



The SIGNALMAN'S JOURNAL

VOLUME 98
2ND QUARTER 2017



Your Home Is Waiting



The Union Plus Mortgage program is one of some 40 benefits available to help union members. The program is for union members and their parents and children. Benefits include mortgage hardship assistance to help protect members' homes in the face of financial hardship. With Union Plus, a mortgage is more than a monthly payment. It's long-term protection for everything your home means to you.

Learn more: UnionPlus.org/Mortgage

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A PROJECT YEARS IN THE MAKING — *Hits the Mark!*



Tim Tarrant and Brandon Elvey, Grand Lodge Representatives — along with Local 183 Local Chairman Jim Hansen — researched, developed, and presented a comprehensive training presentation educating Railroad Retirement Board disability adjusters on the perils of working as a Signalman ...4

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COVER: Signal Foreman and Local 33 member Luke Smith repairs a pole line on the BNSF Topeka Subdivision, Topeka, Kansas. Photography by Signal Maintainer and Local 33 member Robert Bates.

Photo submitted by Local 33 member Luke Smith.



On The Waiting List:

How the Lack of Accountability and Appointees Affects You

Last month, I represented this Organization at the 57th meeting of the Railroad Safety Advisory Committee (RSAC). The RSAC was established by the FRA in 1996 to develop new regulatory standards and uses a collaborative process where management, labor, and the FRA all work together to find solutions to safety problems and develop new regulations, if necessary, to address those problems. At this particular meeting, it was my hope that the RSAC would vote to accept a task statement regarding the certification of Signalmen, and establish a working group to investigate whether the certification of Signalmen made sense from a safety standpoint, and if it did, what it would look like.

Unfortunately, at a meeting where the stakeholders should have voted to accept this task and establish a working group to examine potential Signalmen certification, the railroads chose to cut off all paths leading toward such an outcome asserting that there was no scientific evidence showing certification of Signalmen would improve safety — that the administrative burden of certification would hurt small businesses — that participating in a working group tasked with thoroughly vetting the subject of Signalmen certification would cause the railroads financial hardship — and finally, that the FRA currently lacks an administrator, and any future appointment to that position might not consider the certification of Signalmen a high priority.

Some of the positions advanced by the railroads lack merit and some are absurd, but they should never be able to point to any vacancy within the government as a reason to avoid discussion of safety-critical issues. Moreover,

Some of the positions advanced by the railroads lack merit and some are absurd, but they should never be able to point to any vacancy within the government as a reason to avoid discussion of safety-critical issues.

if the issues the railroads relied on in avoiding examining certification of Signalmen were legitimate, then the proper forum for advancing these positions is the working group, where they can be thoroughly vetted through open debate. As it stands now, the RSAC decided to forgo a vote on whether it should accept the task of establishing a working group to examine the concept of Signalmen certification until a new FRA Administrator is appointed

by the president — meaning no working group will be formed, and we will not have the opportunity to address an issue of great importance to our members because of another's decision, or failure, to act

responsibly and fill positions within the current administration.

Essentially, the railroads received a gift from the new administration — the ability to refuse to participate in meaningful discussions concerning safety based on speculation stemming from a vacant position which may not be filled in the foreseeable future. There is little doubt in my mind that the lack of an administrator at the FRA will continue to be used by the railroads as a shield to block progress on regulatory matters going forward, at least until a better excuse comes along. And it is not just Signalmen certification that is being affected by the current administration's inability to properly staff the government, the FRA's one-year extension of the implementation dates within PART 243—Training, Qualification, and Oversight for Safety-Related Railroad Employees, which rail labor spent time and resources shaping and fighting for in the RSAC process, most likely can be placed in this category as well. The railroads assert that there is a valid reason for granting these extensions

— claiming that it was beyond their ability to develop model training programs within the 30-month time frame stipulated in the Final Rule — but there is no evidence the railroads even attempted to meet this deadline, they simply ran out the clock, and the FRA, lacking an administrator, acquiesced.

