




# *The* **SIGNALMAN'S JOURNAL**

VOLUME 98  
1<sup>ST</sup> QUARTER 2017





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# The SIGNALMAN'S JOURNAL

Official Publication of the  
BROTHERHOOD OF RAILROAD SIGNALMEN  
WWW.BRS.ORG

VOLUME 98 • 1<sup>ST</sup> QUARTER 2017



## 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, Centerville, 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, KY 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:** Signal Maintainer and Local 87 Trustee Leonard Fugle installs a sign on a signal in Shelby, Montana.

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



# What Good is the Union??

*What can the Union do for me?*

**A**n unfortunate headline over the last few months has been that the United States is “divided.” In the face of these headlines, I find it refreshing and inspiring to think of the blessing and challenge of being a union member in today’s society. The term union is simply defined as the state of being united and together. Our country’s founding fathers chose to begin our constitution with “*We the people, in order to form a more perfect union...*”; they chose these words wisely, as they knew the strength and depth that the simple term “union” carries.

The founding fathers also named our country the United States of America, understanding the importance and strength that can be found in Americans standing united. Therefore, with good reason in the early 1800s as industrial capitalism arose, American workers came together to form labor and trade unions.

Similar to how the constitution was formed to provide justice, equality, and rights to the citizens, trade unions were formed to bring justice, equality, and rights to the American worker. The capitalist business structure aims to constantly raise profits, which is done by having the fewest workers, making the lowest wage, with the least amount of benefits and safeguards. Trade unions provide a combined voice of the workforce to defend and fight for a livable wage, healthcare and retirement benefits, and a safely regulated work environment. Trade unions benefit the entire working class, both members and nonmembers, in setting a standard and respect for the working American and by bringing the working voice into legislation. Our Union, the Brotherhood of Railroad Signalmen

(BRS), was formed in 1901 by Signal workers that wanted their voices heard and changes made to provide them with a fair wage, respectable benefits, and safeguards against the everyday risks of working on the railroad.

The work of the BRS has a rich history and established roots that have improved the livelihoods of BRS represented workers and their families. Early on, the BRS,

along with other rail unions, worked to establish the Railway Labor Act (RLA) in 1926, which provided a standard for bargaining and dispute resolutions within the

*The protection of our collectively bargained agreements and the rules contained within them rely upon the action of each member’s awareness and action to protect them at the local lodge, general committee, and Grand Lodge level as a true union.*  
*United we stand, alone we fall.*

railroad industry. Additionally, the railroad unions paved the way for the establishment of the Railroad Retirement Board (RRB) in 1935, establishing a stabilized pension that could not be reduced on a whim by the railroads when revenues dipped. The RRB also provides unemployment benefits, survivor benefits, and sickness benefits that assist our brothers and sisters, whose years of hard work have earned such respectable benefits and the right to retire with security. In more recent history, the BRS has brought the Signalman’s voice to the Railroad Safety Advisory Committee (RSAC), formed in 1996, which is a collaborative process that reviews and develops new regulatory standards in the industry that affect our daily work and safety in the field. The establishment of Roadway Worker Protection (RWP) was fought for by railroad unions to provide common sense rules and protections in the dangerous railroad environment.

In today’s culture, some may question “*What good is the Union?*” or “*What can the Union do for me?*”. The better question is, “What are we going to do?” The union is not a single entity but a diverse work family that comes



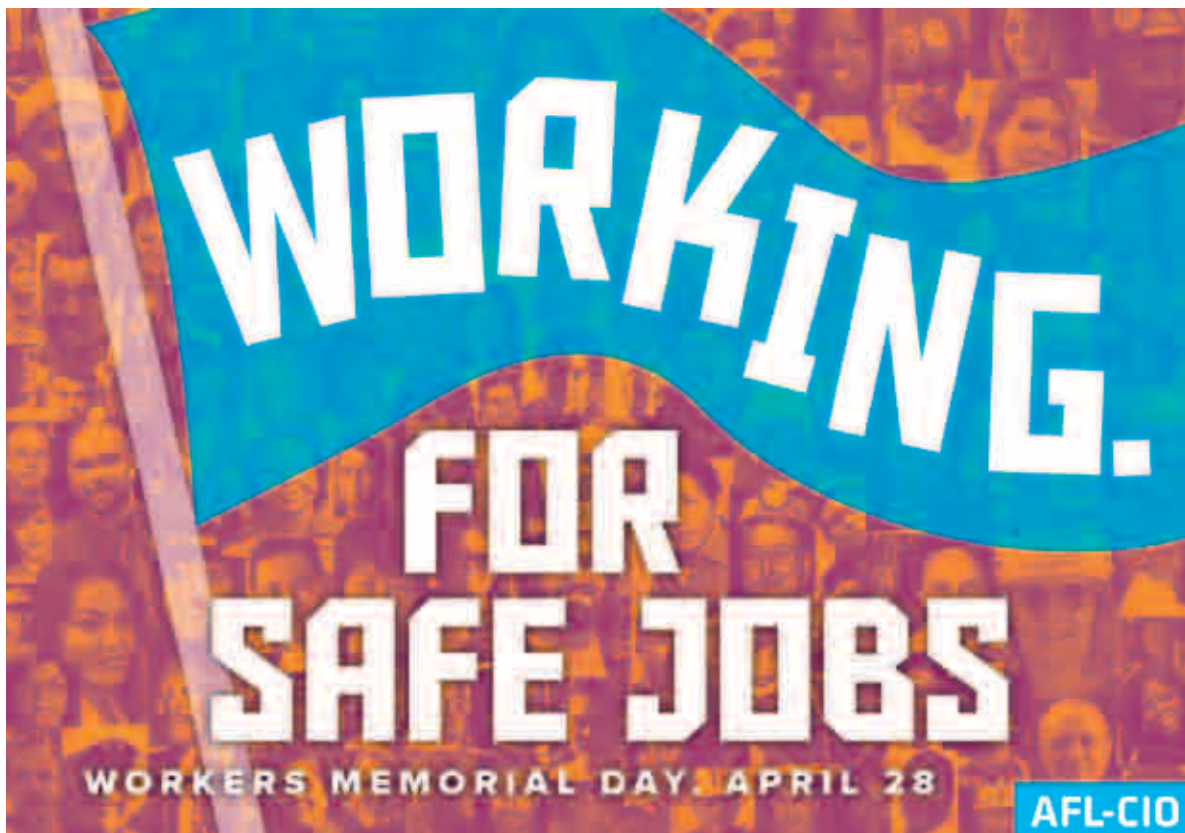
together to carry our message and earn the respect due to each and every member. The truth is that the effectiveness of the union comes from the strength and involvement of the entire membership. Our Union's lifeline and guide are found in our roots, our local lodges. The local lodge serves an immediate forum and tight-knit community for our members to raise their voices to action and address concerns on their immediate property. Grand Lodge provides training to local officers, equipping them with the tools and knowledge to be effective at the local level. Our general committees provide another level at which common issues and concerns can be addressed and hold the railroads accountable. Our Grand Lodge, guided by our local lodges, brings the Signaller's voice to the national level and marches our work boots onto Capitol Hill. Through agreement negotiations, federal committee involvement, and a steadfast drive to provide our members with the improved benefits and rights that they have rightfully earned, Grand Lodge carries each member's voice into places where they were once silent.

In closing, I believe it is crucial to challenge each of you to remain involved in your local lodge and understand that our decorated history and benefits of today were established by past and current members. The benefits and protections were fought for, but without constant awareness and action, could be slowly taken away. The protection of our collectively bargained agreements and the rules contained within them rely upon the action of each member's awareness and action to protect them at the local lodge, general committee, and Grand Lodge level as a true Union. United we stand, alone we fall.

In Solidarity,



W. Dan Pickett  
*BRS President*



# Local 72 Member Killed in Tragic Accident

On Monday, December 5, 2016, Arkansas State Police responded to a motor vehicle collision that took the life of Larry Don Ellis, 53, a Union Pacific Signalman and member of BRS Local 72.

According to a fatal crash summary completed by the Arkansas State Police, the collision occurred in Yell County on State Highway 7 at Highway 155, just outside Dardanelle, Arkansas. There were five vehicles involved in the collision, a 2003 Ford Focus, 2011 GMC pickup, 2015 Ford F-250, 2002 Dodge Ram, and a 1998 Freightliner. Brother Ellis, the driver of the Ford F-250, was killed at the scene.

Following an investigation, Arkansas State Police determined that the accident occurred while the Ford Focus, GMC, Ford F-250, and Dodge Ram were traveling north on State Highway 7 and the Freightliner traveled south on Highway 7. While traveling south, the Freightliner drove left of center and struck the Ford Focus on the driver's side of the car. Upon striking the passenger car, the truck and

trailer then overturned striking a second vehicle, the GMC on the driver's side. The Freightliner continued to travel south towards a ditch line and as it continued

traveling, it overturned and struck the north-bound Ford truck and Dodge Ram head on before it came to rest in a ditch. Upon overturning, the Freightliner lost its load of logs, spilling them across the highway.

Larry D. Ellis was born on December 1, 1963, in Danville, Arkansas, to John William and Beulah Leatrice Brothers Ellis. He was preceded in death by his father, John Ellis; one brother, Bobby Ellis, and one sister, Darlene Ellis.

