



The SIGNALMAN'S JOURNAL

VOLUME 98
3rd Quarter 2017





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DIRECTORY

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

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) • jimfinnegan@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
(847) 644-1901 • wlp@brs.org

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

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

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

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

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RESPONSE TO DOMESTIC TERROR IN VIRGINIA

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COVER: Photograph of one of the oldest active forms of signaling found near Wagon Mound, New Mexico, on the former Atchison, Topeka and Santa Fe Railway line.

These semaphore signals are along BNSF's Raton Subdivision. This is the last stretch of mainline railroad in the United States that operates under the authority of semaphore signals. Built in the mid 1900's, the T-2 semaphores have been guiding passenger and freight traffic over northern New Mexico for many decades and still today.

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



AMERICA DIVIDED

I cannot think of a time that over the course of a month I have been so ashamed to be an American and then so proud to be an American.

As the month began, the images of the violence perpetrated by racist groups in Charlottesville, Virginia, an area very near where I once maintained, brought on a deep sense of shame and disappointment in the realization that the working men and women of this country can still be pitted against each other by those peddling the idea that one race is supreme over all others. This type of thinking, if you can call it that, is not only repugnant, but it is clearly dangerous and has caused human beings to commit unspeakable acts of violence wherever the ideology has gained a foothold. History and the deaths that occurred in Charlottesville teach us that.

Sadly, some people's reaction to the incident at Charlottesville reinforced my feeling of shame. Instead of condemning those who perpetuate white supremacy, some ultimately placed them on equal footing with those who have historically suffered the consequences when one race or ethnic group exercises supremacy over another.

The sense of shame brought on by the incident at Charlottesville was eventually lifted when I witnessed something that caused my heart to swell with pride — men and women of every race and creed coming together to shelter, rescue, and protect their fellow Americans in the aftermath of Hurricane Harvey. And shortly thereafter, this sense of pride was reinforced as I witnessed the images of men and women from all walks of life unify in their endeavor to provide care and sustenance to those suffering from the ravages of Hurricane Irma.

It is without a doubt that we, as Americans, are at our best when we unify to solve the problems that confront us. The politicians that we have elected would be wise to follow the example of those suffering through the

carnage left behind these two Hurricanes and unify in their endeavor to show the country and the world what it truly means to be an "American." They should cast aside their ideologies that they divide us with and promulgate sound policies and law that truly improves the American Economy and the everyday lives of those that work to provide for themselves and their families.

We need to be instead spending money on infrastructure, something that will sustain the current generation of Americans, as well as provide value through its usefulness to future generations of Americans. Besides, I seriously doubt that anyone of a future generation will rejoice in the fact that today's politicians were more concerned with the gender identity of an American volunteering for the armed services than addressing America's crumbling infrastructure — or that they chose to repatriate adults that were brought here as children to countries they have never known rather than promulgating a sound bipartisan immigration policy — or that they ignored the greatest wealth disparity in our nation's history and instead chose to run up the nation's debt by implementing a tax policy that would further that disparity.

I am hopeful that our representatives in Washington will indeed unify and begin to work toward solutions to the very real problems our country is facing. We all would benefit from such action and so would our grandchildren and their children, and that is something we could all be proud of.

In Unity,

W. Dan Pickett
BRS President

Response to Domestic Terror in Virginia

Working people across the country were shocked by the act of domestic terrorism perpetrated by white nationalists in Charlottesville, Virginia on Saturday, August 12, 2017. Here are excerpts of how some leaders responded:

AFL-CIO — President Richard Trumka:

On August 12, 2017, the nation and the world witnessed the hateful views and violent actions of white supremacists and neo-Nazis. This racism and bigotry is the worst kind of evil in our world and does not represent the true values of America. The true values of our country, values like equality and solidarity, are what have always overcome the most abominable prejudices. Any response must begin with our leaders, starting with President Donald Trump, acknowledging this for what it is: domestic terrorism rooted in bigotry. My heart goes out to the victims, especially the family of those who lost their lives, including a young woman named Heather Heyer and state Troopers Lieutenant H. Jay Cullen and Trooper-Pilot Berke M.M. Bates. I pray for everyone's safety. The labor movement condemns this domestic terrorism and remains committed to eradicating the despicable causes of hatred and intolerance.

Virginia AFL-CIO — President Doris Crouse-Mays:

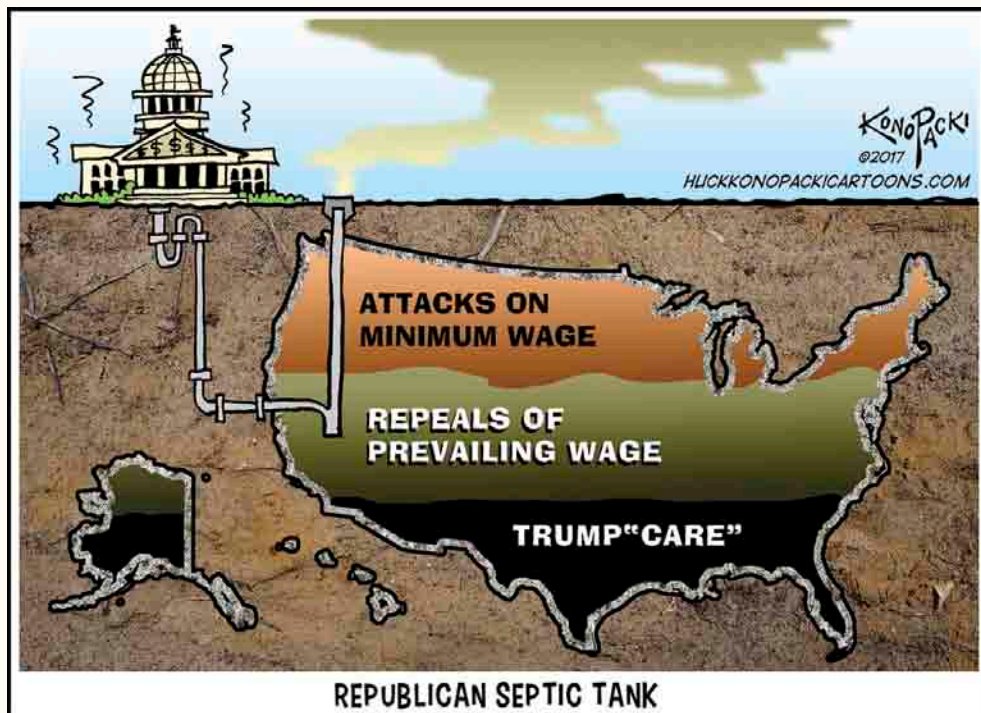
Allow me to be clear — the working people of Virginia do not and will not stand for discrimination and hate in our communities. Saturday's disgraceful display of beliefs from the alt-right was simply that — a disgrace to the citizens of the Commonwealth and all that we stand for. Virginia's working families have fought long and hard to overcome the discriminatory policies of our past and to create an environment of inclusion and fairness in work places across the Commonwealth. We will continue to devote every ounce of our abilities to ensure that the rights and

safety of all Virginians are preserved.

Furthermore, our thoughts and prayers extend to each of the peaceful counter-protesters who were injured or killed in the resulting violence from Saturday's rally. We also extend our deepest condolences to the Virginia State Police and the families of Lieutenant H. Jay Cullen and Trooper-Pilot Berke M.M. Bates. No working person expects this shift to be his last, but these brave men and thousands of other first responders put their lives on the line each and every day to keep our communities safe.