The current administration has also taken positive action, where it could, to delay the implementation of regulations affecting rail labor. The Presidential directive dated January 20, 2017, and entitled “Regulatory Freeze Pending Review” has delayed the implementation of the Final Rule titled “System Safety Program” which requires commuter and intercity passenger railroads to develop and implement a system safety program. The implementation of the Final Rule titled “Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators,” has fallen victim to this delay tactic as well. These Rules were promulgated to address specific concerns following a thorough examination by

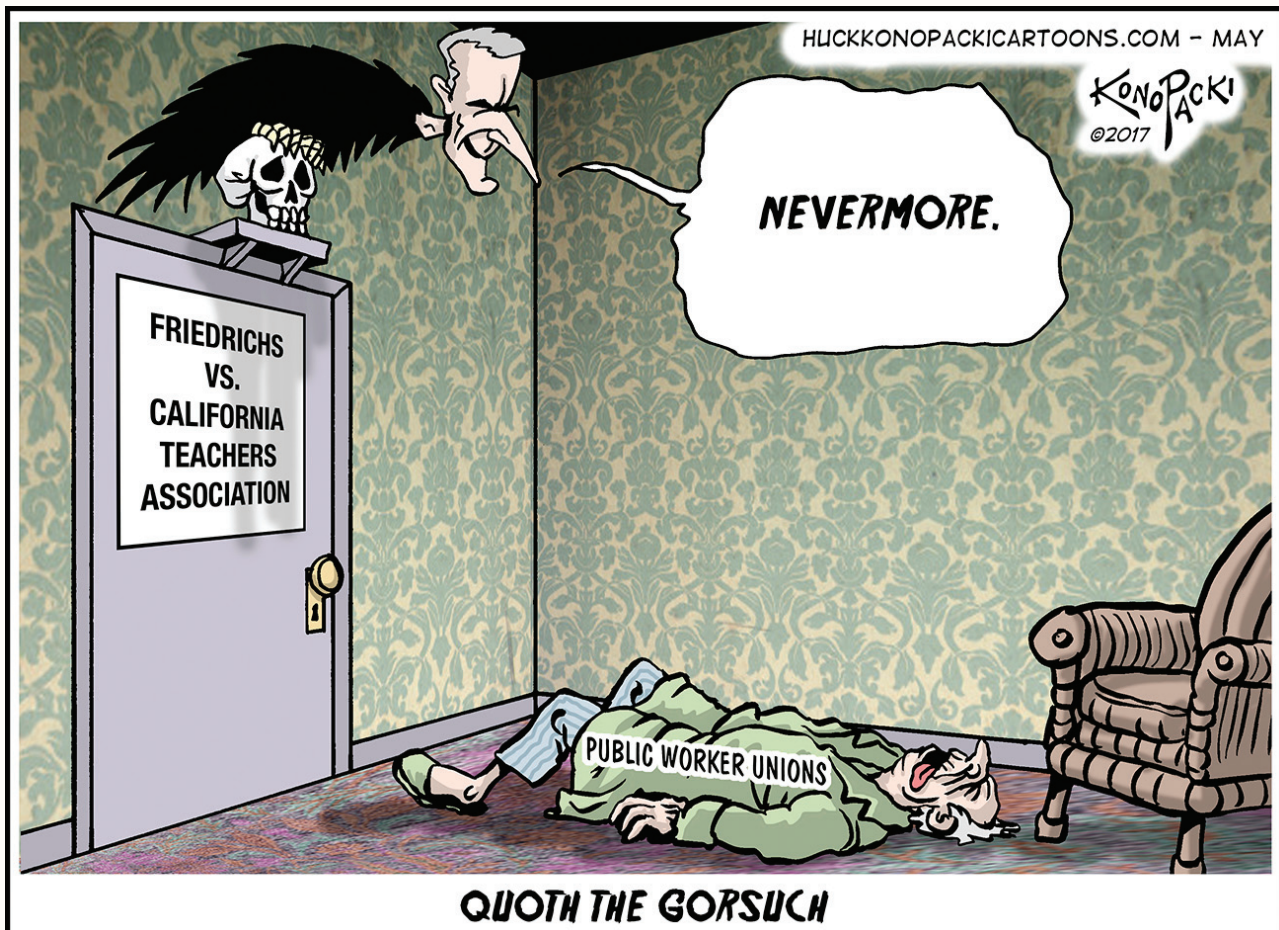
the stakeholders, and the administration’s decision to delay the Rules’ implementation has no basis other than misguided ideology.