Survivors include his wife, Kelly Ellis of Plainview; his mother, Beulah Ellis of Plainview; five children, Andrew and Ashley Ellis of Greenbrier, Jordan and Justin Marlowe of Fayetteville, Zak Ellis of Plainview, Brandon and Lauren Wilson of Hot Springs, Tyler Wilson of Plainview; sisters, Mary and Don O'Bryant of Russellville, Barbara and Paul Bair of Plainview; brothers, J.B and Edna Ellis of Plainview, Lee and Sandra Ellis of Rover, Kenneth and Terri Ellis

of Center Ridge, Michael and Gina Ellis of Plainview; grandchildren, Archer Ellis, Emma Grace and Taylor Wilson, and Addy Mae Wilson. ■



Larry Ellis and his wife Kelly

## THE BROTHERHOOD OF RAILROAD SIGNALMEN



WOULD LIKE TO EXTEND  
HEARTFELT CONDOLENCES  
TO THE ELLIS FAMILY AS WE

HONOR THE MEMORY OF

*Brother Larry Ellis*

# National Negotiations Continue

**T**he National Carriers' Conference Committee (NCCC) remains steadfast in its position that our members must accept substandard general wage increases in addition to absorbing a greater portion of healthcare costs. The NCCC is also demanding significant changes to work rules nationally, which are typically handled locally by each General Committee and its respective Carrier. The NCCC demands the following changes:

- Permit Carriers to contract out Public Road Crossing Warning Device installation.
- Amend existing BRS agreements by adopting flexible starting times with pay to start and end at the work-site location, similar to those that currently apply to BMWED forces, and an Alternative Work Week that provides compressed schedules and rest days.
- Allow Carriers to cross jurisdictional lines, allowing cross-craft work to be performed that Carriers deem to be "Incidental Work" or a "Simple Task." This work would be anything they deem can be performed by "any craft capable" on a stand-alone basis for a period of up to two hours per shift.
- Require employees to be pre-qualified in order to bump or bid to any position.

The NCCC claims that, *"...changes in work rules are necessary in order to achieve long term financial success and give the railroad broad-based flexibility to improve service quality and efficiency."*

Despite our best efforts to negotiate and come to a voluntary agreement, we find the NCCC's proposals unacceptable, self-serving, and lacking flexibility to meet at an outcome acceptable to both parties. Confident that our membership and their families share in this belief, we have rejected the proposal in its entirety. Due to the Carriers' unwillingness to bargain or voluntarily negotiate, we have filed a request for mediation with the National Mediation Board (NMB).

On December 8, 2016, the NMB assigned Arbitrator Eva Durham to mediate our negotiations, and we held our first meeting on March 16–17, 2017. We are hopeful that mediation will allow for better negotiating terms, but we remain aware that the NCCC's ultimate goal may take its demands to a Presidential Emergency Board (PEB). The NCCC remains confident it will receive a favorable outcome, but we will remain united in our fight to secure a respectable agreement that does not damage the working conditions of our members in national handling. ■





# UNITED MINE WORKERS OF AMERICA RALLY

*Workers are struggling all across the world to fight for safe working conditions, fair wages, and decent benefits  
It is important for all union brothers and sisters to come together in solidarity. United We Stand!*



On September 8, 2016, the BRS attended a United Mine Workers of America rally in Washington, D.C., pushing for a bill that would protect health care and pension benefits for over 100,000 mine workers. Vice President Kelly Haley (not pictured), Legislative Representative Leonard Parker, Executive Assistant to the President Jillian Lasky, and Representatives Tim Tarrant and Brandon Elvey joined thousands of mine workers in support of the bill. The BRS believes that benefits are not something that are “given,” rather something members earn each day of their career. ■





# Stamp Out Hunger Food Drive

THE LARGEST ONE-DAY FOOD DRIVE IN THE COUNTRY



**O**n Saturday, May 13, 2017, the National Association of Letter Carriers (NALC) will work to “Stamp Out Hunger” during its annual national food drive. It’s easy for you to make a difference. Simply place non-perishable, non-breakable food items near your mailbox for your letter carrier to pick up on May 13.

Over the last 24 years, the NALC has conducted an annual nationwide food drive using the unparalleled postal networks, letter carriers collect non-perishable food donations as they deliver mail along their postal routes. This drive has successfully helped feed the hungry in over 10,000 cities and towns in all 50 states, the District of Columbia, Puerto Rico, the Virgin Islands, and Guam. Food banks literally circle the second Saturday in May on their calendars because they know NALC workers will be filling their shelves with much needed donations. All donations stay within the local area where they are donated; and, with the need for food assistance at an all-time high, union workers and their families are encouraged to support NALC in this effort to help others.

The Stamp Out Hunger Food Drive began with, and has continued to work toward, a singular goal over the years to help those in need in our own communities. This mammoth food drive takes more than a full year to plan and organize — it’s one of the toughest days of the year for letter carriers, but it’s also one of the most gratifying.

Remember, the people who need help are not unlike your own family, immediate or extended. They are working families, the elderly and children. They are the families of those actively serving in the military. They are single parents, grandparents raising grandchildren, parents dealing with a child’s serious health condition, and families in which a parent has lost a job. These are folks doing everything ‘right’, often working more than one job but still unable to make ends meet. ■

## DID YOU KNOW?

### Title 49: Transportation

#### §236.13 SPRING SWITCH; SELECTION OF SIGNAL CONTROL CIRCUITS THROUGH CIRCUIT CONTROLLER

The control circuits of signals governing facing movements over a main track spring switch shall be selected through the contacts of a switch circuit controller, or through the contacts of relay repeating the position of such circuit controller, which, when normally closed switch point is open one-fourth inch or more, will cause such signals to display their most

restrictive aspects, except that where a separate aspect is displayed for facing movements over the switch 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. ■

# Alcohol and Drug Testing

## MINIMUM RANDOM TESTING RATES FOR 2017 REMAIN UNCHANGED

The Federal Railroad Administration (FRA) has announced the minimum random testing rates for railroad workers in the year 2017.

Using data from Management Information System annual reports, the FRA has determined that because the industry random drug testing positive rate was below 1.0 percent for the last two years, it has determined that the minimum annual random drug testing rate for the period January 1, 2017, through December 31, 2017, will remain at 25 percent of covered railroad employees. In addition, because the industry-wide random alcohol testing violation rate has remained below 0.5 percent for the last two years, the Administrator has determined that the minimum random alcohol testing rate will remain at 10 percent of covered railroad employees for the period January 1, 2017, through December 31, 2017.

BRS members need to be aware that this notice sets the minimum random testing rates, and the railroads remain free under their own policies to conduct random testing at higher rates. The BRS reminds its members that many railroads have a zero tolerance

policy when it comes to reporting to work under the influence of drugs or alcohol. In many cases, a positive test result will result in being placed out of service.

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

**NOTE:** Employers (and C/TPAs) subject to more than one DOT Agency drug and alcohol testing rule may continue to combine covered employees into a single random selection pool.

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

## DID YOU KNOW?

### Title 49: Transportation

#### §234.223 GATE ARM

Each gate arm, when in the downward position, shall extend across each lane of approaching highway traffic and shall be maintained in a condition sufficient to be clearly viewed by approaching highway users. Each gate arm shall start its downward motion not less than three seconds after

flashing lights begin to operate and shall assume the horizontal position at least five seconds before the arrival of any normal train movement through the crossing. At those crossings equipped with four quadrant gates, the timing requirements of this section apply to entrance gates only. ■



# *In Memoriam*

JACKIE “JACK” D. WARDEN • 1944–2016



Jackie “Jack” D. Warden passed away on August 25, 2016. Brother Warden began his railroad career as an Assistant Signal Maintainer on the Illinois Central Railroad in 1963. Brother Warden served as Local Chairman and Recording-Financial Secretary of Local 81. In 1987, he was elected Vice General Chairman of the Illinois Central General Committee, and later elected General Chairman in 1991. He also fulfilled the duties of General Secretary-Treasurer during his time as General Chairman. On December 1, 2004, Brother Warden retired as a Signal Maintainer with the Canadian National Railway at Champaign, Illinois. Brother Warden is a U.S. Army Veteran who served during Vietnam. ■



*We thank Brother Warden for his 41 years of dedicated service to our Organization and for his service to our country.*

## DID YOU KNOW?

### Title 49: Transportation

#### §234.239 TAGGING OF WIRES AND INTERFERENCE OF WIRES OR TAGS WITH SIGNAL APPARATUS

Each wire shall be tagged or otherwise so marked that it can be identified at each terminal. Tags and other marks of identification shall be made of insulating material and so arranged that tags and wires do not interfere with moving parts of the apparatus. This requirement applies to each wire at each terminal in all housings including switch

circuit controllers and terminal or junction boxes. This requirement does not apply to flashing light units, gate arm light units and other auxiliary light units. The local wiring on a solid state crossing controller rack does not require tags if the wiring is an integral part of the solid state equipment. ■



## Working After Retirement

*Retirees, and those planning retirement, should be aware of the railroad retirement laws governing benefit payments to annuitants who work after retirement.*

*The following questions and answers describe these railroad retirement work restrictions and earnings limitations on post-retirement employment and how these rules can affect retirees engaging in self-employment. To protect the integrity of its programs, the Railroad Retirement Board (RRB) participates in information exchanges with other Federal agencies to identify unreported work and earnings. It is important to note that failure to report post-retirement work and earnings may result in overpayments, fines and, in some circumstances, may be considered fraud subject to criminal and civil penalties.*

### **What are the basic railroad retirement work restrictions and earnings limitations that apply to post-retirement work?**

Neither a regular railroad retirement annuity (whether based on age and service or on disability) nor a supplemental annuity is payable for any month in which a retired employee, regardless of age, works for an employer covered under the Railroad Retirement Act, including labor organizations. This is true even if only one day's service is performed during the month and includes local lodge compensation totaling \$25 or more for any calendar month. Regardless of the amount of salary, work by a local lodge or division secretary collecting insurance premiums is considered railroad work and, therefore, no annuity is payable for any month in which such activity occurs.