Brotherhood of Railroad Signalmen — President Dan Pickett:

In light of the recent acts of domestic terror perpetrated by neo-Nazi and white supremacy groups, the BRS stands in solidarity with the Labor Movement and will continue to fight for equality, fairness, and justice for all workers. Racism, hate, and bigotry have no place in the workplace, this Organization, nor society as a whole. The BRS also wholeheartedly supports AFL-CIO President Trumka's resignation from Donald Trump's American Manufacturing Council. President Trump's weak position on condemning the actions of violent and racist groups such as the Ku Klux Klan, goes against everything we stand for as Union Members. ■





Fatality Analysis of Maintenance-of-way
Employees and Signalmen

FAMES

FOURTH QUARTER SAFETY ALERT

*Twenty-Seven Years of Data Shows 4th Quarter
Spike in Fatal Roadway Worker Incidents*

A comparison of available roadway worker fatality data over a span of 27 years (1986–1994 and 1997–2014) indicates that the highest number of roadway worker incidents occur in the 4th Quarter.

Roadway worker fatality data reviewed by FAMES for the 9-year period 1986–1994 (pre-RWP rule) indicates 43 fatal roadway worker incidents. Of these 43 fatal incidents, 34.8 percent (15 of 43) occurred in the 4th Quarter (October–December).

FAMES also reviewed 46 fatal roadway worker incidents which occurred between 1997 and 2014 (post-RWP rule). Of these 46 incidents, 41 percent (19 of 46) occurred in the 4th Quarter, with October having 10 of these incidents.

FAMES has not determined the reasons for the 4th Quarter spike in roadway worker fatalities, but the pattern is undeniable and alarming.

In recognition of these trends, FAMES takes this opportunity to remind all roadway workers to be hyper-vigilant with regard to the application of on-track safety protection, especially during the 4th Quarter. If you see someone fouling a track without on-track safety protection, say something to them. If you have concerns regarding the application of on-track safety at the job site, invoke your legally protected right to make a good faith challenge and remain clear of the tracks until the challenge has been resolved. ■

NTSB SAFETY ALERT — Train Approach Warning from Watchman Lookout

The National Transportation Safety Board issued a Safety Alert warning rail workers of the risks of working on the tracks using only a watchman/lookout to provide the train approach warning.

Safety Alert 066 was prompted in part by the deaths of two rail workers who were struck and killed by a train in Edgemont, South Dakota, January 17, 2017. The NTSB investigation found the sight distance used by the watchman/lookout was about half the distance required by federal regulations. The Federal Railroad Administration requires that workers be able to clear the tracks at least 15 seconds before a train moving at the maximum authorized speed can pass the work location safely.

“The accident cited in this safety alert, and other recent similar accidents, warrant a reminder to railroad employees to remain vigilant for approaching trains — whether they are the watchman/lookout or whether they are working on the tracks,” said NTSB Acting Chairman Robert L. Sumwalt. *“If a watchman/lookout does not devote his or her full attention to their duty of looking for approaching trains,*

they might not provide warning of an approaching train with sufficient time for their coworkers to clear the tracks. This alert highlights actions that when followed, will save lives railroad worker lives.”

The NTSB also opened the docket for the Edgemont investigation. The public docket contains only factual information collected by NTSB investigators, and does not provide analysis, findings, recommendations or probable cause determinations. No conclusions about how or why an accident or incident occurred should be drawn from information contained within the docket. Opening the docket affords those with a need and desire for its contents the opportunity [to] review what factual information has been gathered about the accident. Any analysis, findings, recommendations, or probable cause determinations related to the accident will be issued by the NTSB at a later date.

Railroad worker safety was previously addressed by the NTSB in its Special Investigation Report on Railroad and Rail Transit Roadway Worker Protection. ■



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Watchman/Lookout:

■ Your coworkers depend on you

The problem

Train Approach Warning (TAW) protection provided by a watchman/lookout does not restrict either trains or equipment from entering a work location.¹



- If a watchman/lookout does not devote his full attention to detecting approaching trains, **he may not provide warning in sufficient time for the work group to clear to a safe location.**
- When a watchman/lookout does not consider variables such as train speed, track characteristics, sight distance, noise, environmental conditions, and whether the train carries freight or passengers, **TAW does not provide adequate safety for the work group.**
- If a watchman/lookout does not provide a clear and distinct warning of approaching trains, **roadway workers are unlikely to clear the track before a train arrives.**
- If a job briefing for on-track safety is incomplete, **roadway workers may not be aware of vital information**, such as the location of a previously arranged place of safety, the required sight distance to detect an approaching train, or the means the watchman/lookout will use to communicate an approaching train.

¹ *Train approach warning* is a method of establishing on-track safety to warn roadway workers of the approach of trains in ample time for them to move to or to remain in a place of safety in accordance with the requirements of Title 49 Code of Federal Regulations (CFR) 214.

Discussion

On January 17, 2017, about 10:09 a.m. mountain standard time, a BNSF Railway westbound train traveling at 35 mph struck and killed two roadway workers, including the watchman/lookout. The three members of a roadway work group had been cleaning snow and ice from a track switch on a main track in Edgemont, South Dakota. The engineer sounded the train horn and bell, and both members of the train crew applied emergency braking; however, there was no response from the work group, and the train was unable to stop before reaching the work location.

After assessing the accident site, investigators found that the sight distance was about half the distance needed by the Federal Railroad Administration (FRA) regulations, which require a work group be able to clear the track and be in a previously arranged place of safety for at least 15 seconds before a train moving at the maximum authorized speed can pass the work location.² Witness statements indicated that the job briefing did not cover several important topics such as the required sight

distance, the required time needed to clear to a place of safety, the location of the place of safety, and the type of warning the watchman/lookout would use to notify the work group of an approaching train. Investigators also found that prior to the accident, the watchman/lookout may not have been vigilant in watching for approaching trains.

The NTSB considers roadway worker safety to be of utmost importance. The NTSB addressed this issue in 2014 with the *Special Investigation Report on Railroad and Rail Transit Roadway Worker Protection*.³ In that report, the NTSB stated: **“Railroad and rail transit roadway workers are subject to on-the-job risks and hazards markedly different from those faced by other railroad employees. The jobs of railroad engineers and conductors include risks primarily related to moving trains—derailments, and collisions with other trains. ... The jobs of roadway workers involve hazards that include moving rolling stock and other equipment and vehicles, as well as falls, electrocution, and natural hazards.”**

² Title 49 *CFR* 214.329.

³ National Transportation Safety Board, *Special Investigation Report on Railroad and Rail Transit Roadway Worker Protection*, [NTSB-SIR-14/03](#) (Washington, DC: National Transportation Safety Board, 2014).



How can roadway workers avoid similar accidents?

