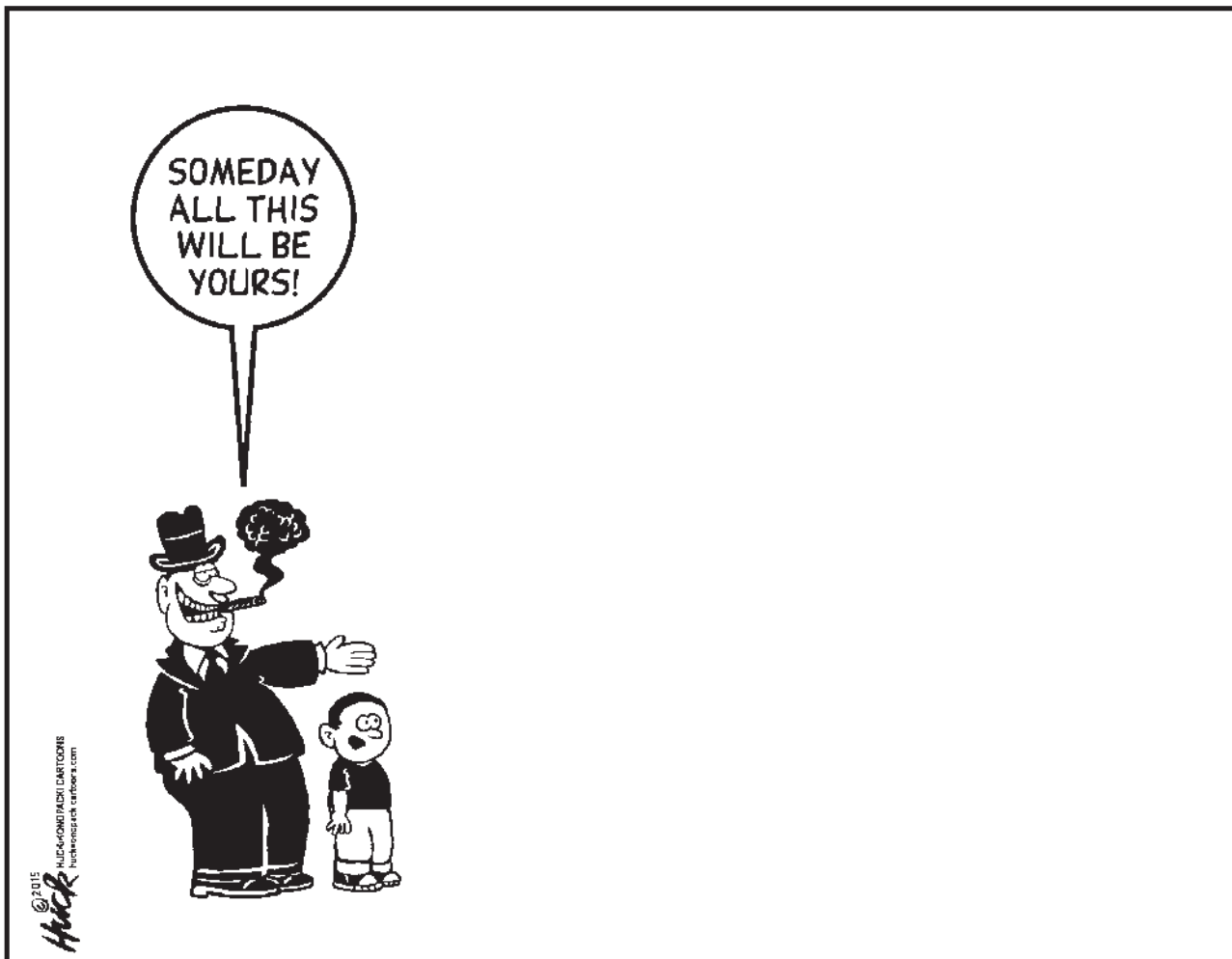
Do not forget that four years ago, Congressman Paul Ryan (R-WI) introduced legislation that the House passed that would conform Railroad Retirement Tier 1 benefits to equal those of Social Security, suggesting that changing our railroad retirement would save the government \$2 billion over 10 years. This was simply untrue. Fortunately, the Senate did not pass the bill. Railroad Retirement is fully funded by railroad employers and employees with no funding from the government. As of September 30, 2015, total Railroad Retirement system assets, comprising of assets managed by the National Railroad Retirement Investment Trust and the Railroad

Retirement system accounts at the Treasury, equaled \$26.3 billion. The Trust was established by the Railroad Retirement and Survivors' Improvement Act of 2001 to manage and invest railroad retirement assets. The cash balance of the railroad unemployment insurance system was \$108.9 million at the end of fiscal year 2015. The conclusion of the most recent RRB status report to Congress was that *"...barring a sudden, unanticipated, large decrease in railroad employment or substantial investment losses, the railroad retirement system will experience no cash-flow problems during the next 25 years."*

The vitality of the RRB is of utmost importance to all of Rail Labor. Please stay informed and continue to let your representatives know the value of your quality retirement system.

**Railway Labor Act and the NMB — The Railway**

*continued on page 13*



# UNION PLUS Scholarship Program



Since 1992, the Union Plus Scholarship Program has awarded more than \$4 million to students of working families who want to begin or continue

their post-secondary education. Over 2,700 families have benefited from our commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation, supported in part by contributions from the provider of the Union Plus Credit Card. (You do not need to be a Union Plus Credit Card holder to apply for this scholarship.)

## Outstanding Scholarship Recipients

Congratulations to the 2016 scholarship winners. This year, 104 union members and union family members have been awarded \$150,000 in scholarships, ranging from \$500 to \$4,000.

The students selected for university, college, trade or technical school scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments. The selection process is very competitive since we receive over 5,000 applications each year.

## Evaluation Criteria

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

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

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

## Application Timeline

Applications are available starting in mid-June, and a complete application must be received on or before

12:00 p.m. (Eastern Time) on January 31, 2017.