A spouse annuity is not payable for any month in which the employee's annuity is not payable or for any month in which the spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced spouse annuity is not payable for any month in which the divorced spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced spouse can receive an annuity even if the employee has not retired, provided they have been divorced for at least 2 years, the employee and divorced spouse are at least age 62, and the employee is fully insured under the Social Security Act using combined railroad and social security earnings. A survivor annuity is not payable for

any month the survivor works for an employer covered under the Railroad Retirement Act, regardless of the survivor's age.

Also, like social security benefits, railroad retirement tier I benefits and vested dual benefits paid to employees, spouses and divorced spouses, and tier I, tier II and vested dual benefits paid to survivors, are subject to deductions if an annuitant's earnings exceed certain exempt amounts. These earnings deductions do not apply to those who have attained full social security retirement age. Full retirement age for employees and spouses ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. Full retirement age for survivor annuitants ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later. Deductions for all annuitants, however, remain in effect for the months before the month of full retirement age during the calendar year of attainment. (The attainment of full retirement age does not mean an annuitant can return to work for an employer covered under the Railroad Retirement Act. As explained above, no annuity is payable for any month in which the annuitant works for a railroad employer, regardless of the annuitant's age.)

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement non-railroad employer; also, special restrictions apply to disability annuitants.



### **What are the current exempt earnings amounts for those non-disability annuitants subject to earnings limitations?**

For those under full retirement age throughout 2017, the exempt earnings amount rises to \$16,920 from \$15,720 in 2016. For beneficiaries attaining full retirement age in 2017, the exempt earnings amount rises to \$44,880 from \$41,880 in 2016 for the months before the month full retirement age is attained.

For those under full retirement age throughout the year, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining full retirement age in 2017, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

All earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not generally considered earnings for this purpose.

### **Can a retired employee's earnings also reduce a spouse's benefit?**

A spouse benefit is subject to reductions not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or other post-retirement employment.

### **What are the additional deductions applied to the annuities of retired employees and spouses working for their last pre-retirement nonrailroad employer?**

Such employment will reduce tier II benefits and supplemental annuity payments, which are not otherwise subject to earnings deductions, by \$1 for each \$2 of earnings received subject to a maximum reduction of 50 percent. The deductions in the tier II benefits and supplemental annuities of individuals who work for pre-retirement nonrailroad employers apply even if earnings do not exceed the tier I exempt earnings limits. Also, while tier I and vested dual benefit earnings deductions stop when an annuitant attains full retirement age, these tier II and supplemental annuity

deductions continue to apply after the attainment of full retirement age. Work that begins on the same day as the annuity beginning date is not last pre-retirement nonrailroad employment.

### **What are the special earnings restrictions applied to disabled employee annuitants?**

A disability annuity is not payable for any month in 2017 in which the disabled employee annuitant earns more than \$910 (\$880 in 2016) in any employment or net self-employment, exclusive of disability-related work expenses. If a disabled employee annuitant's earnings in a year (after deduction of disability-related work expenses) exceed the annual limit, the annuity is not payable for the number of months derived by dividing the amount by which those earnings exceed the annual limit by the amount of the monthly limit. Any resulting fraction of a month equal to or greater than one-half (0.5) is rounded up, increasing the number of months in which the annuity is not payable by one. For example, a disabled employee annuitant earns \$15,500 in 2017, which is \$4,125 over the 2017 annual limit of \$11,375. Dividing \$4,125 by \$910 yields 4.53. As .53 is more than one-half, the annuitant would lose 5 months of benefits.

These disability work restrictions cease upon a disabled employee annuitant's attainment of full retirement age (age 65-67). This transition is effective no earlier than full retirement age even if the annuitant had 30 years of service. Earnings deductions continue to apply to those working for their last pre-retirement nonrailroad employer.

If a disabled employee annuitant works before full retirement age, this may also raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings. Consequently, any work activity must be reported promptly to avoid overpayments, which are recoverable by the RRB and may also include significant penalties.

### **Do the special earnings restrictions listed in the question above apply to disabled widow(er) and disabled child annuitants?**

The earnings restrictions listed in the question above do not apply to disabled widow(er)s under age

*continued on page 12*

## RAILROAD RETIREMENT QUESTIONS AND ANSWERS

*continued from page 11*

60 or to disabled children. However, the annuity of an unmarried disabled widow(er) technically becomes an age annuity when the widow(er) attains age 60. Therefore, regular annual earnings restrictions apply beginning with the month the widow(er) attains age 60 and ending with the month before the month the widow(er) attains full retirement age (*see question 2 on page 11.*)

All earnings in the year age 60 is attained are considered in determining excess earnings for that year. However, work deductions may apply only beginning with the month the widow(er) attains age 60.

Also, if a disabled widow(er) works before full retirement age, this may also raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings. Therefore, any work activity must be reported promptly to avoid overpayments, which are recoverable by the RRB and may also include significant penalties.

### **A railroad retirement employee annuitant is thinking of becoming a self-employed contractor or consultant, and might be providing services for a railroad or last pre-retirement nonrailroad employer. How would this affect his or her railroad retirement annuity?**

It depends on whether or not the RRB considers the annuitant to be truly engaging in self-employed contracting or consulting, or whether the agency considers him or her to be functioning as an employee, and if so, who the RRB considers to be the actual employer for railroad retirement purposes.

If a retiree is considered to be functioning as a self-employed contractor or consultant, his or her annuity is subject to tier I and vested dual benefit earnings deductions for net self-employment earnings.

However, if a retiree is considered to be functioning as an employee of a railroad or railroad labor organization, rather than as a self-employed contractor or consultant, the retiree's annuity would be subject to suspension. If the retiree is considered the employee of

a nonrailroad employer, the retiree's annuity would be subject to earnings deductions for nonrailroad wages, and to additional deductions if he or she is considered to be working for a last pre-retirement nonrailroad employer.

RRB determinations on contracting or consulting services take into account multiple factors which could be evaluated differently depending on the circumstances of the individual situation. Since no single rule covers every case, anyone requiring a determination as to whether contractor or consultant service is valid self-employment should contact the RRB for a determination well in advance of making a commitment so as to be sure of the effect on benefit payments.

### **How can people get more information about these railroad retirement work restrictions and earnings limitations?**

Claimants with questions about railroad retirement work restrictions and earnings limitations should contact an RRB office by calling toll-free at 1-877-772-5772. Claimants can also find the address of the RRB office serving their area and get information about their claims and benefit payments by calling this toll-free number. Field office locations can also be found by visiting [www.rrb.gov](http://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 when offices are open from 9:00 a.m. to 12:00 p.m. RRB offices are closed on federal holidays.

### **2017 Standard Mileage Rate**

The 2017 standard mileage rate set by the Internal Revenue Service is 53.5 cents per mile effective January 1, 2017. Please use this rate when calculating mileage reimbursement on expense reports for 2017. ■



## SURVIVING THE SPRINGTIME ALLERGY SEASON

# Tips to Help Keep Your Health On Track!



While most of us are looking forward to the warmer weather, the phrase “spring is in the air” couldn’t be more true for allergy sufferers. Allergy symptoms, such as itchy watery eyes and sneezing, are in full bloom during the warmer weather due to the drastic increase in airborne allergen levels caused by weeds, spores, grass, and tree pollens.

### Determining what you are allergic to

It may seem impossible that you would be able to determine what you are allergic to with all of the springtime allergens that exist. However, an allergy skin test is the easiest, quickest, least expensive, and most accurate test available. The skin test can help determine if you are allergic to mold, grass, pollen, or a particular type of weed.

Talk to your doctor or an allergist to determine if you should have an allergy skin test performed. You can expect the following with this type of test:

- The skin is slightly pricked to allow the allergen, such as grass or mold, to enter the outer layer of your skin.
- The doctor will check for a reaction, such as hives, redness, and swelling, after 15 to 20 minutes.
- Each allergen reaction identifies which allergen you are allergic to.
- You may feel decreased energy and increased restlessness and irritability as a result of the testing.

### Tips for fighting your springtime allergies

Spring rains not only bring the blossoming of flowers, trees, and weed grasses, but they also increase the mold growth outside and inside of your home. If you are a springtime allergy sufferer, there are some things you can do to help reduce some of the mold and pollen you are exposed to:

- Wash your bedding and your clothes often in hot water.
- Wash your hair and shower daily, especially if you’ve spent time outdoors, as pollen may accumulate on your skin and hair.
- Clean your furniture, floors, and carpets thoroughly, wearing a mask and gloves in order to limit your dust exposure.
- Wash throw rugs often to reduce dust and mold.
- Keep your indoor air cleaner by closing windows to reduce the pollen entering your house.
- Change air conditioning filters frequently during this time of the year.

### Managing your springtime allergies with over-the-counter medications

There are many over-the-counter medications which may bring you relief from your springtime allergies. Consult with your doctor to determine if you may benefit from an over-the-counter, non-sedating antihistamine, such as Claritin®, Allegra®, or Zyrtec®. Other helpful solutions may be to use a nasal saline rinse or an oral decongestant pill or a nasal decongestant nose spray. Nose sprays can be effective for certain allergy symptoms; however, some may be extremely addictive so look for a non-addictive nasal spray.