The FRA, in collaboration with railroad labor and management representatives, formed the **Fatality Analysis of Maintenance-of-Way Employees and Signalmen (FAMES) Committee** to review roadway worker fatalities. The FAMES Committee issued a report in 2014 that highlighted the hazards of insufficient TAW.⁴ This accident in Edgemont, South Dakota, as well as other similar accidents—such as ones involving Amtrak and New York City Transit in 2016—may have been avoided had the roadway workers adhered to the recommendations, found below, that were outlined in the FAMES report:

- Watchmen/lookouts **must focus their sole attention** to the detection of approaching trains and equipment.
- Watchmen/lookouts should position themselves **outside the foul of any track** whenever possible. Each roadway worker must maintain a position so he or she can receive a warning from a watchman/lookout at all times.
- Whenever environmental or working conditions change that could interfere with a watchman/lookout's ability to detect the approach of a train or provide appropriate warning, the watchman/lookout **must immediately clear roadway workers from the tracks** until proper protection can be established.
- Watchmen/lookouts should take into consideration that **passenger trains are generally quieter and faster** than freight trains.
- If the work requires oversight and supervision from a roadway worker in charge (RWIC), **the RWIC must not perform the duties of a watchman/lookout.**
- The RWIC must communicate precise instructions and expectations to watchmen/lookouts during the on-track safety briefings and ensure that watchmen/lookouts **have a clear understanding of their responsibilities and duties.**
- The RWIC should consider **rotating watchman/lookout assignments periodically.**
- During the on-track safety briefing, the RWIC **must identify the method that the watchman/lookout will use** to indicate when it is safe for roadway workers to re-enter the foul of the track.
- Roadway workers must not be in the foul of the track anytime they believe that TAW protection is insufficient or no longer appropriate. **Roadway workers have the right and responsibility to initiate a good faith challenge when necessary.**
- **Never anticipate the direction or track from which the next train may approach.**

Other methods to use as protection

- **Exclusive track occupancy**, in which a train dispatcher or control operator denies permission for trains or other equipment to occupy the track.
- **Foul time**, in which a train dispatcher or control operator notifies the roadway worker that no train will operate in a particular area of the track until the roadway worker informs them that they have cleared the track.
- **Train coordination**, in which a roadway worker establishes working limits with the crew of a train holding exclusive authority to move.

National Negotiations Update

On October 5, 2017, in Independence, Ohio, the Rail Unions making up the Coordinated Bargaining Group (CBG) announced they have reached a Tentative National Agreement with the Nation's Freight Rail Carriers. The CBG is comprised of six unions: the American Train Dispatchers Association; the Brotherhood of Locomotive Engineers and Trainmen (a Division of the Rail Conference of the International Brotherhood of Teamsters); the Brotherhood of Railroad Signalmen; the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers, and Helpers; the National Conference of Firemen and Oilers / SEIU; and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART TD).

On Wednesday, October 4, 2017, the CBG's full Negotiating Team met in Independence, Ohio, for a review of the terms of the proposed voluntary agreement. Following that review, each of the CBG Unions' Negotiating Teams unanimously endorsed the Tentative Agreement. On Thursday, October 5, 2017, the involved General Chairpersons of SMART TD, BRS, and BLET met as well, and those groups also unanimously endorsed the Tentative Agreement for consideration by the respective membership of each Union.

The Tentative Agreement, which will be submitted to the memberships of each involved Union in the coming weeks, includes an immediate wage increase of 4%, with an additional 2.5% six months later on July 1, 2018, and an additional 3% one year later on July 1, 2019. In addition, wage increases of 2% effective July 1, 2016, and another 2% effective July 1, 2017, will be fully retroactive through implementation, for a compounded increase of 9.84% over an 18-month period, and 13.14% over the 5- year contract term (this includes the First General Wage Increase of 3% implemented on January 1, 2015).

All benefits existing under the Health and Welfare Plan will remain in effect unchanged and there are no disruptions to the existing healthcare networks. While some employee participation costs are increased, the Tentative Agreement maintains reasonable maximum out-of-pocket protections for our members. The Tentative Agreement also adds several new benefits to the Health and Welfare Plan for the members of the involved unions and, importantly, it requires that the Rail Carriers will, on average, continue to pay 90% of all of our members' point of service costs.

"This is a very positive outcome for a very difficult round of negotiations. We look forward to presenting the Tentative Agreement to our respective memberships for their consideration."

On a matter of critical importance, the employees' monthly premium contribution is frozen at the current rate of \$228.89. The frozen rate can only be increased by mutual agreement at the

conclusion of negotiations in the next round of bargaining that begins on January 1, 2020.

In addition, the CBG steadfastly refused to accept the carriers' demands for changes to work rules that would have imposed significant negative impacts on every one of our members. As a result of that rejection, the Tentative Agreement provides for absolutely no changes in work rules for any of the involved unions.

"This Tentative Agreement provides real wage increases over and above inflation, health care cost increases far below what the carriers were demanding, freezes our monthly health plan cost contribution at the current level, provides significant retroactive pay and imposes no changes to any of our work rules," said the CBG Union Presidents.

"This is a very positive outcome for a very difficult round of negotiations. We look forward to presenting the Tentative Agreement to our respective memberships for their consideration." ■

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

A Helping Hand — The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

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

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

Today, the Foundation continues its objective by providing aid to a substantial number of girls throughout the United States in the form of financial assistance and healthcare benefits. To be eligible, the employee must have been actively employed by any United States railroad at the time of his or her death; the cause

does not need to be work related. Eligibility is also dependent on the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

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

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

Further information and applications may be obtained by writing to:

Sheila Cohen, Director
The John Edgar Thomson Foundation
201 S. 18th Street, Suite 318
Philadelphia, PA 19103
Telephone: (215) 545-6083
Fax: (215) 545-5102 • Toll free: (800) 888-1278
Email: sjethomson@aol.com
Website: www.jethomsonfoundation.com

DID YOU KNOW?

Title 49: Transportation

§ 236.301 WHERE SIGNALS SHALL BE PROVIDED

Signals shall be provided to govern train movements into and through interlocking limits, except that a signal shall not be required to govern movements over a hand-operated switch into interlocking limits if the switch is provided with an electric lock and a derail at the clearance point, either pipe-connected to the switch or independently locked,

electrically. Electric locks installed under this rule must conform to the time and approach locking requirements of Rule 314 (without reference to the 20-mile exceptions), and those of either Rule 760 or Rule 768, as may be appropriate. ■



Unemployment and Sickness Benefits for Railroad Employees

The Railroad Retirement Board (RRB) administers the Railroad Unemployment Insurance Act, which provides two kinds of benefits for qualified railroaders: unemployment benefits for those who become unemployed but are ready, willing and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time when they are unable to work because of pregnancy and childbirth. A new benefit year begins each July 1.

The following questions and answers describe these benefits, their eligibility requirements, and how to claim them.

What are the eligibility requirements for railroad unemployment and sickness benefits in July 2017?

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$3,637.50 in calendar year 2016, counting no more than \$1,455 for any month. Those who were first employed in the rail industry in 2016 must also have at least five months of creditable railroad service in 2016.

Under certain conditions, employees who do not qualify on the basis of their 2016 earnings may still be able to receive benefits in the new benefit year. Employees with at least 10 years of service (120 or more months of service) who received normal benefits in the benefit year ending June 30, 2017, may be eligible for extended benefits, and employees with at least 10 years of service (120 or more months of service) might qualify for accelerated benefits if they have rail earnings of at least \$3,637.50 in 2017, not counting earnings of more than \$1,455 a month.

In order to qualify for extended unemployment benefits, a claimant must not have voluntarily quit work without good cause and not have voluntarily retired. To qualify for extended sickness benefits, a claimant must not have voluntarily retired and must be under age 65.

To be eligible for accelerated benefits, a claimant must have 14 or more consecutive days of unemployment or sickness; not have voluntarily retired or, if claiming

unemployment benefits, quit work without good cause; and, when claiming sickness benefits, be under age 65.