Applications received after this deadline will not be considered.

## Scholarship Award Amounts

Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2017. Students may re-apply each year.

## Award Date

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

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

## DID YOU KNOW?

### Title 49: Transportation

#### §236.341 LATCH SHOES, ROCKER LINKS, AND QUADRANTS

Latch shoes, rocker links, and quadrants of Saxby and farmer machines shall be maintained so that locking will not release if a downward force not exceeding a man's weight is exerted on the rocker while the lever is in the mid-stroke position. ■

# WASHINGTON REPORT

*continued from page 11*

Labor Act (RLA) was signed into law in 1926 and was amended in 1934 and 1966. It was expanded in 1936 to include airlines. The RLA is administered by the National Mediation Board (NMB), which is an independent Federal agency situated in the Executive Branch and headed by a three-member board appointed by the President with the approval of the Senate. Board members' terms are three years in length. Two members are required for the transaction of business.

The NMB also oversees Grievance Arbitration, which is a process for resolving disputes regarding the interpretation or application of an existing collective bargaining agreement (CBA). In the railroad industry, the NMB funds Grievance Arbitration through the National

Railroad Adjustment Board (NRAB), Public Law Boards (PLB), and Special Boards of Adjustment (SBA). The NMB also provides panels of arbitrators for the parties' selection. Grievance Arbitration Awards under the RLA are final and binding for both parties. This function of the NMB is crucial to our movement. What good is a CBA if it isn't enforced?

The RLA and its amendments outline the process of bargaining that eventually results in a new contract. Negotiations can take months or years because of the many steps (some of which have time limits, while others do not) available to both parties.

## PURPOSES OF THE RLA

---

- to avoid any interruption of interstate commerce by providing for the prompt resolution of disputes between carriers and their employees;
  - protects the right of employees to organize and bargain collectively;
  - imposes a duty on carriers and employees to exert every reasonable effort to make and maintain collective bargaining agreements, and to settle all disputes whether arising out of the application of such agreements or otherwise;
  - provides mandatory dispute resolution procedures that preclude strikes over union representation and grievance disputes and postpone the ability of the parties to take action in bargaining disputes until they have completed an elaborate, time-consuming process involving negotiation, mediation by the NMB, possible review by a Presidential Emergency Board (PEB), and cooling-off periods.
- 

PEBs also contribute to the settlement process by providing the parties with an assessment of their dispute and recommendations that can assist the parties in reaching a negotiated agreement. Where the parties are unable to reach a peaceful solution to their labor disputes, PEB recommendations help Congress and the Administration to quickly respond to self-help actions by the parties.

Unfortunately, politics can play a significant role in the grievance resolution process if the NMB does not receive enough funds through appropriations legisla-

tion in Congress. The appointments that the President makes to the NMB and to PEBs to mediate contract disputes can be of substantial consequence for unions. Congress can take action to make the final recommendations of a PEB binding. The Rail Labor Bargaining Coalition (RLBC) and the National Carriers Conference Committee (NCCC) most recently settled their National Negotiations through PEB 243. It was a hard-fought process for the RLBC. These functions are the pillars of the labor movement. It is vital that we work to protect them. ■





## Credit for Military Service Under the Railroad Retirement Act

*Many railroad employees have at some time served in the Armed Forces of the United States. Under certain conditions, their military service may be credited as rail service under the Railroad Retirement Act.*

*The following questions and answers provide information on how military service may be credited towards railroad retirement benefits.*

### **1** Under what conditions can military service be credited as railroad service?

The intent behind the crediting of military service under the Railroad Retirement Act is to prevent career railroad employees from losing retirement credits while performing active duty military service during a war or national emergency period. Therefore, to be creditable as compensation under the Railroad Retirement Act, service in the U.S. Armed Forces must be preceded by railroad service in the same or preceding calendar year. With the exceptions noted later, the employee must also have entered military service when the United States was at war or in a state of national emergency or have served in the Armed Forces involuntarily. Military service is involuntary when an employee is required by law, such as Selective Service System conscription or troop call-up from a reserve unit, to leave railroad service to perform active duty military service.

Only active duty military service is creditable under the Railroad Retirement Act. A person is considered to have been on active duty while commissioned or enrolled in the active service of the Armed Forces of the United States (including the U.S. Coast Guard), or while ordered to Federal active duty from any reserve component of the uniformed Armed Forces.

### **2** What are some examples of creditable service performed by a member of a reserve component, such as the Army Reserve?

Any military service a reservist was required to perform as a result of a call-up to active duty, such as during a partial mobilization, would be creditable under the Railroad Retirement Act, so long as the military service was preceded by railroad service in the same or preceding year.

Annual training duty as a member of a reserve component of a uniformed service is also considered active duty and may be creditable, provided the employee service requirement is met. The period of active duty for training also includes authorized travel time to and from any such training duty. However, weekend alone or evening reserve duty is not creditable.

Active duty in a State National Guard or State Air National Guard unit may be creditable only while the reservist was called to Federal active duty by the Congress or President of the United States. Emergency call-up of the National Guard by a governor for riot or flood control would not be creditable.

### **3** What are the dates of the war or national emergency periods?

**The war or national emergency periods are:**

- August 2, 1990, to date as yet undetermined.
- December 16, 1950, through September 14, 1978.
- September 8, 1939, through June 14, 1948.

If military service began during a war or national emergency period, any active duty service the employee was required to continue in beyond the end of the war or national emergency is creditable, except that voluntary service extending beyond September 14, 1978, is not creditable.

Railroad workers who voluntarily served in the Armed Forces between June 15, 1948, and December 15, 1950, when there was no declared national state of emergency, can be given railroad retirement credit for their military service if they:

- performed railroad service in the year they entered or the year before they entered military service, and;

- returned to rail service in the year their military service ended or in the following year, and;
- had no intervening nonrailroad employment.

#### **4 How can military service be used to increase benefits paid by the Railroad Retirement Board (RRB)?**

Railroad retirement annuities are based on length of service and earnings. If military service is creditable as railroad service, a person will receive additional compensation credits for each month of creditable military service and railroad service credit for each active military service month not already credited by actual railroad service.