You can also ask your doctor if you can use a natural home remedy of salt spray to help decongest your nose. This is done by mixing 8 ounces of water with a ½ teaspoon of non-iodized salt, like kosher salt that has no additives, to a saline container (such as a neti-pot or spray bottle). This nasal spray can be used each morning and evening to help clear your nose. Make sure to rinse out the saline container after each use, leaving it open to air dry. If you are unsure of how to use a saline nasal spray or a home remedy saline solution, talk to your doctor or allergist.

You should always consult with your doctor first if you are considering an alternative method or any medications, especially if you have any existing health issue. ■



- Elaine Chao — Secretary of Transportation
- Your Voice is a Critical Part of the Political Process



## Elaine Chao Confirmed 18th Secretary of Transportation

On January 31, 2017, Elaine Chao was sworn in as the 18th Secretary of Transportation. The Senate confirmed her nomination with a vote of 93–6. Ms. Chao

served as the Secretary of Labor from 2001–2009 under President George W. Bush and as the Deputy Secretary of Transportation under President George H.W. Bush from 1989–1991. Chao has an MBA from Harvard Business School and a degree in economics from Mount Holyoke College. Chao was Vice President of Syndications at BankAmerica Capital Markets Group and a banker with Citicorp prior to her work in government. She is married to Senate Majority Leader Mitch McConnell (R-KY).

During her testimony before the Senate Commerce, Science and Transportation Committee, Chao stated, “...my goal has always been to help others access opportunities in mainstream America and build better lives for their families by supporting policies that foster job creation and workforce competitiveness. Our country’s transportation infrastructure is the underpinning of our world class economy... it is a key factor in productivity growth.” At multiple times during her testimony, she referenced her willingness to work with the Committee and all of Congress in renewing and restoring our aging infrastructure.

Chao stated that safety would continue to be the primary concern of the Department of Transportation and emphasized the use of technology and data to aid in rulemaking:

*“The DOT has a rare opportunity to shape the transformation of our critical infrastructure. And the chance to lead the department at this pivotal, historic time is a great honor. First and foremost, safety will continue to be the primary objective. Regulatory decisions should be rooted in analysis derived from sound science and data with risk-*

*based analysis that prevents accidents before they occur, and considers both the costs and the benefits of new rulemakings. Railroads, airlines, aircraft manufacturers, pipeline operators, transit authorities, hazardous waste/materials shippers should be deploying comprehensive approaches to safety.”*

Throughout his campaign, President Trump emphasized an aggressive plan for upgrading our transportation and infrastructure; he even made it a talking point during his address to Congress on Tuesday, February 28, “We are going to fix our inner cities and rebuild our highways, bridges, tunnels, airports, schools, hospitals. We’re gonna rebuild our infrastructure which will become, by the way, second to none and we will put millions of our people to work as we rebuild it.” During his address to Congress, President Trump said, “I will be asking the Congress to approve legislation that produces a \$1 trillion investment in infrastructure of the United States...”

Undoubtedly, a big part of Chao’s role as DOT Secretary will be helping to make this promise a reality. Her proposal for funding such a substantial project is to bring in private sector dollars:

*“Another major challenge is to unleash the potential for private investment in our nation’s infrastructure. As we work together to develop the details of the President-elect’s infrastructure plan it’s important to know the significant difference between traditional program funding and other innovative financing tools such as public-private partnerships. In order to take full advantage of the estimated trillions in capital that equity firms, pension funds, and endowments can invest. These partnerships must be allowed to participate with a bold, new vision.”*

## Your Voice is a Critical Part of the Political Process

Constituent is defined by Webster’s New World College Dictionary as “a person who appoints another to act as agent or representative.” You are a part of the constituency of each elected representative in your district, whether you voted for that person or not. That elected representative is acting as your agent. Our job as voters is to hold these representatives accountable at the national level, as well as locally. Many people have been calling for term limits for members of Congress. They currently have



term limits. Members of the House of Representatives serve two-year terms, and members of the Senate serve six-year terms. It is our job as voters to limit the consecutive terms of these representatives if we view them as ineffective by casting our votes. We must stop being nonchalant about our civic duty.

Your representative cannot know your position on the issues if you do not communicate it. Town Hall meetings are the forums in which you will get face time and have the best chance of speaking to your representative directly, but these types of meetings do not happen often. Most elected officials have social media accounts; adding them to your feeds may be an easy way for you to keep up with their activities in real time. Calling your representative's office has been shown to be the most effective because your call has to be handled immediately; emails and letters can be ignored or receive delayed response. A staffer will answer the phone. Make sure that you communicate in a way that is courteous and respectful but to the point. Make sure you identify yourself and

where you live. Do your research before you call and find out how your representative has historically voted on the issue you are calling about. Research what committees your representative is assigned to; this will give you insight on his/her possible priorities or legislation that is currently being considered. Outline how this issue impacts you personally and avoid talking in scripted soundbites.

Perhaps your representative is not from the political party you identify with, do not assume your call is a wasted one. Our representatives need to hear the perspectives of all their constituents; you may have a viewpoint they have not considered because the issue does not impact them in the same way. Considering that appropriations (budget) and healthcare legislation that is drafted will affect your livelihood and future, it is imperative to understand both sides of the argument. The next step is to inform your representative on how you want them to vote. Your viewpoint *does* matter. ■

## DID YOU KNOW?

### Title 49: Transportation

#### §234.103 TIMELY RESPONSE TO REPORT OF MALFUNCTION

(a) Upon receipt of a credible report of a warning system malfunction, a railroad having maintenance responsibility for the warning system shall promptly investigate the report and determine the nature of the malfunction. The railroad shall take appropriate action as required by §234.207.

(b) Until repair or correction of the warning system is completed, the railroad shall provide alternative means of warning highway traffic and railroad employees in accordance with §§234.105,

234.106 or 234.107 of this part.

(c) Nothing in this subpart requires repair of a warning system, if, acting in accordance with applicable State law, the railroad proceeds to discontinue or dismantle the warning system. However, until repair, correction, discontinuance, or dismantling of the warning system is completed, the railroad shall comply with this subpart to ensure the safety of the traveling public and railroad employees. ■



**OPERATION  
LIFESAVER®**

Rail Safety Education

# Rail Safety Week

— SEPTEMBER 24–30, 2017 —

Operation Lifesaver, the national, nonprofit rail safety education group, announced that it will work with the U.S. Department of Transportation and other organizations to observe the first national Rail Safety Week (RSW), September 24–30, 2017.

*“The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way,”* said OLI President and CEO Bonnie Murphy. *“As OLI celebrates its 45th year of existence this year, launching a national Rail Safety Week fits with our ongoing mission of reducing collisions, fatalities and injuries at highway-rail crossings and preventing trespassing on or near railroad tracks,”* she said.

*“It’s imperative that the Federal Railroad Administration (FRA), Operation Lifesaver and railroads continue to partner to educate the public about the dangers at grade crossings and trespassing on railroad tracks,”* said Karl Alexy, FRA Director, Office of Safety Analysis. *“Too many people unnecessarily lose their lives each year because they try to beat a train at a crossing. We need education campaigns like Rail Safety Week to change behaviors among pedestrians and motorists.”*

Operation Lifesaver is working with the FRA, Federal Highway Administration, and Federal

Transit Administration, alongside safety partners in federal and state governments, the railroad industry, and other safety-minded organizations on an awareness campaign, local events, and distributing safety tips for pedestrians, drivers, transit riders, and passenger rail users throughout Rail Safety Week, Murphy said.

*“About every three hours in the U.S. a person or vehicle is hit by a train,”* Murphy explained. *“While sustained federal and private investment in engineering, enforcement and education on safety at highway-rail crossings has led to an 83 percent drop in collisions at these intersections over the past four decades, hundreds of Americans are still killed or injured each year. We look forward to working with a broad range of partners to save lives through our Rail Safety Week efforts.”*

About Operation Lifesaver — Operation Lifesaver is a nonprofit public safety education and awareness organization dedicated to reducing collisions, fatalities, and injuries at highway-rail grade crossings and preventing trespassing on or near railroad tracks. A national network of trained volunteers gives free presentations on rail safety, and a public awareness campaign, “See Tracks? Think Train!” provides the general public with tips and statistics to encourage safe behavior near the tracks. Learn more at <http://www.oli.org>; follow OLI on Facebook, Twitter, Pinterest, and Instagram. ■

# Early Retirement Plan Increases Maximum

**T**he lifetime maximum benefit for each individual covered under The Railroad Employees National Early Retirement Major Medical Benefit Plan (UnitedHealthcare's Policy GA-46000) is adjusted each year based on the medical cost component of the Consumer Price Index. As of January 1, 2017, this maximum will increase to \$157,800.

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

## Eligibility Rules

### *For Age Annuitants:*

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

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

### *For Disability Annuitants:*

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

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

## Enrollment Is Necessary

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

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

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



# SUPPORT **AMERICAN** JOBS! CHECK THE LABEL!

**AFL-CIO Endorsed!**

Nabisco/Mondelēz is slashing good middle-class American jobs and shipping them to Mexico.

Do YOU know if your favorite Nabisco products are **MADE IN MEXICO**?

Nabisco/Mondelēz has plants in Monterrey and Salinas, Mexico where low-wage workers, in workplaces with lax regulatory standards, are producing Nabisco products.