What is the daily benefit rate payable in the new benefit year beginning July 1, 2017?

Almost all employees will qualify for the maximum daily benefit rate of \$72. Benefits are generally payable for the number of days of unemployment or sickness over four in 14-day claim periods, which yields \$720 for each two full weeks of unemployment or sickness. Sickness benefits payable for the first 6 months after the month the employee last worked are subject to tier I railroad retirement payroll taxes, unless benefits are being paid for an on-the-job injury. (Claimants should be aware that as a result of a **sequestration order** under the Budget Control Act of 2011, the RRB will reduce unemployment and sickness benefits by 6.9 percent through September 30, 2017. As a result, the total maximum amount payable in a 2-week period covering 10 days of unemployment or sickness will be \$670.32. The maximum amount payable for sickness benefits subject to tier I payroll taxes of 7.65 percent will be \$619.04 over two weeks. Future reductions, should they occur, will be calculated based on applicable law.)

How long are these benefits payable?

Normal unemployment or sickness benefits are each payable for up to 130 days (26 weeks) in a benefit year. The total amount of each kind of benefit which may be paid

in the new benefit year cannot exceed the employee's railroad earnings in calendar year 2016, counting earnings up to \$1,879 per month.

If normal benefits are exhausted, extended benefits are payable for up to 65 days (during 7 consecutive 14-day claim periods) to employees with at least 10 years of service (120 or more cumulative service months).

What is the waiting-period requirement for unemployment and sickness benefits?

Benefits are normally paid for the number of days of unemployment or sickness over four in 14-day registration periods. Initial sickness claims must also begin with four consecutive days of sickness. However, during the first 14-day claim period in a benefit year, benefits are only payable for each day of unemployment or sickness in excess of seven which, in effect, provides a one-week waiting period. (If an employee has at least five days of unemployment or five days of sickness in a 14-day period, he or she should still file for benefits.) Separate waiting periods are required for unemployment and sickness benefits. However, only one seven-day waiting period is generally required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year.

Can employees in train and engine service receive unemployment benefits for days when they are standing by or laying over between scheduled runs?

No, not if they are standing by or laying over between regularly assigned trips or they missed a turn in pool service.

Are there special waiting-period requirements if unemployment is due to a strike?

If a worker is unemployed because of a strike conducted in accordance with the Railway Labor Act, benefits are not payable for days of unemployment during the first 14 days of the strike, but benefits are payable during subsequent 14-day periods.

If a strike is in violation of the Railway Labor Act, unemployment benefits are not payable to employees participating in the strike. However, employees not among those participating in such an illegal strike, but who are unemployed on account of the strike, may receive benefits after the first two weeks of the strike.

While a benefit year waiting period cannot count toward a strike waiting period, the 14-day strike waiting period may count as the benefit year waiting period if a worker subsequently becomes unemployed for reasons other than a strike later in the benefit year.

How would an employee's earnings in a claim period affect his or her eligibility for unemployment benefits?

If a claimant's earnings for days worked, and/or days of vacation, paid leave, or other leave in a 14-day registration period are more than a certain indexed amount, no benefits are payable for **any** days of unemployment in that period. That registration period, however, can be used to satisfy the waiting period.

Earnings include pay from railroad and nonrailroad work, as well as part-time work and self-employment. Earnings also include pay that an employee would have earned except for failure to mark up or report for duty on time, or because he or she missed a turn in pool service or was otherwise not ready or willing to work. For the benefit year that begins July 2017, the amount is \$1,455, which corresponds to the base year monthly compensation amount used in determining eligibility for benefits in each year. Also, even if an earnings test applies on the first claim in a benefit year, this will not prevent the first claim from satisfying the waiting period in a benefit year.

On the other hand, earnings of no more than \$15 a day from work which is substantially less than full-time and not inconsistent with the holding of normal full-time employment may be considered subsidiary remuneration and may not prevent payment of any days in a claim. However, a claimant must be sure to report all full and part-time work on each claim, regardless of the amount of earnings, so the RRB can determine whether the work affects benefits.

How can claimants get more information on railroad unemployment or sickness benefits?

Claimants with questions about unemployment or sickness benefits, or who are seeking information about their claims and benefit payments, can contact an RRB office by calling toll-free at 1-877-772-5772. 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. ■

SHINGLES AND THE SHINGLES VACCINE

Tips to Help Keep Your Health on Track!



In the U.S., currently 1 million people get shingles every year, and about one out of every three people will get shingles in their lifetime.

What is Shingles?

Shingles, also known as zoster or herpes zoster, is a painful skin rash caused by the varicella zoster virus, the same virus that causes chickenpox. If you've had chickenpox, you are at risk of getting shingles.

- One out of every three people 60 years old or older will get shingles.
- One out of six people older than 60 years who get shingles will have severe pain. The pain can last for months or even years.
- The most common complication of shingles is severe pain where the shingles rash was. This pain can be debilitating. There is no treatment or cure from this pain. As people get older, they are more likely to develop long-term pain as a complication of shingles and the pain is likely to be more severe.
- Shingles may also lead to serious complications involving the eye. Very rarely, shingles can also lead to pneumonia, hearing problems, blindness, brain inflammation (encephalitis), or death.

Protect Yourself Against Shingles

Adults 60 years old or older should talk to their healthcare professional about getting a one-time dose of the shingles vaccine.

- The shingles vaccine can reduce your risk of shingles and the long-term pain it can cause.
- Persons who have already had shingles or who have a chronic medical condition can receive the shingles vaccine.
- In a clinical trial involving thousands of adults 60 years old or older, the vaccine reduced the risk of shingles by about half. Even if the shingles vaccine doesn't prevent you from getting

shingles, it can still reduce the chance of having long-term pain.

Talk with your healthcare professional for more information and to find out if the shingles vaccine is right for you.

The Shingles Vaccine

- Vaccines are tested and monitored. The shingles vaccine went through years of testing before being licensed by the Food and Drug Administration (FDA) in 2006. The Centers for Disease Control and Prevention (CDC) and FDA continue to monitor vaccines after they are licensed.
- Vaccine side effects are usually mild and temporary. In most cases, shingles vaccine causes no serious side effects. Some people experience mild reactions that last up to a few days, such as headache or redness, soreness, swelling, or itching where the shot was given.
- Vaccines are safe for most people. The shingles vaccine is safe for you unless you are pregnant, have a weakened immune system, or have allergies to certain components of the vaccine. It is safe for people taking most prescription medications to get this vaccine, but ask your healthcare professional if you have any questions.

Talk to your healthcare professional at your next visit about what vaccines are right for you. If your healthcare professional does not offer the vaccines you need, ask for a referral so you can get the vaccines elsewhere.

Adults can get vaccines at doctors' offices, pharmacies, workplaces, community health clinics, and health departments. To find a place to get a vaccine near you, go to <http://vaccine.healthmap.org>.