Creditable military service may be used in addition to regular railroad service to meet certain service requirements, such as the basic 5-year service or 10-year requirements for a regular annuity, the 20-year requirement for an occupational disability annuity before age 60, the 25-year requirement for a supplemental annuity, or the 30-year requirement for early retirement benefits.

#### **5 Can proof of military service be filed in advance of retirement?**

Railroad employees are encouraged to file proofs of their military service well in advance of retirement. The information will be recorded and stored electronically until they actually retire. This will expedite the annuity application process and avoid any delays resulting from inadequate proof of military service.

If employees do not have an official record of their military service, their local RRB office will explain how to get acceptable evidence. All evidence brought or mailed to an RRB office will be handled carefully and returned promptly.

#### **6 Are railroad retirement annuities based in part on military service credits reduced if other benefits, such as military service pensions or payments from the Department of Veterans Affairs, are also payable on the basis of the same military service?**

No. While railroad retirement employee annuities are subject to reductions for dual entitlement to social security benefits and, under certain conditions, Federal,

State, or local government pensions, as well as certain other payments, railroad retirement employee annuities are always exempt from reduction for military service pensions or payments by the Department of Veterans Affairs.

#### **7 Can United States Merchant Marine service be creditable for railroad retirement purposes?**

No. Service with the Merchant Marine or civilian employment with the Department of Defense is not creditable, even if performed in wartime.

#### **8 Are the unemployment and sickness benefits payable by the RRB affected if an employee is also receiving a military service pension?**

Yes. The unemployment and sickness benefits payable by the RRB are affected if a claimant is also receiving a military service pension. However, payments made by the Department of Veterans Affairs will not affect railroad unemployment or sickness benefits.

When a claimant is receiving a military service pension or benefits under any social insurance law for days in which he or she is entitled to benefits under the Railroad Unemployment Insurance Act, railroad unemployment or sickness benefits are payable only to the extent to which they exceed the other payments for those days. In many cases, the amount of a military service pension precludes the payment of unemployment or sickness benefits by the RRB. Examples of other such social insurance payments are firefighters' and police pensions, or certain workers' compensation payments. Claimants should report all such payments promptly to avoid having to refund benefits later.

#### **9 How can an employee get more information about the crediting of military service by the RRB?**

More information is available by visiting the agency's website, [www.rrb.gov](http://www.rrb.gov), or by calling an RRB office toll-free at 1-877-772-5772. Persons can find the address of the RRB office serving their area by calling the RRB's toll-free number or at [www.rrb.gov](http://www.rrb.gov).

# Objection Procedures For Expenditures Not Germane To Collective Bargaining

## Advance Reduction

### Section 1.

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

## Notice of Objection

### Section 2.

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

## Chargeable and Non-Chargeable Expenditures

### Section 3.

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

#### *Chargeable Expenditures:*

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

#### *Non-Chargeable Expenditures:*

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

## Audit Report

### Section 4.

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

## Advance Reduction Calculation

### Section 5.

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



## **Challenge of Calculation**

### **Section 6.**

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

## **Selection of Arbitrator**

### **Section 7.**

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

## **Arbitration Procedures**

### **Section 8.**

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

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

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

## **Escrow Account**

### **Section 9.**

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

## **Administration by Secretary-Treasurer**

### **Section 10.**

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

## **Amendments**

### **Section 11.**

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

## **Not Applicable in Canada**

### **Section 12.**

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

# AUDITOR'S REPORT

## ON FINANCES

*As provided for in Article 1, Section 68, of the Constitution, the Chairman of the Grand Board of Trustees caused the examination and audit of Grand Lodge financial records for the fiscal year July 1, 2015, to June 30, 2016, by certified public accountants. The firm Haley & Associates, LLC was selected for the task.*

### GENERAL FUND

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

##### INCOME:

|  |              |              |
|--|--------------|--------------|
| Per capita tax, initiation fees, dues, donations, refunds      | \$ 6,541,125 |              |
| Sales of supplies, services, books, advertising, subscriptions | 28,455       |              |
| Interest   | 234,723      |              |
|  |              | \$ 6,804,303 |

##### EXPENSES:

|   |              |           |
|---|--------------|-----------|
| Salaries, payroll taxes, insurance          | \$ 3,529,188 |           |
| Travel expenses                             | 987,695      |           |
| Office expenses                             | 356,396      |           |
| Association per capita, dues, subscriptions | 151,014      |           |
| Attorney fees, professional services        | 233,812      |           |
| Depreciation                                | 110,762      |           |
| Building expenses                           | 95,328       |           |
| Convention, meeting expenses                | 139,887      |           |
| Signalman's Journal                         | 89,390       |           |
| Allocation to Contingent Fund               | 87,468       |           |
|   |              | 5,780,940 |

##### NET INCOME (LOSS)

|                         |              |
|-------------------------|--------------|
| CAPITAL — June 30, 2015 | 1,023,363    |
| CAPITAL — June 30, 2016 | 7,468,457    |
|                         | \$ 8,491,820 |

### CONTINGENT FUND

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

##### INCOME:

|                         |           |           |
|-------------------------|-----------|-----------|
| General fund allocation | \$ 87,468 |           |
|                         |           | \$ 87,468 |

##### EXPENSES:

|                   |      |     |
|-------------------|------|-----|
| Convention credit | \$ — |     |
| Bank charges      | 278  |     |
|                   |      | 278 |

##### NET INCOME (LOSS)

|                         |              |
|-------------------------|--------------|
| CAPITAL — June 30, 2015 | 87,190       |
| CAPITAL — June 30, 2016 | 3,696,651    |
|                         | \$ 3,783,841 |

# AUDITOR'S REPORT

## ON FINANCES

*The audit was completed and submitted to the Grand Board of Trustees on or before October 5, 2016. Copies were furnished to each Local Lodge and General Committee on or before October 5, 2016. In a written report, the auditors stated:*