Make sure your family only purchases Nabisco snacks made by your fellow American workers.

**CHECK THE LABEL** on the back of every Nabisco package (near the expiration date and UPC code) before you purchase.

## There are **TWO** ways to tell if your Nabisco snacks are **MADE IN MEXICO**:

1

Check for the words "Made in Mexico"



2

Check the plant identification code:

### DO NOT BUY:

MM = Monterrey, Mexico

MS = Salinas, Mexico

### DO BUY:

AE = Chicago

AH = Portland, Ore.

AP = Fairlawn, N.J.

AX = Atlanta

AZ = Richmond, Va.

XL = Naperville, Ill.



**DO NOT BUY** Nabisco products made in Mexico and tell your grocery manager to stock **ONLY AMERICAN-MADE** Nabisco/Mondelēz snacks!

### LEARN MORE:



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



BCTGM International Union



@BCTGM\_Nabisco

### WATCH OUR VIDEOS:

The 600



Check the Label



# 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, 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**

When some labor disputes with businesses cannot be resolved, the AFL-CIO supports its affiliates by endorsing their boycotts. A boycott is an act of solidarity by voluntarily abstaining from the purchase or use of a product or service.

## POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

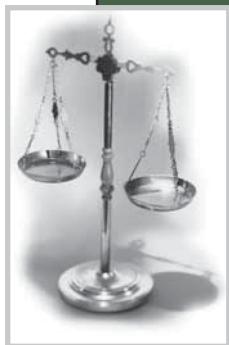
The AFL-CIO Executive Council has developed policy guidelines that regulate how the federation endorses boycotts undertaken by its affiliates. To get AFL-CIO sanction, boycotts should be directed at primary employers.

### THE GUIDELINES INCLUDE THESE PROVISIONS:

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

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

# BRS DESIGNATED COUNSEL



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

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

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

## ALABAMA

**W.C. Tucker, Jr.**  
Maples, Tucker & Jacobs, LLC  
2001 Park Place North  
Suite 501  
Birmingham, AL 35203  
Tel. (205) 888-6740  
[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 OcéanGate  
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.hmnmlaw.com](http://www.hmnmlaw.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 Reboso  
& 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.rpetrolaw.com](http://www.rpetrolaw.com)  
**Daniel J. Downes**  
Ridge & Downes  
101 N. Wacker Drive  
Suite 200  
Chicago, IL 60606  
Tel. (800) 572-1136  
800-624-2121  
[www.ridgedownes.com](http://www.ridgedownes.com)

## MARYLAND

**P. Matthew Darby**  
Berman, Sobin, Gross,  
Feldman & Darby LLP  
Heaver Plaza  
1301 York Road  
Suite 600  
Lutherville, MD 21093  
Tel. (410) 769-5400  
800-248-3352  
[www.bsgfillaw.com](http://www.bsgfillaw.com)

## MASSACHUSETTS

**Robert T. Naumes**  
Naumes Law Group, LLC  
2 Center Plaza  
Suite 620  
Boston, MA 02108  
Tel. (617) 227-8444  
844-826-8445  
[www.naumeslaw.com](http://www.naumeslaw.com)

## MICHIGAN

**Arvin J. Pearlman**  
Sommers Swartz, PC  
1 Town Square  
Suite 1700  
Southfield, MI 48076  
Tel. (248) 356-5000  
877-240-3746  
[www.sommerspc.com](http://www.sommerspc.com)

## MINNESOTA

**Randal W. LeNeave**  
Hunegs, LeNeave  
& Kvas  
1000 Twelve Oaks  
Center Drive  
Suite 101  
Wayzata, MN 55391  
Tel. (612) 339-4511  
800-328-4340  
[www.hklaw.com](http://www.hklaw.com)

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

**Gregory T. Yaeger**  
Yaeger & Weiner, PLC  
2701 University Avenue SE  
Suite 202  
Minneapolis, MN 55414  
Tel. (612) 345-9797  
[www.yw-law.com](http://www.yw-law.com)

## MISSOURI

**Gene C. Napier**  
Hunegs, LeNeave & Kvas  
1712 Main Street  
Suite 266  
Kansas City, MO 64108  
Tel. (913) 484-3884

**Drew C. Baebler**  
The Baebler Firm, LLC  
60 Crestwood Executive Ctr.  
St. Louis, MO 63126  
Tel. (314) 270-9900  
[www.raillaw.com](http://www.raillaw.com)

## NEBRASKA

*See Minnesota*

## NEW YORK

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

## OHIO

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

## PENNSYLVANIA

**Michael J. Olley**  
Coffey, Kaye, Myers & Olley  
Two Bala Plaza  
Suite 718  
Bala Cynwyd, PA 19004  
Tel. (610) 668-9800  
800-334-2500  
[www.ckmo.com](http://www.ckmo.com)

## TEXAS

**Weldon Granger**  
Jones, Granger,  
Tramuto, & Halstead  
[www.jonesgranger.com](http://www.jonesgranger.com)

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

## UTAH

**Brent O. Hatch**  
Hatch, James & Dodge, PC  
10 West Broadway  
Suite 400  
Salt Lake City, UT 84101  
Tel. (801) 363-6363  
800-574-6310  
[www.hjdllaw.com](http://www.hjdllaw.com)

## VIRGINIA

**Willard J. Moody, Sr.**  
The Moody Law Firm, Inc.  
500 Crawford Street  
Suite 200  
Portsmouth, VA 23704  
Tel. (757) 393-4093  
800-368-1033  
[www.moodyrrlaw.com](http://www.moodyrrlaw.com)

**C. Richard Cranwell**  
Cranwell, Moore & Emick, PLC  
111 W. Virginia Avenue  
Vinton, VA 24179  
Tel. (540) 904-1621  
888-635-6304  
[www.cranwellmoorelaw.com](http://www.cranwellmoorelaw.com)

## WASHINGTON

*See Colorado*





# BENEFITS DIRECTORY

INSURANCE | CLAIMS | GROUP POLICIES | INFO  
HEALTH | RAILROAD RETIREMENT | PLANS  
PHARMACY BENEFIT

## UnitedHealthcare

### **National Plan** — GA-23000

Managed Medical Care Programs (MMCP) &  
Comprehensive Health Care Benefit (CHCB)

**1-800-842-9905**

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

### **Retiree Claims** — GA-46000

UnitedHealthcare

P.O. Box 30985

Salt Lake City, UT 84130-0985

**1-800-842-5252**

### **Retiree Supplemental** — GA-23111

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

**1-800-842-5252**

## Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

**1-800-842-4044**

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

## Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381

Camp Hill, PA 17089-0381

**1-866-267-3320**

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

## Life Insurance

MetLife

P.O. Box 6122

Utica, NY 13504-6122

**1-800-310-7770**

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

## Vision Service Plan

EyeMed

Member Support

**1-855-212-6003**

[www.eyemedvisioncare.com/railroad](http://www.eyemedvisioncare.com/railroad)

## Union Plus

Mortgage (Wells Fargo) • AT&T Discount

Credit Card • Scholarships and much more

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

## Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

United Behavioral Health

**1-866-850-6212**

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

Access code: Railroad

## Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna

P.O. Box 189145

Plantation, FL 33318-9145

**1-800-205-7651** • Fax: 954-452-4124

You may file online at: [www.wkabsystem.com](http://www.wkabsystem.com)

Company identifier: RR

## Dental Benefits under Group Policy No. GP-12000

Aetna

P.O. Box 14094

Lexington, KY 40512-4094

**1-877-277-3368**

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

## Managed Pharmacy Benefit Express Scripts

Retail pharmacy network provides medication  
for acute, short-term care.

Mail-order prescription service provides  
medication for chronic, long-term care.

UnitedHealthcare Plans GA-23000 and  
GA-46000

**1-800-842-0070**

[www.express-scripts.com](http://www.express-scripts.com)

## Railroad Retirement Board

**1-877-772-5772** — Automated Help Line

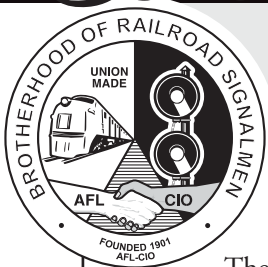
[www.rrb.gov](http://www.rrb.gov)

## Railroad Info — Your Track to Health

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

(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

L Parker, Jr. 77

## 40 YEARS OF SERVICE

LG Kydd 5  
JP Higgins, II 8  
MJ Lenihan 8  
CV Robbins 8  
WD Davis 16  
PJ Reichelt 20  
WL Riggins 48  
DM Denaro 65  
CG Heaps, Jr. 87  
BA Stonerock 94  
DJ Rhoten 98  
JP Aurelio 102  
SE Chapin 102  
FJ Dorsey 119  
RE Trout, Jr. 119  
TW Christopherson 155  
JA Robinson 157  
W Dunsworth 183  
WR Murphy 194  
AM Slade 213  
TL Davis 228  
JC Norton 228  
JA Bare 238

## 35 YEARS OF SERVICE

WF Ammerer 5  
RL Jakobsohn 5  
BG Sommer 8  
MJ Gogol 10

## 35 YEARS OF SERVICE

VE Krassow 10  
DE Paul 16  
JF Williams 16  
HC Steele, Jr. 19  
JG Lokken 20  
LA Aylsworth 24  
FE Young 49  
DC Picou 51  
RA Greiner 58  
TW Yerge 65  
DR Vaughn 72  
RK Young 77  
SD Rookstool 89  
SE Clark 110  
DM Monroe 110  
MJ Baker 111  
JR Hester 121  
MD Jeffrey 121  
TS Omaye 130  
CB Davis 161  
JL Barkemeyer, Jr. 172  
JR Prevette 229  
DE Cooke 237