Most private health insurance plans cover recommended vaccines. Check with your insurance provider for details and for a list of vaccine providers. ■

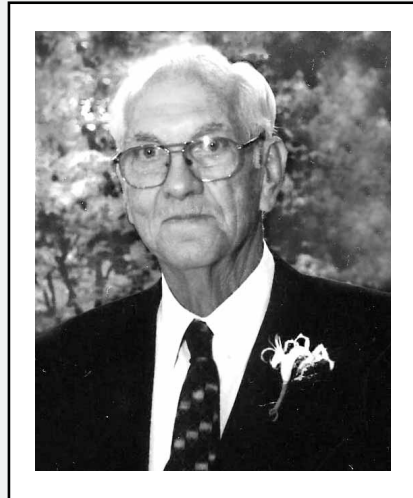
In Memoriam

JERRY A. TENNIS • 1931–2017



Jerry A. Tennis passed away on July 14, 2017. Brother Tennis began his railroad career in April of 1951 as a Signal Helper with Kansas City Terminal Railroad. He served as General Chairman of the

BNSF General Committee. Brother Tennis retired in 1992 as a Signal Maintainer after 42 years of service with the Kansas City Terminal Railroad. Brother Tennis is a U.S. Army Veteran who served as a paratrooper with the 82nd Airborne stationed at Ft. Bragg, North Carolina. He also served as a Kansas State Legislative Representative from 1980–1988. ■



We thank Brother Tennis for his many years of dedicated service to our Organization and for his service to our country.

DID YOU KNOW?

Title 49: Transportation

§236.557 RECEIVER; LOCATION WITH RESPECT TO RAIL

(a) Receiver of intermittent inductive automatic train stop device of the inert roadway element type shall be maintained with bottom of the receiver at a height above the plane of the tops of the rails, and with its outer edge at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier.

(b) Receiver of continuous inductive automatic

cab signal, train stop, or train control device of locomotive equipped with onboard test equipment, shall be maintained with the bottom of the receiver at a height above the plane of the tops of the rails, and with its outer edge at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier. ■



- **H.R. 601: Continuing Appropriations Act, 2018 and Supplemental Appropriations for Disaster Relief Requirements Act, 2017**
- **FRA Administrator Nominee**
- **Election Day 2017 — November 7, 2017**

H.R. 601: Continuing Appropriations Act, 2018 and Supplemental Appropriations for Disaster Relief Requirements Act, 2017

Sponsor: Representative Nita Lowey (D-NY)
January 23, 2017— Introduced
September 8, 2017— Signed by the President

This bill was originally written to amend the Foreign Assistance Act of 1961 with the goal to strengthen the USAID program. Later, it was used as a vehicle in Congress to achieve other objec-

tives, mainly to provide much needed assistance to victims of Hurricanes Harvey and Irma that devastated parts of Texas, Louisiana, Florida, Georgia and the Carolinas in September. The main provisions of the bill are: Division B provides \$15.25 billion to the “Disaster Relief Fund” to aid hurricane victims: \$7.4 billion to FEMA’s disaster relief fund, \$450 million in funding for the Small Business Administration, and \$7.4 billion for the Community Development Block Grant program to address housing needs in disaster zones. The bill also extends the nation’s flood insurance program to December 8, 2017, a high priority in the wake of Hurricanes Harvey and Irma. Division C suspends the debt ceiling for three months. Division D enacts an appropriations continuing resolution until December 8. This means Congress extended funding at current levels to keep the federal government running until December 8, 2017 in lieu of a standalone appropriations bill. Division A directs that it is U.S. policy to promote basic education through particular programs by amending the Foreign Assistance Act of 1961 and establishes a Senior Coordinator for USAID.

Congress will have to come together, along with the president, to make the very important decisions on government funding and the debt ceiling before the December 8 deadline.

Congress will have to come together, along with the president, to make the very important decisions on government funding and the debt ceiling before the December 8 deadline

Ronald L. Batory Nominated by President Trump to be the new FRA Administrator

Ronald Batory retired from Conrail on March 31, 2017. He was President and Chief Operating Officer at the time of his retirement. He has a 45-year career in rail operations that includes eastern and western Class 1 Railroads. He worked for the Belt Railway of Chicago where he advanced to president, and as general manager for Southern Pacific Railroad. He earned a Bachelor’s Degree in Business from Adrian College in Michigan, and a Master of Arts Degree from Eastern Michigan University.

During his nomination hearing before the Senate Commerce, Science and Transportation Committee on July 26, 2017, Mr. Batory stated that he supported performance-based rulemaking. He was originally slated to be confirmed on August 2, 2017; however, it was delayed by four Senate Democrats who are making an effort to protect financing for the Gateway Project, an NEC improvement project of critical infrastructure to replace the tunnels connecting New York and New Jersey. Senators Cory Booker (D-NJ), Charles Schumer (D-NY), Robert Menendez (D-NJ), and Kirsten Gillibrand (D-NY) have been fighting to keep this project alive, though the Trump Administration’s budget proposal released in March slashed federal funding for these types of projects.

In a letter to DOT Secretary Chao in April, Senators Booker, Schumer, Menendez, and Gillibrand urged her to consider the consequences of inaction:

“As you continue your work to develop the Trump Administration’s \$1 trillion infrastructure package, we urge you to consider the urgent need for major investments in our nation’s rail and transit infrastructure. Including the need to build new rail tunnels under the Hudson River and replace the aging Portal Bridge in New Jersey, which together are responsible for moving hundreds of thousands of passengers

each day in the largest metropolitan area in the United States.

For the third time in less than a month, New York Penn Station was paralyzed this past Friday evening delaying and stranding thousands of commuters. While the cause of this most recent delay is not yet known, it is clear that the issue effectively blocked access into Penn Station in the same way that a failure in one of the two Hudson River tunnels would — causing massive delays and hardship for commuters. If we do not begin work on the Gateway Project — the proposal to build new tunnels and replace the portal bridge — these scenarios could become a permanent problem, wreaking havoc on the region. The economic losses for businesses and lost time and frustration of tens of thousands of our constituents in the last month are only a preview of what may come if construction of new tunnels and a replacement of the Portal Bridge do not begin immediately.

We have serious concerns about President Trump's proposed funding cuts to programs that are critical to advancing the Gateway Project. The proposed cuts would derail important transportation projects all across the country including Gateway, and would have a disastrous impact on our regional and national economy. Rather than slashing infrastructure investments, we should work together on a plan to provide the major increases in direct federal infrastructure spending that our country desperately needs. Projects like Gateway and thousands of others across the country, including schools, roads and bridges, water and sewer systems, and more will only be advanced through a significant federal commitment to infrastructure investment."

Election Day 2017 — November 7, 2017

While a lot of emphasis is being placed on the 2018 midterm elections, there are elections taking place in November of this year that are important as well. We urge you to take an interest in your local and state representative elections in addition to your national representatives. Know how their political positions affect the livelihood of your family and community. In addition to candidates for office, many states have referendum questions on their ballots this November. To view a sample ballot for your voting district, visit your state board of elections website.

Several states have notable elections happening this fall:

New Jersey: governor, state legislature, and mayor of Jersey City.

New York: New York City mayor, city council, and municipal offices.

Ohio: Statewide ballot measures on two issues, 1. Crime Victim Rights Initiative, and 2. Drug Price Standards Initiative

Utah: Special House Election: 3rd Congressional District, to replace Jason Chaffetz, who resigned from Congress on June 30, 2017.