*“In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Brotherhood of Railroad Signalmen as of June 30, 2016 and 2015 and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.”*

## Balance Sheet

June 30, 2016

### ASSETS

#### CURRENT ASSETS

|                             | Combined          | General Fund     | Contingent Fund  |
|-----------------------------|-------------------|------------------|------------------|
| Cash                        | \$ 3,245,115      | \$ 3,210,099     | \$ 35,016        |
| Investments – market value  | 8,739,001         | 3,575,270        | 5,163,731        |
| Accounts receivable         | 115               | 115              | –                |
| Prepaid expenses            | 113,450           | 113,450          | –                |
| <b>TOTAL CURRENT ASSETS</b> | <u>12,097,681</u> | <u>6,898,934</u> | <u>5,198,747</u> |

#### FIXED ASSETS

|                              |                      |                     |                     |
|------------------------------|----------------------|---------------------|---------------------|
| Land, Front Royal, VA        | 81,663               | 81,663              | –                   |
| Building, Front Royal, VA    | 1,653,254            | 1,653,254           | –                   |
| Land Improvements            | 16,518               | 16,518              | –                   |
| Office furniture & equipment | 61,632               | 61,632              | –                   |
| <b>TOTAL FIXED ASSETS</b>    | <u>1,813,068</u>     | <u>1,813,068</u>    | <u>–</u>            |
| <b>TOTAL ASSETS</b>          | <u>\$ 13,910,749</u> | <u>\$ 8,712,002</u> | <u>\$ 5,198,747</u> |

### LIABILITIES

#### CURRENT LIABILITIES

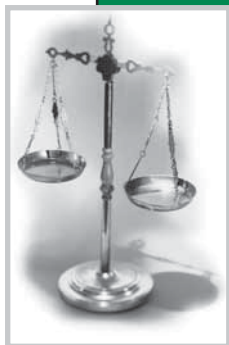
|                                  |               |               |          |
|----------------------------------|---------------|---------------|----------|
| Accounts Payable                 | \$ 18,479     | \$ 18,479     | \$ –     |
| Accrued payroll taxes            | (1,504)       | (1,504)       | –        |
| <b>TOTAL CURRENT LIABILITIES</b> | <u>16,975</u> | <u>16,975</u> | <u>–</u> |

#### CAPITAL

|   |                      |                     |                     |
|---|----------------------|---------------------|---------------------|
| General Fund                              | \$ 8,491,821         | \$ 8,491,821        | \$ –                |
| Contingent Fund                           | 3,783,841            | –                   | 3,783,841           |
| Change in fair market value of securities | <u>1,618,112</u>     | <u>203,206</u>      | <u>1,414,906</u>    |
| <b>TOTAL CAPITAL</b>                      | <u>\$ 13,893,774</u> | <u>\$ 8,695,027</u> | <u>\$ 5,198,747</u> |
| <b>TOTAL LIABILITIES AND CAPITAL</b>      | <u>\$ 13,910,749</u> | <u>\$ 8,712,002</u> | <u>\$ 5,198,747</u> |



# BRS DESIGNATED COUNSEL



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

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

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

## ALABAMA

**W.C. Tucker, Jr.**  
Maples, Tucker & Jacobs, LLC  
2001 Park Place North  
Suite 501  
Birmingham, AL 35203  
Tel. (205) 322-2333  
[www.mtandj.com](http://www.mtandj.com)

## ARIZONA

**Lloyd L. Rabb, III**  
Rabb & Rabb, PLLC  
P.O. Box 64040  
Tucson, AZ 85728  
Tel. (520) 888-6740  
800-354-3352  
[www.1stinjurylaw.com](http://www.1stinjurylaw.com)

## ARKANSAS

**Chris Christy**  
Law Office of H. Chris Christy  
201 W. Broadway Street  
Suite G12  
North Little Rock, AR 72114  
Tel. (501) 454-3949

## CALIFORNIA

**Jay A. Kaplan**  
Kaplan Law Corporation  
400 Oceanside  
Suite 1125  
Long Beach, CA 90802  
Tel. (562) 372-0506  
800-552-7526  
[www.kaplanlawcorp.com](http://www.kaplanlawcorp.com)

**Anthony S. Petru**  
Hildebrand, McLeod & Nelson  
Westlake Building  
350 Frank H. Ogawa Plaza  
4th Floor  
Oakland, CA 94612  
Tel. (510) 451-6732  
800-447-7500  
[www.hmnlaw.com](http://www.hmnlaw.com)

## COLORADO

**James K. Vucinovich**  
Rossi Vucinovich PC  
3801 E. Florida Avenue  
Floor 4  
Denver, CO 80210  
Tel. (303) 759-3500  
800-325-4014  
[www.rcvpc.com](http://www.rcvpc.com)

1000 Second Avenue  
Suite 1610  
Seattle, WA 98104  
Tel. (425) 646-8004  
866-357-RAIL (7245)

## DISTRICT OF COLUMBIA

**Larry Mann**  
Alper & Mann, PC  
9205 Redwood Avenue  
Bethesda, MD 20817  
Tel. (202) 298-9191  
800-747-6266

## FLORIDA

**Howard A. Spier**  
Rossman Baumberger Reboas  
& Spier, PA  
9155 S. Dadeland Boulevard  
Suite 1200  
Miami, FL 33156  
Tel. (305) 373-0708  
800-775-6511  
[www.rbrlaw.com](http://www.rbrlaw.com)

## ILLINOIS

**Daniel Petro**  
The Petro Law Firm  
One North LaSalle Street  
Suite 3150  
Chicago, IL 60602  
Tel. (312) 332-9596  
800-472-5729  
[www.rpetrofelalaw.com](http://www.rpetrofelalaw.com)

**Daniel J. Downes**  
Ridge & Downes  
101 N. Wacker Drive  
Suite 200  
Chicago, IL 60606  
Tel. (800) 572-1136  
800-624-2121  
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# 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