## 30 YEARS OF SERVICE

RE Jobman 8  
MW Batchelor 16  
TS Hugo 16  
DB Hickok 29  
ME Bowles 48  
CA Webb 49  
JW Loney 53  
JA Pekala 53

## 30 YEARS OF SERVICE

KA Brown 55  
JT Hazlet 55  
PJ Vesper 55  
JL Fuoco 56  
RC Keller 56  
AL MacDonald 56  
BH McHerrin 56  
GP Olsen 56  
DJ Gibbs 58  
JL Congdon 75  
E Arocho 84  
S Glabicki 84  
JJ Janelli 84  
E Karpinski 84  
JR White 126  
PK Stutz 185

## 25 YEARS OF SERVICE

ML DeMayo 5  
DM DiPollina 5  
JF Chaney 16  
JS Garrett 16  
DC Jones 16  
SG Clayton 19  
AW Wolfe 19  
CC McQueen 20  
MD Stallbories 20  
AV Stallbories 21  
RJ Birkenfeld 25  
DP Sweitzer 31  
WJ Eiskina 33  
TA Reed 42  
MD Manning, Jr. 49  
JT Smith 49  
PD Spitznagel 49  
JH Gibbons 56  
TA Stephenson 72

## 25 YEARS OF SERVICE

GA Perry 75  
WE Fox 77  
WS Klos 77  
DA Wilhelm 77  
GJ Cherepanik 84  
B Imhoff 87  
RM Sabala, III 87  
DD Schafer 87  
DL Gray, Jr. 89  
RE Prevo 94  
FH Wells, III 94  
DM Anderson 102  
TN Brathwaite 102  
LA Jenkins 102  
TE McCarley 110  
RR Freeze 119  
S Pray 120  
AR Bird 121  
RL Carmack 121  
DD Kastner 154  
ST Kersten 154  
TJ Laney 154  
MA Mattson 154  
RJ Ruzicka 154  
DJ Grage 156  
RE Henderson 156  
DA Witt 176  
RM Monty 183  
KR Spargo 183  
TJ Easterwood 185  
WE Cruttenden 188  
RW Newcomb, Jr. 194  
MA Todd 194  
JF Olson 226  
B Otto, Jr. 232  
RA Kolasa 237

# Railroad Progress on PTC Implementation

## AGGRESSIVE EFFORT STILL NEEDED TO MEET STATUTORY DEADLINE

**T**he Department of Transportation's (DOT) Federal Railroad Administration (FRA) released a status update on railroads' progress implementing positive train control (PTC) systems in the fourth quarter of 2016. The status update, based on railroad-submitted quarterly data, shows freight railroads continue to make consistent progress, while passenger industry progress in installing and activating the life-saving technology only slightly increased.

The latest data, current as of December 31, 2016, confirms freight railroads now have PTC active on just 16 percent of tracks required to be equipped with PTC systems — up from 12 percent last quarter. Passenger railroads made less progress — with a slight increase to 24 percent from 23 percent.

Due in large part to Amtrak's significant progress on PTC, 41 percent of passenger railroads' locomotives are now fully equipped with PTC technology, compared to 29 percent the previous quarter. Freight railroads' percentage of locomotives fully equipped with PTC technology rose to 42 percent, up from 38 percent.

*"We continue to closely monitor railroads' progress implementing Positive Train Control," said Patrick Warren, FRA Executive Director. "With less than two years remaining to complete the implementation process, it is imperative that railroads continue to meet implementation milestones."*

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 because a switch was left in the wrong position.

Congress requires Class I railroads and entities providing regularly scheduled intercity or commuter rail passenger transportation to implement PTC systems by December 31, 2018. Only if some key implementation and installation milestones are met may railroads be eligible to obtain a limited extension to complete certain non-hardware, operational aspects of PTC system implementation no later than December 31, 2020, subject to the Secretary of Transportation's approval.

The fourth quarter status update includes railroad-by-railroad quarterly data on track segments completed, locomotives equipped, employees trained, radio towers installed,

route miles in PTC operation, and other key implementation data.

**Since 2008, when Congress first mandated PTC system implementation on certain railroad main lines, FRA has provided significant assistance to support railroads' PTC system implementation. Those efforts include:**

- Providing more than \$716 million in grants to support railroads' implementation of PTC systems, including nearly \$400 million in American Recovery and Reinvestment Act (ARRA) funding and \$25 million in fiscal year 2016 Railroad Safety Technology Program funding;
- Issuing a nearly \$1 billion loan to the New York Metropolitan Transportation Authority to implement PTC systems on the Long Island Rail Road and Metro-North Railroad;
- Announcing the availability of \$199 million in grants to commuter railroads and state and local governments in fiscal year 2017 for PTC system implementation;
- Building a PTC testbed at the Transportation Technology Center in Pueblo, Colorado;
- Working directly with the Federal Communications Commission and the Advisory Council on Historic Preservation to 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

#### §236.201 TRACK-CIRCUIT CONTROL OF SIGNALS

The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed" shall be controlled automatically by track circuits extending through the entire block. ■



# OBITUARIES

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**JOHN L. ADAIR**—retired member of **LOCAL 103**.

Brother Adair retired in 1988 after 37 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother Adair was a Signalman at Kansas City, Missouri, at the time of his retirement.

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**DAVID L. AESCHLIMAN**—retired member of **LOCAL 20**.

Brother Aeschliman retired in 1988 after 37 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Aeschliman was a Special TCS Signal Maintainer at Fort Madison, Iowa, at the time of his retirement. Brother Aeschliman served as Local Vice President and Local Trustee.

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**WILLIAM T. BERGER**—retired member of **LOCAL 56**.

Brother Berger retired in 1991 after 31 years of service with the Long Island Rail Road. Brother Berger was a Signal Circuit Designer at Jamaica, New York, at the time of his retirement.

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**WILLIAM T. BINES, JR.**—retired member of **LOCAL 48**.

Brother Bines retired in 1995 after 46 years of service with the Pennsylvania Railroad and Amtrak. Brother Bines was a C&S Foreman at Perryville, Maryland, at the time of his retirement.

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**MICHAEL C. BLACKMAN**—retired member of **LOCAL 55**.

Brother Blackman retired in 2011 after 38 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Blackman was a Signal Maintainer at New Haven, Indiana, at the time of his retirement.

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**GUY A. BLAKEMAN**—retired member of **LOCAL 214**.

Brother Blakeman retired in 1990 after 40 years of service with the Detroit, Toledo & Ironton and Grand Trunk Western Railroads. Brother Blakeman was a Signal Maintainer at River Rouge, Michigan, at the time of his retirement.

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**HENRY F. BLEDSOE**—retired member of **LOCAL 104**.

Brother Bledsoe retired in 1986 after 39 years of service with the Southern Pacific Railroad. Brother Bledsoe was a Special Signal Technician at Los Angeles, California, at the time of his retirement. Brother Bledsoe served as Local President, Recording-Financial Secretary, and Local Trustee.

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**F.D. BOETTCHER**—retired member of **LOCAL 33**.

Brother Boettcher retired in 1987 after 40 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Boettcher was a Signal Inspector at Kansas City, Kansas, at the time of his retirement.

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**DONALD G. BUCK**—retired member of **LOCAL 40**.

Brother Buck retired in 1992 after 41 years of service with the Pennsylvania Railroad and Conrail. Brother Buck was a Signalman at Pittsburgh, Pennsylvania, at the time of his retirement. Brother Buck served as Assistant General Chairman for the United General Committee. Brother Buck was a Merchant Marine during the Korean War.

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**EDWARD C. COSSIN, JR.**—retired member of **LOCAL 56**.

Brother Cossin retired in 1980 after 21 years of service with the Long Island Rail Road. Brother Cossin was a Signal Maintainer at Ronkonkoma, New York, at the time of his retirement.

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**DONALD F. COUPE, SR.**—retired member of **LOCAL 56**.

Brother Coupe retired in 1990 after 20 years of service with the Long Island Rail Road. Brother Coupe was a Working Assistant Foreman at Jamaica, New York, at the time of his retirement.

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**WENDELL D. DAVENPORT**—retired member of **LOCAL 41**.

Brother Davenport retired in 1996 after 40 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Davenport was a C&S Maintainer at Greenville, Illinois, at the time of his retirement.

---

**RAY E. DILLINGHAM**—retired member of **LOCAL 110**.

Brother Dillingham retired in 1993 after 20 years of service with the Southern Railroad and Norfolk Southern Railway. Brother Dillingham was a Signalman at Atlanta, Georgia, at the time of his retirement.

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**JAMES P. DOHERTY**—retired member of **LOCAL 72**.

Brother Doherty retired in 2008 after 40 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Doherty was a Signal Maintainer at St. Louis, Missouri, at the time of his retirement.

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**NORMAN A. DOUIN**—retired member of **LOCAL 115**.

Brother Douin retired in 1984 after 33 years of service with the Maine Central Railroad Company. Brother Douin was a Signal Maintainer at Waterville, Maine, at the time of his retirement.

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**R.R. DUNIVIN**—retired member of **LOCAL 34**.

Brother Dunivin retired in 1997 after 28 years of service with the Southern Pacific Railroad. Brother Dunivin was a Signal Maintainer at Chemult, Oregon, at the time of his retirement.