Virginia: governor, lieutenant governor, attorney general, and state legislature

Washington: state legislative special elections

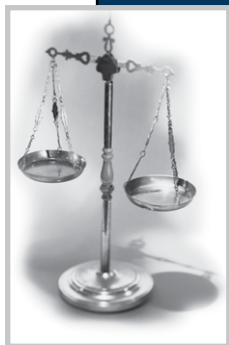
December 12, 2017

Alabama: Special Senate Election to replace Jeff Sessions, now U.S. Attorney General. ■



National Legislative Director Leonard Parker meets with Congressman Jim Clyburn (D-CA) and Congresswoman Barbara Lee (D-CA) to discuss current legislation's impact on Signalmen.

BRS DESIGNATED COUNSEL



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

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

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

ALABAMA

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FLORIDA

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ILLINOIS

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The Petro Law Firm
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Ridge & Downes
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MARYLAND

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MASSACHUSETTS

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NEW YORK

Marc Wietzke
Flynn & Wietzke, PC
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Tel. (516) 877-1234
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OHIO

Andrew J. Thompson, Esq.
Shapero | Roloff Co., LPA
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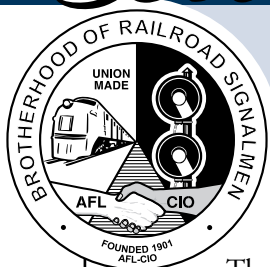
www.rrb.gov

Railroad Info — Your Track to Health

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:

50 YEARS OF SERVICE

FD Pescatore 84

45 YEARS OF SERVICE

AD Cox 19

EM Wawryzniak, Jr. 53

LC Barnes 93

40 YEARS OF SERVICE

KP Finnerty 2

TA Lubash 8

MJ Sullivan 8

MS Long 10

KG Mattingly 13

SF Edmondson 16

LR Williams 16

KL Fezekas 20

BD Ryba 40

CR Voelkel 42

GE Latham 49

RL Sandilla 68

GT Weihert 72

DD Cook 81

JL Osorio 84

TG Burdett 87

ME Eckstein 94

JL Klein 106

SM Foreman 114

DM Karp 123

40 YEARS OF SERVICE

GE Love 123

BC Alexander 129

RP Enfinger 137

CC Pierce 137

JT Nickless 143

JW Hatfield 158

JM Hendrickson, Jr. 158

JC Boles 161

BR Hicks 183

KC Lovato 183

JA Jones, III 206

MJ Clayton 208

TJ Hullinger 228

35 YEARS OF SERVICE

RM McClure 2

DR Waugh 14

WL Jeffords, Jr. 16

JN Maness 16

ML Martin 16

RH Mayfield, Jr. 16

M Wilburn 16

DL Dyck 33

A Gardner 49

TM Schooler 49

DM Gaw 55

RL Groves 55

JJ Grzelak 68

RP Coriell 77

35 YEARS OF SERVICE

LB Elliott 77

PW Rice 77

DW Williams 81

HC Smith 94

T Connelly 102

MS Danko 102

BR Jessen 102

TA Baker 108

JL McConnell 110

WB Hewgley 119

MR Huffman 119

TD Auger 120

JP Cleveland 120

WS Kotomski 130

JH Weber 130

WJ Miller 136

DJ Basco 141

SC Siegmund 141

AD Guerrero 156

JP Miller 172

TJ Kremer 183

M Newman 183

GL Smith 198

DP Menard 206

RM Petty 208

R Reyna 228

CS Spees 228

AS Chandler 237

30 YEARS OF SERVICE

TE Lally 16

HP Campbell 18

30 YEARS OF SERVICE

SR Kelly 18

GJ Nemcik 18

TJ Smith 18

S White 18

RJ Dexter 33

NJ Hentschel 56

PR McNierney 56

CE Natale 56

DP Haynes 68

JP Neal 72

J Carter 77

HD Hamblin 77

TL Kuhns 81

R Postell 102

DE Harmon 106

LD Patterson, Jr. 137

JW Haire, Jr. 141

BB Baublits 161

SR Bailey 176

KC Tripp 183

CL Evans 185

25 YEARS OF SERVICE

GC Fleming 2

BE Fish 8

TL Paulsen 8

J Brunson 16

RE Hughes 16

PD Kirk 16

JH McChesney, III 16

TJ Revels, Jr. 16

RJ Rich 19

25 YEARS OF SERVICE

VC Washington	31
BD Downer	40
L Belcher	48
ES Bennett, Sr.	51
CA Brewer	68
TK Gleason	72
SE Gregory	72
BE Lee	72
GW Doss	77

25 YEARS OF SERVICE

PF Ferrell	77
JR Rice, Jr.	77
JE Thurman	77
DM Pollard	98
JC Collins	99
AC Bramble	102
ST McNamara	102
ML Garver	106
TA Ballenger	110

25 YEARS OF SERVICE

WD Halle	119
RJ Hamik	119
MJ Dick	121
MK Johnson	121
MW Dudley	129
TA Humenik	130
TR Smith	136
KR Wuollet	154
DJ Newton	156

25 YEARS OF SERVICE

BC Retana	156
DL Riley	161
TC White	161
DW Atwood	174
J Espana	183
C Eubanks, Jr.	183
KR Kieres	183
NE Nicholas	185
JA Hatfield	237
JB Van Loan	238



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**Have a question about current events,
 policies, or the political process? — *Ask Us!***

Each quarter, a small selection of member-submitted questions
 will be answered and published here in the Washington Report.

PLEASE SUBMIT YOUR QUESTIONS VIA USPS OR EMAIL

Attn: Washington Report
 Brotherhood of Railroad Signalmen
 917 Shenandoah Shores Road, Front Royal, VA 22630

washingtonreport@brs.org

OBITUARIES

KENNETH M. BARKER—active member of **LOCAL 119**. Brother Barker had 27 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Barker was a Signal Maintainer at Fremont, Nebraska, at the time of his passing.

RICHARD C. BEYER—retired member of **LOCAL 188**. Brother Beyer retired in 2006 after 41 years of service with the Northern Pacific Railroad and BNSF Railway Company. Brother Beyer was a Signal Inspector at Sandpoint, Idaho, at the time of his retirement.

VICTOR BLASH—retired member of **LOCAL 11**. Brother Blash retired in 2009 after 27 years of service with the Central of Georgia Railroad and Norfolk Southern Railway. Brother Blash was a Traveling Maintainer at Augusta, Georgia, at the time of his retirement.

JOHN H. CROWNOVER—retired member of **LOCAL 208**. Brother Crownover retired in 1988 after 45 years of service with the Nashville, Chattanooga & St. Louis Railway, Louisville & Nashville and Seaboard Coastline Railroads, and CSX Transportation. Brother Crownover was a Lead Signal Maintainer at Chattanooga, Tennessee, at the time of his retirement. Brother Crownover served as Local Chairman and Recording-Financial Secretary.

CHARLES “CHARLIE” CRUICKSHANK—retired member of **LOCAL 188**. Brother Cruickshank retired in 1989 after 37 years of service with the Great Northern and Burlington Northern Railroads. Brother Cruickshank was a CTC Signal Maintainer at Cashmere, Washington, at the time of his retirement. Brother Cruickshank served as Local Chairman.

GEORGE W. CUNNINGHAM—active member of **LOCAL 241**. Brother Cunningham had 1 year of service with the Long Island Rail Road. Brother Cunningham was a Field Engineer Occupational Safety at Hollis, New York, at the time of his passing.

PAUL R. CUNNINGHAM—retired member of **LOCAL 135**. Brother Cunningham retired in 1989 after 42 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Cunningham was a Signal Inspector at Vanceburg, Kentucky, at the time of his retirement.