JM Eruhow 84  
GA Thomas 99

## 40 YEARS OF SERVICE

RJ Walsh 5  
JR Bailey 16  
RG Demott 16  
QL Lewis 16  
CB Terry 16  
KJ Creeden 48  
SM Rutkowski 48  
EA Sroka, Jr. 65  
GR Davis 93  
KA Rowley 93  
JR LeBlanc 99  
RD Taylor 111  
JE McCabe, Jr. 120  
RL Schneider 121  
BK Wilson 129  
H Merkin 130  
RL Henderson 155  
JR Lennon 158  
JW Durham 176

## 35 YEARS OF SERVICE

CN O'Keefe 5  
WT Hunt 8  
TR Pedigo 20  
KC Hutman 48  
MD Marshall 49  
LB Smith 55  
ME Taylor 55  
WA Leighton, Jr. 77  
WJ Showalter 77  
TB Able 94  
DL McClure 94  
DE Wiedman 102  
KJ Sherwood 111  
CW Smith 121  
KV Barnes 141  
TE Lunde 141  
NJ Scarsons 141  
TA Fullgraf 183  
CB Riddle 206  
RE Thomas 228  
DS Hio 229

## 30 YEARS OF SERVICE

MS Dunn 2  
DL Kaylor 10  
DL Ehler 19  
DS Anania 31  
EC Hiekkänen 39  
AF Wagner 62  
GA Cone, Jr. 84  
MA Grauer 84  
Q Robinson, Jr. 84  
MH Dawson 97  
TL Roland 119  
IL Alston 141  
JD Johnson 141  
CT Dortch 162  
DD Adams 208

## 25 YEARS OF SERVICE

SJ Eighmy 5  
AJ Jett 8  
PD Knotts 16  
PM Christensen 29  
JD Fisher 31  
AM Pratt 33  
RD Webb 33  
JM Carter 49  
JN Harris 49

## 25 YEARS OF SERVICE

TE Ragard 93  
JA Hudacko 102  
AJ Bailey 110  
CR Hipkins 110  
DB Price 111  
CD Jacobsen 120  
DC Reidy 120  
JG Silva 120  
TK Keenom 121  
JM Kinser 121  
DG Lasich 123  
CR VanderJagt 123  
RG Monroe 141  
J Mewes 153  
PJ Murphy 153  
PS Meszaros 154  
SL Schmitt 154  
TC Adams 161  
JE Vega 182  
D Hornsby 183  
JA Lauber 183  
ML Daring 216  
DE Kidd 228  
RN Girouard 232  
RM Richard 232  
TR Tremblay 232



## EYE SAFETY IN THE WORK PLACE

# Tips to Help Keep Your Health On Track!



At least 2,000 eye injuries occur at work every day in the U.S. Many are due to particles of dust, metal, drywall, and cement entering the eye. A simple scratch from dust may cause a long-term, even life-long, vision issue such as corneal erosion that can be very painful. It is important to understand the eye hazards that may exist in the work place, how some of these eye hazards may be reduced, and the preventive measures you can take to protect the health of your eyes. <sup>(1)</sup>

### What are some potential eye hazards?

Understanding the hazard areas for eye safety and the inherent danger that some of your daily work tasks pose may help you keep your eyes safe and protected. There are many potential eye hazards that individuals may encounter on a daily basis, some of which are: <sup>(1)</sup>

- Hammering, grinding or sanding activities produce particles in the air.
- Welding leads to exposure to arcs and flashes of intense UV radiation.
- Dusty or windy conditions may cause particles to enter the eye.
- Handling of chemicals, or wet or powdered cement, may cause a burn in the eye.
- Simply passing through a work area where work is being done may result in an eye injury.
- Other workers around you in your daily job may create an unexpected potential safety hazard.

### How may some of these eye hazards be reduced?

While most work sites already have safety procedures in place to prevent eye injuries, you want to ensure you are practicing eye safety strategies at all times, such as: <sup>(1)</sup>

- Have a safe work environment
  - Make sure you are not entering a work area that is off limits to you.
  - Check to see that your work area has no falling or unstable debris.
  - If you are working in an area that can pose a potential eye hazard to you, exit the area away from the active work zone when your job is completed.
  - Make sure all tools work properly and all safety features are in place. For example, when welding, use machine guards to help control the particles being generated in the air or use welding curtains for arc flash protection.
  - Ensure you know how to use all of the tools properly.
- Use the proper protective eyewear required by your job
  - Select the appropriate protection for the hazard.
  - Always make sure the eye protection you use is in good condition.
  - Always make sure the eye protection fits properly and will stay in place.

### What else may I do to minimize the risk of eye injury?

There are several precautionary steps individuals can take every day to minimize the risk of eye injury. Always shake, dust, or vacuum debris from hardhats, hair, forehead, and the area above the eyes **before** removing your eye safety protection. Never rub your eyes with dirty hands or clothing, and clean your protective eyewear often. Keep a first-aid kit available that contains an eye wash or sterile solution you can use to rinse your eyes immediately should you need it. Always seek immediate medical attention to lessen the risk of a long-term or permanent injury. <sup>(1)</sup>

# OBITUARIES

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**GEORGE F. BARNES**—retired member of **LOCAL 59**. Brother Barnes retired in 1997 after 29 years of service with the Reading Railroad and Conrail. Brother Barnes was a Signal Maintainer at Lehighton, Pennsylvania, at the time of his retirement. Brother Barnes served as Trustee in Local 26.

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**NELSON BELLAR**—retired member of **LOCAL 77**. Brother Bellar retired in 1986 after 44 years of service with the Norfolk & Western Railway. Brother Bellar was a Lead Signal Maintainer at Portsmouth, Ohio, at the time of his retirement.

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**HAROLD E. BENNETT**—retired member of **LOCAL 49**. Brother Bennett retired in 2002 after 32 years of service with the Southern Railroad and Norfolk Southern Railway. Brother Bennett was a Signal Maintainer at Warner Robins, Georgia, at the time of his retirement. Brother Bennett served as Local President, Recording-Financial Secretary, Local Chairman, and Southern Joint General Committee Trustee.