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**JOHN C. EDWARDS**—retired member of **LOCAL 198**.

Brother Edwards retired in 1982 after 25 years of service with the Clinchfield Railroad. Brother Edwards was a SC&E Helper at Erwin, Tennessee, at the time of his retirement.

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**MICHAEL R. FOSTER**—retired member of **LOCAL 129**.

Brother Foster retired in 2000 after 22 years of service with the St. Louis-San Francisco Railway and BNSF Railway Company. Brother Foster was a Signal Foreman at Tulsa, Oklahoma, at the time of his retirement.

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**KENNETH D. FOWLER**—retired member of **LOCAL 111**.

Brother Fowler retired in 1994 after 39 years of service with the Union Pacific Railroad. Brother Fowler was a Relay Repairman at Pocatello, Idaho, at the time of his retirement.

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**THOMAS E. HANCOCK**—retired member of **LOCAL 136**.

Brother Hancock retired in 1986 after 41 years of service with the Chesapeake & Ohio (C&O) Railway. Brother Hancock was a Signal Maintainer at Allen, Kentucky, at the time of his retirement.

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**THOMAS A. HILDEBRAND**—retired member of **LOCAL 52**.

Brother Hildebrand retired in 1993 after 43 years of service with the Pennsylvania Railroad and Conrail. Brother Hildebrand was a Maintainer Test at Dayton, Ohio, at the time of his retirement. Brother Hildebrand served as Recording-Financial Secretary and Local Trustee.

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**RUDOLPH A. HUMMEL**—retired member of **LOCAL 53**.

Brother Hummel retired in 1989 after 43 years of service with SEPTA, Conrail, and the Reading Railroad. Brother Hummel was a Maintainer Specialist at Philadelphia, Pennsylvania, at the time of his retirement.

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**JAMES A. KISTLER**—retired member of **LOCAL 45**. Brother Kistler retired in 1987 after 45 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Kistler was an Assistant General Chairman at Logansport, Indiana, at the time of his retirement. Brother Kistler also served as Local Chairman and Trustee to the Pennsylvania and Penn Central General Committees.

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**CARROLL H. LAMB**—retired member of **LOCAL 60**. Brother Lamb retired in 2002 after 39 years of service with the Port Authority Trans-Hudson Corporation. Brother Lamb was a Signal Repair Inspector at Harrison, New Jersey, at the time of his retirement.

---

**FREDERICK R. LYFORD**—retired member of **LOCAL 120**. Brother Lyford retired in 1982 after 36 years of service with the Bangor and Aroostook Railroad. Brother Lyford was a Lead Signalman at Oakfield, Maine, at the time of his retirement.

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**ROSS S. MORRIS**—retired member of **LOCAL 105**. Brother Morris retired in 1992 after 42 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Morris was a C&S Inspector at Harrisburg, Pennsylvania, at the time of his retirement. Brother Morris served as Local Chairman.

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**BERNIS E. PARTRIDGE**—retired member of **LOCAL 34**. Brother Partridge retired in 1994 after 43 years of service with the Southern Pacific Railroad. Brother Partridge was a Signal Maintainer at Weed, California, at the time of his retirement.

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**FLOYD H. PERRY, JR.**—retired member of **LOCAL 206**. Brother Perry retired in 2000 after 20 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Perry was a Signal Maintainer at Houston, Texas, at the time of his retirement. Brother Perry is a U.S. Marine Corps Veteran who served during Vietnam. While serving, he received a Bronze Star with a Combat V and a Purple Heart.

---

**WILLIAM H. PYLE, JR.**—retired member of **LOCAL 2**. Brother Pyle retired in 1990 after 40 years of service with the Pennsylvania Railroad and Conrail. Brother Pyle was a Signal Maintainer at Carnegie, Pennsylvania, at the time of his retirement. Brother Pyle served as Recording-Financial Secretary.

---

**MARVIN H. RICHARDSON, SR.**—retired member of **LOCAL 55**. Brother Richardson retired in 2010 after 35 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Richardson was a Lead Certified Signalman at St. Louis, Missouri, at the time of his retirement.

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**HARRY W. SCHEITHAUER**—retired member of **LOCAL 64**. Brother Scheithauer retired in 1988 after 41 years of service with Conrail, the Erie Lackawanna Railway, and the Delaware, Lackawanna & Western Railroad Company. Brother Scheithauer was a C&S Foreman at Marion, Ohio, at the time of his retirement. Brother Scheithauer served as Local President.

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**KENNETH E. SMITH**—retired member of **LOCAL 58**. Brother Smith retired in 1999 after 42 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Smith was a C&S Maintainer at Holtwood, Pennsylvania, at the time of his retirement.

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**KENNETH W. SNYDER**—retired member of **LOCAL 105**. Brother Snyder retired in 1995 after 43 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Snyder was a Signalman at Rutherford, Pennsylvania, at the time of his retirement.

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**FRANK A. STACY**—retired member of **LOCAL 120**. Brother Stacy retired in 1987 after 38 years of service with the Boston & Maine Railroad. Brother Stacy was a Leading Testman at Dover, New Hampshire, at the time of his retirement.

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**JEFFREY C. STAPLETON**—retired member of **LOCAL 1**. Brother Stapleton retired in 2005 after 36 years of service with the Penn Central Railroad and Norfolk Southern Railway. Brother Stapleton was a Signal Maintainer at Huntingdon, Pennsylvania, at the time of his retirement.

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**ROBERT J. WAIDLER**—retired member of **LOCAL 56**. Brother Waidler retired in 1976 after 34 years of service with the Long Island Rail Road. Brother Waidler was a Signal Foreman at Jamaica, New York, at the time of his retirement. Brother Waidler is a U.S. Navy Veteran who served in the Pacific Theater during WWII.

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**MORRIS J. WILTON**—retired member of **LOCAL 154**. Brother Wilton retired in 1984 after 42 years of service with the Great Northern and Burlington Northern Railroads. Brother Wilton was a CTC Maintainer at Floodwood, Minnesota, at the time of his retirement.

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**LOUIS R. WINTER**—retired member of **LOCAL 31**. Brother Winter retired in 1987 after 32 years of service with the Baltimore & Ohio Railroad, Chesapeake & Ohio (C&O) Railway, and CSX Transportation. Brother Winter was a Signalman at Cumberland, Maryland, at the time of his retirement.

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**DONALD H. WISE**—retired member of **LOCAL 26**. Brother Wise retired in 1985 after 43 years of service with the Reading Railroad and Conrail. Brother Wise was a Signal Maintainer at Reading, Pennsylvania, at the time of his retirement. Brother Wise served as Recording-Financial Secretary.

---

**FRANK R. WITSCHER**—retired member of **LOCAL 92**. Brother Witscher retired in 1995 after 43 years of service with the Southern Pacific Railroad. Brother Witscher was a Signal Maintainer at Oakland, California, at the time of his retirement.

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**RICHARD D. ZERR**—retired member of **LOCAL 99**. Brother Zerr retired in 2001 after 35 years of service with the Southern Pacific and Union Pacific Railroads. Brother Zerr was a Signal Maintainer at Hondo, Texas, at the time of his retirement. Brother Zerr served as Local Trustee.

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***Editor's Note:***

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

**Email:** [membership@brs.org](mailto:membership@brs.org)

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# SIGNALMAN'S STORE

**BRS WATCHES** — Gold BRS logo on the face.

**CAPS** — Adjustable headband. Many different styles and colors available.

**NAVY WINDSHIRT** — 100% polyester microfiber with 100% nylon taffeta lining. Includes side seam pockets.

**OXFORD SHIRTS** — Long-sleeve dress shirts contain a double yoke, button-down banded collar, and dress placket with pearl-tone buttons. Constructed from a blend of 60% cotton and 40% polyester material.

**GOLF SHIRTS** — are constructed from wrinkle resistant, snag-proof, fade resistant material.

**CANVAS COAT** — Made of 100% cotton canvas with BRS colorlight logo embroidered in red and green. Available in black or brown.

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

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

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

**MAIL PAYMENT AND ORDER TO:**  
Signalman's Store Fulfillment  
8720 Edgeworth Drive  
Capital Heights, MD 20743

ITEM DESCRIPTION	QUANTITY	PRICE	TOTAL
BRS Flag (3' x 5')		85.00	
BRS Flag (2'x3')		53.50	
Golf Balls (pack of 3)		9.75	
Coffee Mug		8.00	
Pocket Watch		94.50	
Wrist Watch		115.50	
Mantle/Desk Clock		132.00	

HATS	QUANTITY	PRICE	TOTAL
Cap (pink)		16.00	
Cap (black w/colorlight on brim)		18.00	
Cap (black w/BRS on brim)		14.00	
Cap (white)		11.00	
Cap (black)		11.00	
Cap (blue)		11.00	
Cap (gray)		11.00	
Safety Beanie (lime green)		17.00	
Cap (black dye sub)		18.00	
Cap (brown diamond plate)		18.00	

APPAREL	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
Signal Graphic T-Shirt								14.00	
Union Strong T-Shirt (navy)								16.00	
Union Strong T-Shirt (charcoal)								16.00	
Golf Shirt (black w/logo)								37.50	
Golf Shirt (burgundy w/logo)								37.50	
Golf Shirt (navy w/logo)								37.50	
Golf Shirt (steel blue w/logo)								37.50	
Golf Shirt (women's burgundy w/logo)								37.50	
Oxford Dress Shirt (blue)								48.00	
Oxford Dress Shirt (gray)								48.00	
Oxford Dress Shirt (white)								48.00	
Navy Windshirt								60.75	
Black Wool & Leather Coat								195.00	
Black Canvas Coat								85.00	
Brown Canvas Coat								85.00	