GEORGE DALEY—retired member of **LOCAL 31**. Brother Daley retired in 2010 after 35 years of service with the Pittsburgh and Lake Erie Railroad. Brother Daley was a Signal Maintainer at Pittsburgh, Pennsylvania, at the time of his retirement. Brother Daley is a U.S. Navy Veteran who served during World War II in the Pacific Theater.

ARTHUR W. DARR, SR.—retired member of **LOCAL 228**. Brother Darr retired in 1989 after 38 years of service with the New York, Chicago & St. Louis Railroad Company and Norfolk Southern Railway. Brother Darr was a Signal Maintainer at Canton, Ohio, at the time of his retirement. Brother Darr served as Local President and Recording-Financial Secretary.

CARL L. “SKIP” DAVIS—retired member of **LOCAL 156**. Brother Davis retired in 2014 after 33 years of service with the Atchison, Topeka & Santa Fe Railway and BNSF Railway Company. Brother Davis was a Signal Maintainer at Redlands, California, at the time of his retirement.

HAROLD L. GEORGE—retired member of **LOCAL 138**. Brother George retired in 1981 after 39 years of service with the Richmond, Fredericksburg & Potomac Railroad. Brother George was a Signalman at Fredericksburg, Virginia, at the time of his retirement.

JOHN D. GRAINEY—retired member of **LOCAL 1**. Brother Grainey retired in 1989 after 37 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Grainey was a Signal Maintainer at Huntingdon, Pennsylvania, at the time of his retirement. Brother Grainey is a U.S. Army Veteran who served during World War II in the Pacific Theater.

JAMES D. GRISHAM—retired member of **LOCAL 71**. Brother Grisham retired in 2004 after 31 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Grisham was a Signal Foreman at Jacksonville, Florida, at the time of his retirement.

LEROY HENRY, II—retired member of **LOCAL 102**. Brother Henry retired in 2012 after 45 years of service with Amtrak. Brother Henry was a Communications Maintainer at Trenton, New Jersey, at the time of his retirement.

HOWARD A. HOEFS—retired member of **LOCAL 227**. Brother Hoefs retired in 1996 after 40 years of service with the Milwaukee Road, Soo Line, and Central Pacific Railroads. Brother Hoefs was a Signal Maintainer at New Lisbon, Wisconsin, at the time of his retirement.

EDWARD J. HOOSTOWSKI—retired member of **LOCAL 213**. Brother Hoostowski retired in 2005 after 41 years of service with the New York, New Haven & Hartford Railroad and CSX Transportation. Brother Hoostowski was a Maintainer C&S at New Haven, Connecticut, at the time of his retirement.

ROBERT H. JONES—retired member of **LOCAL 15**. Brother Jones retired in 1996 after 30 years of service with the Bessemer & Lake Erie Railroad. Brother Jones was a Leading Signal Maintainer at Butler, Pennsylvania, at the time of his retirement. Brother Jones served as Recording-Financial Secretary.

WILLIAM R. KENNEDY—retired member of **LOCAL 43**. Brother Kennedy retired in 1983 after 26 years of service with the Chicago & Northwestern Railroad. Brother Kennedy was a Leading Signal Maintainer at Missouri Valley, Iowa, at the time of his retirement. Brother Kennedy served as Local Chairman.

GEORGE R. KREEGIER—retired member of **LOCAL 130**. Brother Kreegier retired in 2007 after 26 years of service with the Chicago & Northwestern and Union Pacific Railroads. Brother Kreegier was a Signal Inspector at Highland Park, Illinois, at the time of his retirement.

JOHN M. KRULESKI—retired member of **LOCAL 106**. Brother Kruleski retired in 1998 after 34 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Amtrak. Brother Kruleski was a C&S Inspector at Harrisburg, Pennsylvania, at the time of his retirement. Brother Kruleski served as Recording-Financial Secretary and Local Trustee. Brother Kruleski is a U.S. Air Force Veteran.

CHRISS L. LANFREY—active member of **LOCAL 1**. Brother Lanfrey had 25 years of service with Conrail and Norfolk Southern Railway. Brother Lanfrey was an Electronics Leader at Enola, Pennsylvania, at the time of his passing. Brother Lanfrey served as Recording-Financial Secretary and Local Trustee.

WILLIAM M. LYONS—retired member of **LOCAL 81**. Brother Lyons retired in 1990 after 42 years of service with the Illinois Central Railroad. Brother Lyons was a Field Signal Engineer at the time of his retirement. Brother Lyons is a U.S. Army Veteran who served during the Korean War.

STEPHEN MCARTHUR—retired member of **LOCAL 93**. Brother McArthur retired in 2006 after 41 years of service with the Erie Lackawanna Railway, Conrail, and Norfolk Southern Railway. Brother McArthur was a Signal Maintainer at Attica, New York, at the time of his retirement.

ERNEST M. MCGAHA—retired member of **LOCAL 13**. Brother McGaha retired in 2006 after 30 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother McGaha was a Signal Maintainer at Louisville, Kentucky, at the time of his retirement.

RONALD C. MOREY—retired member of **LOCAL 179**. Brother Morey retired in 1988 after 37 years of service with the Southern Pacific Railroad. Brother Morey was a Signal Foreman at Sacramento, California, at the time of his retirement. Brother Morey served as Local Trustee.

ROBERT D. PETERSON—retired member of **LOCAL 169**. Brother Peterson retired in 1983 after 38 years of service with the Norfolk & Western Railway. Brother Peterson was a Signal Maintainer at Paxton, Illinois, at the time of his retirement.

WILLIAM C. PETERSON—retired member of **LOCAL 158**. Brother Peterson retired in 1984 after 30 years of service with the Louisville & Nashville and Seaboard System Railroads. Brother Peterson was a System Signal Construction Foreman at Bowling Green, Kentucky, at the time of his retirement.

EDWARD E. RICKERT—retired member of **LOCAL 32**. Brother Rickert retired in 1979 after 38 years of service with the Chicago and Western Indiana Railroad. Brother Rickert was a Construction Foreman at Chicago, Illinois, at the time of his retirement. Brother Rickert served as Recording-Financial Secretary and Local Trustee. Brother Rickert is a U.S. Military Veteran who served during WWII.

RICHARD O. ROSE—retired member of **LOCAL 55**. Brother Rose retired in 1988 after 26 years of service with the Wabash Railroad, Norfolk & Western and Norfolk Southern Railways. Brother Rose was a Signal Gang Foreman at Clayton, Illinois, at the time of his retirement.

LOREN L. ROSS—retired member of **LOCAL 183**. Brother Ross retired in 1997 after 44 years of service with the Milwaukee Road Railroad and Metra. Brother Ross was a Signal Maintainer at Fox Lake, Illinois, at the time of his retirement.

PHILLIP L. RUSSELL—retired member of **LOCAL 80**. Brother Russell retired in 1993 after 19 years of service with the Pennsylvania Central Railroad and Conrail. Brother Russell was an Electronic Technician at Selkirk, New York, at the time of his retirement. Brother Russell served as Local President.

THOMAS J. SODEN, JR.—retired member of **LOCAL 102**. Brother Soden retired in 2005 after 28 years of service with Amtrak. Brother Soden was a Signalman at Sunnyside Yard in Queens, New York, at the time of his retirement.