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**ARTHUR F. BLINDAUER**—retired member of **LOCAL 9**. Brother Blindauer retired in 1997 after 41 years of service with the Chicago & North Western Railway and Union Pacific Railroad. Brother Blindauer was a Lead Signal Maintainer at Sheboygan Falls, Wisconsin, at the time of his retirement. Brother Blindauer served as Local Trustee.

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**L.F. CARLSON**—retired member of **LOCAL 220**. Brother Carlson retired in 1985 after 36 years of service with the Milwaukee Road Railroad. Brother Carlson was a Signal Crew Foreman at Red Wing, Minnesota, at the time of his retirement. Brother Carlson served as Local Trustee and Local Chairman.

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**VIRGIL E. CHURCH, JR.**—retired member of **LOCAL 103**. Brother Church retired in 1995 after 44 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother Church was a Signal Maintainer at Burlington, Iowa, at the time of his retirement.

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**CARL W. CONLEY**—retired member of **LOCAL 72**. Brother Conley retired in 2006 after 37 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Conley was a Signal Maintainer at Wagoner, Oklahoma, at the time of his retirement.

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**RONALD C. DIXON**—retired member of **LOCAL 73**. Brother Dixon retired in 1985 after 43 years of service with the Erie Lackawanna Railway and Conrail. Brother Dixon was an Assistant Signal Inspector at Warsaw, Indiana, at the time of his retirement.

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**THOMAS J. DUGGAN**—retired member of **LOCAL 163**. Brother Duggan retired in 1992 after 44 years of service with the Illinois Central Railroad. Brother Duggan was a Signal Inspector at Clinton, Illinois, at the time of his retirement. Brother Duggan served as Local President.

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**ALEXANDER H. DWORANCZYK**—retired member of **LOCAL 18**. Brother Dworanczyk retired in 1990 after 40 years of service with the Pennsylvania Railroad and Amtrak. Brother Dworanczyk was a Test Maintainer at Philadelphia, Pennsylvania, at the time of his retirement. Brother Dworanczyk served as Local President.

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**GLENN FLANNERY, JR.**—retired member of **LOCAL 136**. Brother Flannery retired in 2000 after 38 years of service with the Chesapeake & Ohio (C&O) Railway, Chessie System, and CSX Transportation. Brother Flannery was a Signal Inspector at Chillicothe, Ohio, at the time of his retirement.

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**CURTIS B. FULTON**—retired member of **LOCAL 72**. Brother Fulton retired in 2016 after 41 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Fulton was a Signal Maintainer at Bismarck, Missouri, at the time of his retirement.

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**HERBERT D. GATCH**—retired member of **LOCAL 16**. Brother Gatch retired in 1990 after 45 years of service with the Seaboard Air Line and Seaboard Coastline Railroads and CSX Transportation. Brother Gatch was a Signal Inspector at Wildwood, Florida, at the time of his retirement. Brother Gatch is a U.S. Army Veteran and served as Local Chairman.

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**NORMAN W. GRANDE**—retired member of **LOCAL 154**. Brother Grande retired in 1991 after 41 years of service with the Great Northern and Burlington Northern Railroads. Brother Grande was a CTC Signal Maintainer at Grand Rapids, Minnesota, at the time of his retirement.

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**PATRICK J. GRAY**—retired member of **LOCAL 35**. Brother Gray retired in 2012 after 25 years of service with Conrail and CSX Transportation. Brother Gray was a Signal Inspector at Erie, Pennsylvania, at the time of his retirement.

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**LARRY L. HARRIS**—retired member of **LOCAL 183**. Brother Harris retired in 1994 after 42 years of service with the Rock Island Railroad and Metra. Brother Harris was a CTC Signal Maintainer at Joliet, Illinois, at the time of his retirement. Brother Harris served as Local President and Local Chairman.

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**MELFORD J. HAUG**—retired member of **LOCAL 226**. Brother Haug retired in 1993 after 38 years of service with the Minneapolis, St. Paul and Sault Ste. Marie and Soo Line Railroads. Brother Haug was a Signal Testman at Minneapolis, Minnesota, at the time of his retirement. Brother Haug served as Local Trustee and Local President.

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**RONNIE G. HEAVENER**—retired member of **LOCAL 129**. Brother Heavener retired in 2007 after 39 years of service with the St. Louis-San Francisco Railway and BNSF Railway Company. Brother Heavener was a CTC Signal Maintainer at Tupelo, Mississippi, at the time of his retirement. Brother Heavener served as Local President.

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**RUSSELL R. HOLMAN**—retired member of **LOCAL 112**. Brother Holman retired in 1980 after 35 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Holman was a Signal Maintainer at Weirton, West Virginia, at the time of his retirement. Brother Holman served as Local Trustee.

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**PAUL L. KENNEDY**—retired member of **LOCAL 64**. Brother Kennedy retired in 1994 after 35 years of service with the Southern Railroad and Conrail. Brother Kennedy was a C&S Maintainer at Warsaw, Indiana, at the time of his retirement.

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**THOMAS J. MCCABE**—retired member of **LOCAL 40**. Brother McCabe retired in 2001 after 37 years of service with the Pennsylvania Railroad and Norfolk Southern Railway. Brother McCabe was a Signal Maintainer at Bolivar, Pennsylvania, at the time of his retirement.

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**BOBBY J. MCCOMB**—retired member of **LOCAL 87**. Brother McComb retired in 1997 after 40 years of service with the Northern Pacific and Burlington Northern Railroads and Montana Rail Link. Brother McComb was a Signal Maintainer at Superior, Montana, at the time of his retirement. Brother McComb served as Local President and Local Chairman.

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**MARTIN J. MCDONAGH**—retired member of **LOCAL 80**. Brother McDonagh retired in 2000 after 25 years of service with Conrail and CSX Transportation. Brother McDonagh was an Assistant Signal Inspector at Selkirk, New York, at the time of his retirement. Brother McDonagh served as Recording-Financial Secretary.