CLEARANCE ITEMS	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
Black Sweatshirt (quarter zip)								35.00	
Golf Shirt (navy w/piping)								28.00	
Golf Shirt (white w/piping)								28.00	
Golf Shirt (red w/piping)								28.00	
Blue Jacket								53.00	
Available sizes in un-shaded boxes								<b>TOTAL</b>	

NAME \_\_\_\_\_

STREET \_\_\_\_\_

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

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_ CERTIFICATE # \_\_\_\_\_

ORDER ONLINE AT [WWW.BRS.ORG](http://WWW.BRS.ORG)





# SIGNALMAN'S STORE



CHARCOAL



NAVY



BLUE



WHITE



GRAY



GRAPHIC T-SHIRT

UNION STRONG T-SHIRT

OXFORD SHIRTS



WRIST WATCH



BROWN CANVAS COAT



BLACK WOOL  
& LEATHER COAT



BLACK CANVAS COAT



POCKET WATCH



WINDSHIRT



BURGUNDY\*



BLACK



NAVY



STEEL BLUE

GOLF SHIRTS (\*Women's sizes available in Burgundy only)



SAFETY KNIT BEANIE



## CLEARANCE ITEMS

Navy Golf Shirt .....	<del>\$35.00</del> \$28.00
White Golf Shirt .....	<del>\$35.00</del> \$28.00
Red Golf Shirt .....	<del>\$35.00</del> \$28.00
Black Sweatshirt .....	<del>\$42.00</del> \$35.00
Blue Jacket .....	<del>\$63.00</del> \$53.00



FLAG



ASSORTED CAPS



MANTLE CLOCK

# DOT Launches Railroad Crossing Safety Ad

\$7 MILLION DIGITAL, TV AND RADIO CAMPAIGN TARGETS GROUP AT HIGHEST RISK

**T**he U.S. Department of Transportation (DOT) launched the “Stop! Trains Can’t” ad targeting young male motorists and encouraging them to act cautiously at railroad crossings. The campaign is the latest in a two-year effort by DOT to reduce accidents and fatalities at railroad crossings around the country. The National Highway Traffic Safety Administration (NHTSA) and the Federal Railroad Administration (FRA) have partnered in the nationwide effort.

*“The message is simple: Ignoring railroad crossing signs or attempting to race or beat a train can have deadly consequences,”* said former U.S. Transportation Secretary Anthony Foxx. *“Hundreds of lives could be saved each year by simply following the rules.”*

Although rail incidents have declined over the last 10 years, railroad crossing fatalities spiked in 2014. Last year alone, 232 people died in railroad crossing accidents, and approximately every three hours, a person or vehicle is hit by a train in the United States.

The \$7 million media buy will target male populations aged 18 to 49 years old in states with the nation’s 15 most dangerous crossings, as well as in states where 75 percent of the crossing accidents occurred in 2015. Male drivers are involved in nearly 75 percent of all railroad crossing accidents.

The ad will run heavily in the following states: California, Illinois, Texas, Louisiana, Indiana, Ohio, Florida, Georgia, Missouri, New York, North Carolina, South Carolina, Kentucky, Alabama, Pennsylvania, Tennessee, Mississippi, New Jersey, Arkansas, and Arizona.

*“Your life is worth more than a few saved minutes, and trying to outrun a train isn’t worth the risk,”* said NHTSA Administrator Dr. Mark Rosekind. *“When a train is coming, the only choice is to stop. Trains can’t.”*



By law, trains always have the right of way because they cannot swerve, stop quickly, or change directions to avert collisions. A freight train travelling at 55 miles per hour takes a mile — the length of 18 football fields or more — to come to a stop once the emergency brakes are applied.

*“Education is key here — sometimes a driver is distracted, or in an unfamiliar area. Other times, the state highway department has not done enough to warn drivers they are approaching a crossing,”* said former FRA Administrator Sarah E. Feinberg. *“We must do everything we can to give drivers the information they need to keep themselves and their families safe — and this ad helps us do just that.”* ■





# MEMBER PHOTOS

## Women's March on Washington, D.C.

*We Are All Better When We Join Together For Fairness On The Job!*

On Saturday, January 21, 2017, thousands of union women traveled to D.C. from all over the country to participate in the Women's March on Washington.

Brandon Elvey, BRS Grand Lodge Representative, and Cynthia Haley, BRS Executive Assistant to the Secretary-Treasurer, joined the movement because as union members, they know first-hand that collective action is the best way to fight back, defend our rights on the job, and make a better life for ourselves and our families.

*"Women union members have a lot to offer activists looking to organize and fight against attacks on everything from our bodies to economic opportunities like equal pay and fair scheduling. Every day, union women stand up to bad bosses when we see something wrong in the workplace; we stand up against sexual harassment and anyone looking to deny us dignity on the job. For too long, women have been told to reach high, but not too high. To dream big, but not too big. And at the same time, working women have been asked to shrink ourselves. To be polite as we're being talked over at a meeting. To tidy up even when it's not our mess. To duck our heads when men stare at us. To smile when we don't feel like it. To be happy we have a job at all. And when we dream, to do it quietly and be content with what we're given. We've had enough "quiet acceptance"—we're making our voices heard."*

— Liz Shuler, Secretary-Treasurer of AFL-CIO





# MEETING PHOTOS



## Local 188 Meeting

Vancouver, Washington



# MEETING PHOTOS



## Local 174 Meeting • • • • •



October 2016 — Photo of newly elected Local 174 officers: Local President, Dan Rolih; First Vice President, Andy Atwood; Second Vice President, Andy Durkee; Recording-Financial Secretary, Neil Craig; Board of Trustees including: Tony Odo, Tom Rader, Roy Fox; and Grievance Committee members: Joe Chipules, Mike Treccani, and Doug Atwood.

## Local 97 Meeting • • • • •

Mokena, Illinois



September 2016 — Vice President Midwest Joe Mattingly gives the obligation to four new Local 97 members and recently elected officers in Mokena, Illinois.



# PHOTO CONTEST

WINNERS FOR 1st Quarter 2017



*BNSF Signal Gang, Local 33 members Zach Rauer, Gabe Salle, and Matthew Copeland, installing new cantilevers near Clare Road, Emporia Subdivision; Gardner, Kansas, as part of a project where the track was raised five feet.*

*Photo submitted by Gang Signal Foreman Luke Smith, member of Local 33.*



*Sunrise on the Powder River Division, La Junta, Colorado, looking east from the signal office over main tracks 1 and 2.*

*Photo submitted by BNSF Signal Inspector Bob Malden, member of Local 161.*

# PHOTO CONTEST

## WINNERS FOR 1st Quarter 2017



*Pictured L-R:  
Zach Combs,  
member of Lo-  
cal 72, and Cliff  
Witty, member  
of Local 174,  
prepare under-  
ground cable for  
connection to a  
signal cabin on  
the Chicago-St.  
Louis high-speed  
rail project.*

*Photo submitted by Local 8 member, Ron Behrens, General Secretary-Treasurer  
Union Pacific General Committee.*

*June 2015 —  
Eastbound oil  
train about to  
take the signal  
at one of the  
last remaining  
all-relay plants  
on the Soo Line  
at Duplainville  
Interlocking, in  
Pewaukee,  
Wisconsin.*

*Photo submit-  
ted by Local 226  
member, Keith  
Huebner, Gen-  
eral Chairman  
Soo Line Gen-  
eral Committee.*







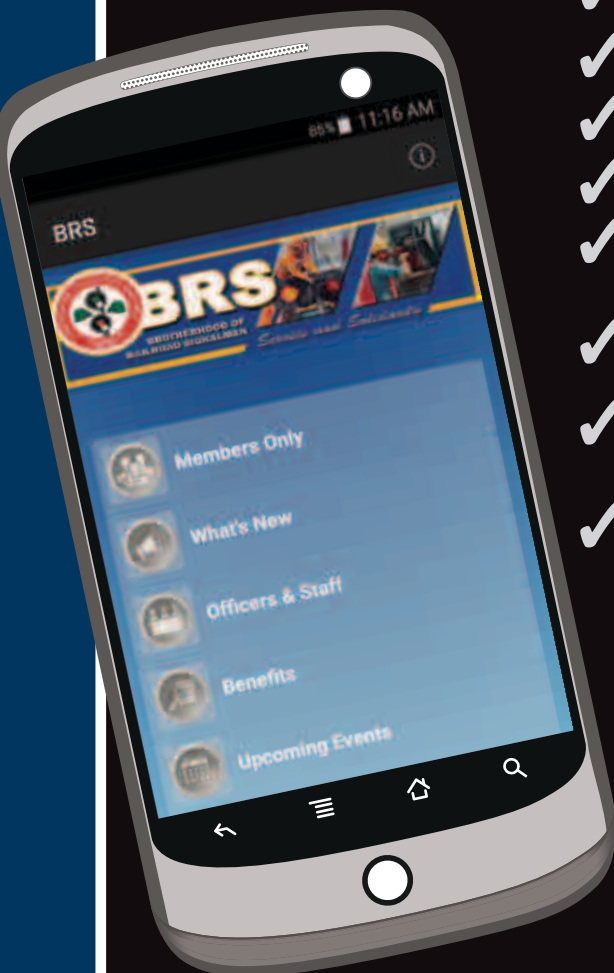
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