BRUCE C. STAPLES—active member of **LOCAL 77**. Brother Staples had 39 years of service with Norfolk Southern Railway. Brother Staples was a Signalman at Roanoke, Virginia, at the time of his passing.

MICHAEL C. SULLIVAN—active member of **LOCAL 156**. Brother Sullivan had 26 years of service with the Atchison, Topeka & Santa Fe Railway and BNSF Railway Company. Brother Sullivan was a Signal Maintainer at Barstow, California, at the time of his passing.

LES WALDEN—active member of **LOCAL 62**. Brother Walden had 16 years of service with the Providence & Worcester Railroad. Brother Walden was a Signalman at the Plainfield, Connecticut, Shop at the time of his passing.

LESTER R. WILSON—retired member of **LOCAL 108**. Brother Wilson retired in 1993 after 38 years of service with the Chicago & Northwestern, and Union Pacific Railroads. Brother Wilson was a Signal Foreman at Sterling, Illinois, at the time of his retirement. Brother Wilson served as Local Chairman. Brother Wilson is a U.S. Marine Corps Veteran who served during the Korean War.

Editor's Note:

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

Email: membership@brs.org



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FOLLOW THESE STEPS:

Download the BRS GL App for the Apple or Google Play app store.

Once the app is installed, scroll to the 'New User Registration' tab to sign-up.

You will receive an email and have access to the 'Members Only' section within 24-48 hours.



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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

OTHER

SUBMITTED BY Farm Labor Organizing Committee (FLOC)

- **Reynolds American, Inc.,**
Vuse e-cigarettes

FOOD

SUBMITTED BY United Steelworkers (USW)

- **PALERMO PIZZA**

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

- **Mondelez International Snack
Foods (those made in Mexico)**

LEGAL

SUBMITTED BY American Federation of State, County & Municipal Employees

- **Gleason, Dunn, Walsh & O'Shea**
- **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.)*

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
4801 Viewpoint Place
Cheverly, MD 20781

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 (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	
Blue Jacket								53.00	
Available sizes in un-shaded boxes								TOTAL	

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SIGNALMAN'S STORE



CHARCOAL



NAVY

UNION STRONG T-SHIRT

Graphic Shown Imprinted on Back of Shirt



BLUE



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OXFORD SHIRTS



GRAPHIC T-SHIRT



WRIST WATCH



BROWN CANVAS COAT



BLACK WOOL
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BLACK CANVAS COAT



POCKET WATCH



WINDSHIRT



BURGUNDY*



BLACK



NAVY



STEEL BLUE

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



SAFETY KNIT BEANIE



\$35

CLEARANCE ITEMS

Black Sweatshirt ~~\$42.00~~ \$35.00

Blue Jacket ~~\$63.00~~ \$53.00



\$53



FLAG



ASSORTED CAPS



**NEW
Designs**



MANTLE CLOCK

MEETING PHOTOS



Local 89 Meeting

Lewisburg, West Virginia



MEETING PHOTOS



Local 243 Meeting & Election

Denver, Colorado



MEETING PHOTOS



Recording-Financial Secretary Training Front Royal, Virginia

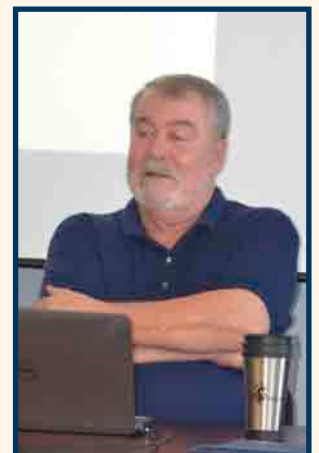


PHOTO CONTEST

WINNERS FOR 3rd Quarter 2017

Signal Maintainer John Chloupek, member of Local 119 on the BNSF Railway, Lincoln, Nebraska Terminal is checking for possible grounded signal circuits in one of 30 terminal control points.

Photo submitted by retired Local 119 member Rodney J. Turner. Brother Turner retired in 2010, after completing 42 years with BNSF Railway.



Local 226 Signalman Kyle Klos (right) and Signal Foreman Danny Campbell (left) install a termination shunt at the Badger West control point on the Tomah Subdivision, Soo Line.

Photo submitted by Local 226 member, Keith Huebner, General Chairman Soo Line General Committee.



Reflection of flasher mast in work truck mirror. Horseshoe Lake in background. Bend Road Crossing, Madison, Illinois, Alton and Southern Gateway Subdivision.

Photo submitted by Local 132 member Anthony Holdener.

Are you ready for some football?

Football season is here. Whether you are entertaining at home or heading out and plan to tailgate, we have some great union-made products to help you enjoy the game this fall. Maybe you are headed to the stadium to watch your favorite NFL team. Players in the NFL belong to the National Football League Players Association (NFLPA). And workers at most stadiums are unionized. Food and drinks are brought to you by the Bakery, Confectionery, Tobacco Workers and Grain Millers (BCTGM), the UAW, Machinists (IAM), the United Food and Commercial Workers (UFCW) and the Teamsters (IBT).

CHIPS AND DIPS

- » Kraft/Heinz Cornuts
- » Frito Lay
- » Dan Dee Pretzels
- » Mikesell's Potato Chips
- » Mission Chips
- » Old El Paso Chips
- » Old El Paso Dips and Salsa
- » Pace Salsa
- » Stacy's Pita Chips
- » Tostitos Chips and Salsa

MAIN DISHES AND SIDES

- » Alexander & Hornung
- » Always Tender
- » Ball Park
- » Banquet
- » Butterball

- » Dearborn Sausage Co.
- » Farmer John
- » Farmland
- » Hebrew National
- » Hormel
- » Omaha Steaks
- » Oscar Mayer
- » Thumann's
- » Tyson
- » B&M Baked Beans

BEER

- » 1845 Pils
- » Bass Pale Ale
- » Beck's
- » Blue Moon
- » Budweiser
- » Busch

- » Butte Creek
- » Goose Island
- » Hamm's
- » Henry Weinhard's
- » Hoegaarden
- » Iron City
- » Keystone Light
- » Killian's
- » Kingfisher Premium Lager
- » Kirin
- » Labatt Blue
- » Land Shark Lager
- » Leffe Blond
- » Lionshead
- » Michelob
- » Mickey's
- » Miller
- » Molson Canadian
- » Moosehead
- » Natural
- » O'Doul's (non alcoholic)
- » Olde English 800
- » Pabst
- » Red Stripe
- » Red Tail Ale
- » Rolling Rock
- » Sam Adams
- » Schlitz
- » Shock Top
- » Steel Reserve
- » Steelhead
- » Stegmaier
- » Stella Artois

RECIPE

From the kitchen of:



Union-made Buffalo chicken dip

1 (8 oz.) pkg. Horizon Dairy or Kraft Philadelphia Cream Cheese, softened

1/2 cup FRANK'S RedHot Original Cayenne Pepper Sauce or FRANK'S RedHot Buffalo Wings Sauce

1/2 cup Kraft Bleu cheese or Hidden Valley Ranch dressing

2 cups Shredded cooked Foster Farms fresh chicken.

1/2 cup Kraft Crumbled bleu cheese or your favorite Hilland Dairy shredded cheese

DIRECTIONS:

PREHEAT oven to 350 F.

BAKE 20 min. or until mixture is heated through; stir. Serve with Nabisco crackers, Bimbo Bakeries breads and/or Mann's Carrots and other crunchy companions by Eurofresh Vegetables.