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**E.J. OTTO**—retired member of **LOCAL 87**. Brother Otto retired in 1990 after 41 years of service with the Northern Pacific and Burlington Northern Railroads and Montana Rail Link. Brother Otto was a Signal Inspector at Missoula, Montana, at the time of his retirement. Brother Otto served as Recording-Financial Secretary.

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**JEFFREY M. REIDNER**—active member of **LOCAL 20**. Brother Reidner had 25 years of service with the Atchison, Topeka & Santa Fe Railroad and BNSF Railway Company. Brother Reidner was a Signal Maintainer at Fort Madison, Iowa, at the time of his passing.

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**ROBERT L. SMITH**—retired member of **LOCAL 120**. Brother Smith retired in 1986 after 40 years of service with the New York, New Haven and Hartford and Boston & Maine Railroads. Brother Smith was a Signal Maintainer at Waltham, Massachusetts, at the time of his retirement.

---

**JOHN H. STEADMAN, JR.**—retired member of **LOCAL 33**. Brother Steadman retired in 1993 after 45 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Steadman was a Signal Foreman at Mulvane, Kansas, at the time of his retirement.

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**GILBERT H. TRUSSELL, JR.**—retired member of **LOCAL 33**. Brother Trussell retired in 1983 after 35 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Trussell was a Signal Inspector at Newton, Kansas, at the time of his retirement. Brother Trussell served as Local President.

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**JIM ZEABIN**—retired member of **LOCAL 156**. Brother Zeabin retired in 2002 after 37 years of service with the Canadian National Railway and BNSF Railway Company. Brother Zeabin was a Signal Foreman at San Bernardino, California, at the time of his retirement.

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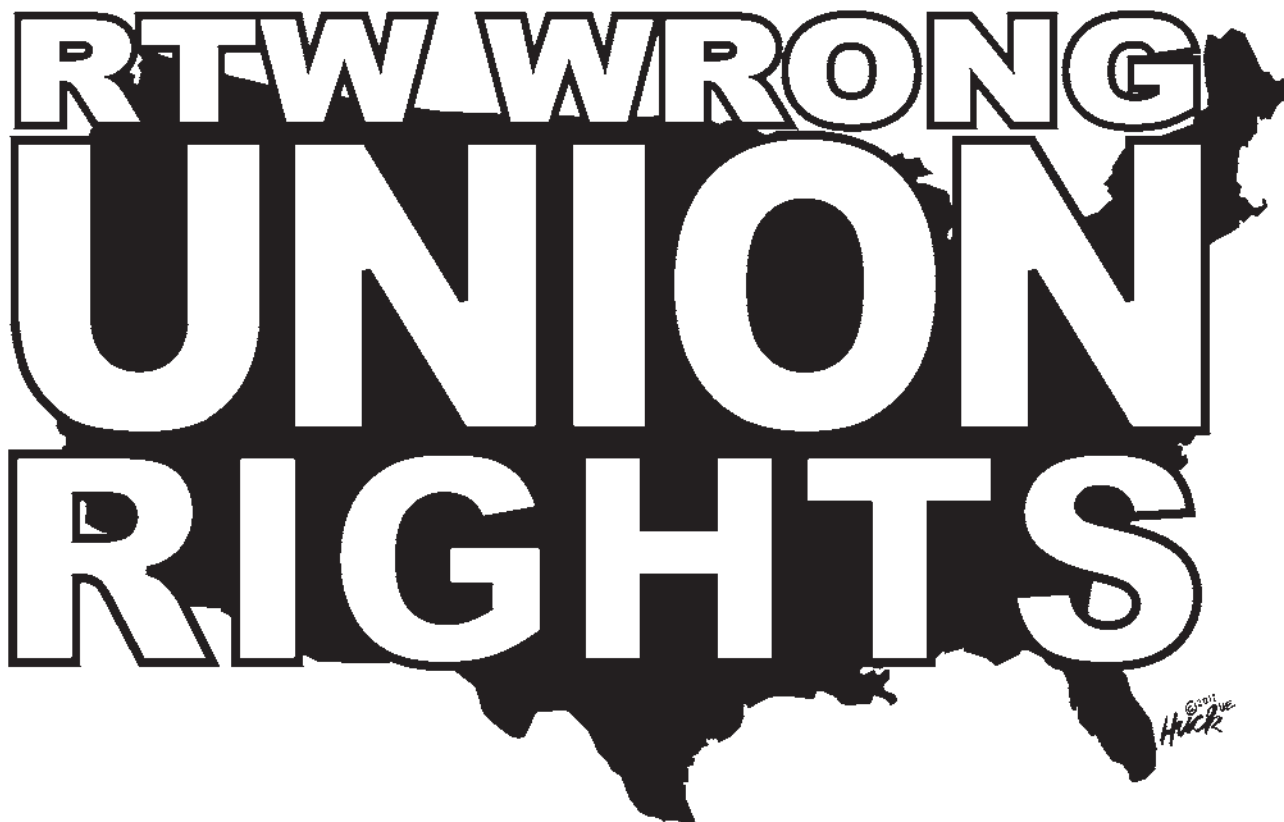
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**Editor's Note:**

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

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

STREET \_\_\_\_\_

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

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

# Quality UNION-MADE Items



## THE Signalman's STORE

www.brs.org • (540) 622-6522



**SAFETY KNIT BEANIE**



**WINDSHIRT**



**BROWN CANVAS COAT**



**BLACK WOOL  
& LEATHER COAT**



**BLUE JACKET**



**BLACK CANVAS COAT**



**GRAPHIC T-SHIRT**



**GOLF SHIRTS WITH PIPING**

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

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

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

*Only*  
**\$35**



**BLACK SWEATSHIRT**



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

**Large Selection**



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



**GOLF BALLS**

**BASEBALL CAPS**



**MANTLE CLOCK**



Coffee Mugs are available individually or in a set of 4

**COFFEE MUG**



**POCKET WATCH**



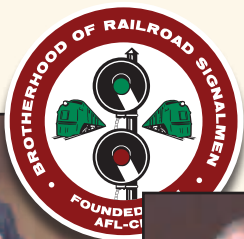
**WRIST WATCH**



**FLAG**

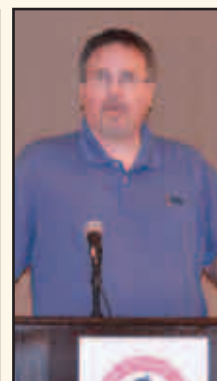
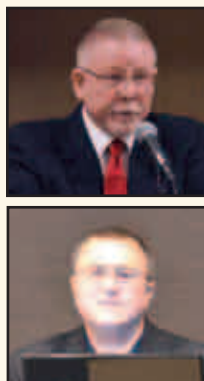
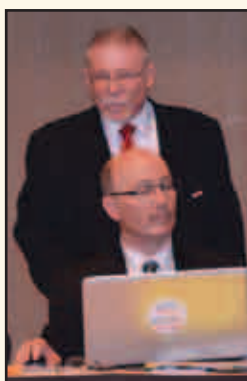
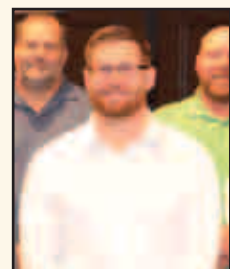


# MEETING PHOTOS



## UP General Committee Meeting . . . . .

Las Vegas, Nevada





# MEETING PHOTOS



## Norfolk Southern General Committee Meeting Southern Joint General Committee Meeting Asheville, North Carolina



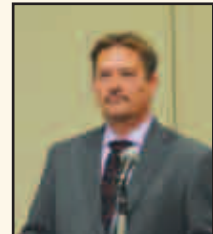


# MEETING PHOTOS



## BNSF General Committee Meeting

San Antonio, Texas



# MEETING PHOTOS



## BNSF General Committee Meeting

San Antonio, Texas





# PHOTO CONTEST

## WINNERS FOR 2016

### FIRST PLACE



*Pictured is Signal Maintainer Greg Speasl, a member of Local 87, working on a gorgeous autumn day in Essex, Montana.*

*Photo submitted by: Scott Marksbury, Signal Inspector and member of Local 87, Columbia Falls, Montana.*

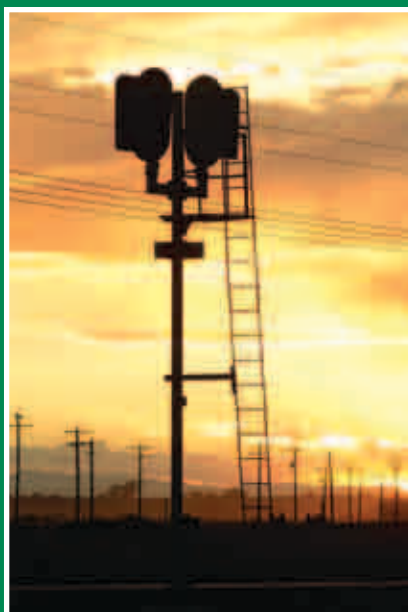
### SECOND PLACE



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

*Photo submitted by Dan Huss, Local 119 Local Chairman.*

### THIRD PLACE



*Photo taken of newer style, bidirectional colorlight signals on the BNSF — Pueblo Subdivision between Pueblo, Colorado, and Dodge City, Kansas.*

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

*Prizes*

## ENTER TO WIN

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

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

# 34TH ANNUAL 2017 PHOTO CONTEST

*The Signalman's Journal* will conduct its 34th Annual Photo Contest during 2017, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

*The Signalman's Journal* 2017 Photo Contest prizes include:

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

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

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

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

## The contest rules for 2017 are as follows:

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

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2017 contest will be October 1, 2017. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

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

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

## BROTHERHOOD OF RAILROAD SIGNALMEN — 2017 PHOTO CONTEST

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

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

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

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

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

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

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

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

ENTRY FORM





## UNION MADE TIRES

# HOW SAFE ARE YOUR TIRES THIS WINTER?

**C**onsumer Reports says that tires can “lose their footing long before they are worn out.” If your tires need replacing, you can ensure that you are purchasing union-made-in-the-USA tire by following looking for the DOT BE code.

The U.S. Department of Transportation (DOT) has made it very easy to find union-made tires by requiring that each tire carry a code that shows the company and the location of the plant that manufactured the tire. DOT requires that each tire sold in the United States carry a code that looks something like this: DOT BE XX XXX XXX. The two letters or numbers that follow the DOT identify a particular factory as listed below.

- BE: B.F. Goodrich, Tuscaloosa, Ala.
- BF: B.F. Goodrich, Woodburn, Ind.
- VE, YE, YU, 8B: Bridgestone/Firestone, Des Moines, Iowa
- D2, E3, W1, Y7: Bridgestone/Firestone, La Vergne, Tenn.
- 2C, 4D, 5D: Bridgestone/Firestone, Morrison, Tenn.
- UP: Cooper, Findlay, Ohio
- UT: Cooper, Texarkana, Ark.
- JU, PC, UK: Goodyear, Medicine Hat, Alberta
- JJ, MD, PU: Goodyear, Gadsden, Ala.
- DA: Dunlop, Buffalo, N.Y.
- JN, MJ, PY: Goodyear, Topeka, Kan.
- JE, MC, PT: Goodyear, Danville, Va.
- JF, MM, PJ: Kelly-Springfield, Fayetteville, N.C.
- CF: Titan Tire, Des Moines
- JH, MN, PK: Titan Tire, Freeport, Ill.
- B plus serial #: Titan Tire, Bryan, Ohio
- CC: Yokohama Tire, Salem, Va.

*All tires made at the above locations are made by members of the United Steelworkers (USW). Make sure you use this easy-to-follow guide to buy union-made tires.*