While there is no arguing that the climate created by the current administration is impeding this Organization’s regulatory agenda, it is important to keep in mind that the aforementioned are only temporary setbacks, and our future prospects could quickly change for the better if we all take an active role in electing representatives who are truly interested in improving the livelihoods and working conditions of our members.

In Solidarity,

W. Dan Pickett

W. Dan Pickett
BRS President



RAILROAD RETIREMENT BOARD

Classroom and Field Training Presentation

After two years of concentrated effort and work, the BRS was proud to conduct a classroom and field training presentation to Occupation Disability Adjusters with the Railroad Retirement Board (RRB) on March 29–30, 2017. The BRS was given the opportunity to provide the adjusters with a brief and informative glimpse into the everyday work duties and challenges that a Signal employee faces in order to provide the disability adjusters with the knowledge to better determine if an employee qualifies for an occupational disability. For most of the 70 adjusters in attendance, this was their first opportunity to witness the mental and physical tasks that wear on our members throughout their hardworking careers in the signal craft. The training covered an array of duties from switch testing and circuit troubleshooting to digging in the rain and working on the ballast around equipment.

This training has been one of our Organization's goals for years and when the opportunity eventually presented itself, Brother Tim Tarrant, Grand Lodge Representative, and Brother Jim Hansen, Local 183 Local Chairman, rose to the occasion. They spent two years collecting photographs, videos, and information while putting together a classroom presentation that effectively educated the RRB Adjusters in a manner to ensure that they can more accurately review applicants who may need to utilize our benefit to occupational disability. Properly covering all aspects of our jobs in a one-hour classroom presentation, while working with management's legal requirements, was challenging, but Brother Tarrant and Brother Hansen put together a presentation that gained much praise from railroaders and adjusters alike.

Due to a conflict with scheduling, Brother Brandon Elvey, Grand Lodge Representative, presented the final project alongside Brother Hansen at the RRB building in Chicago, Illinois, on March 29 and assisted in the field training held on March 30 at Canadian National's training facility in Homewood, Illinois. Much thanks to our Brothers for their work and attention to detail while showing the RRB the pride we take in our job and challenges that exist within our craft. ■



After two years of work, Tim Tarrant, Grand Lodge Representative; and Jim Hansen, Local 183 Local Chairman, created and submitted an informative one-hour presentation, which garnered praise from railroaders and adjusters alike.



Jim Hansen and Brandon Elvey, Grand Lodge Representative, present the final project.



EPA Requires BNSF to Begin Work at Abandoned Uranium Mines

The Environmental Protection Agency (EPA) announced an agreement with BNSF Railway Company to begin cleanup at the Haystack Mines Site, a group of three abandoned uranium mines near Prewitt, New Mexico and the Baca/Prewitt chapter, on Navajo Nation.

The mines site operated from 1952 to 1981 and produced 400,000 tons of uranium ore. Today, the 174-acre area is being used for livestock grazing and includes one residence with some additional homes nearby. The work is expected to begin in July and last for four months.

Under the agreement, BNSF Railway Company will conduct the following actions:

- Through biological and cultural assessments of the property, ensure cultural resources and sensitive species are not impacted
- Fence the property and post warning signs
- Outreach to the local community
- Provide temporary alternative housing to impacted residents if necessary

- Construct access roads
- Excavate contaminated soil

During the Cold War, 30 million tons of uranium ore were mined on or adjacent to the Navajo Nation, leaving more than 500 abandoned mines. EPA has entered into settlement agreements valued at \$1.7 billion to reduce the highest risks to the Navajo people. Since 2008, EPA has conducted preliminary investigations at all the mines, remediated 48 contaminated structures, provided safe drinking water to 3,013 families in partnership with the Indian Health Service, and performed cleanup or stabilization work at nine mines. In total, funds are available to begin the cleanup process at over 200 abandoned uranium mines, representing 40 percent of the abandoned uranium mines on the Navajo Nation. This work is a closely coordinated effort between federal agencies and the Navajo Nation to address the legacy of uranium contamination. ■

ARE YOU SPEEDING TOWARD DIABETES?



One in three adults has prediabetes — and 90 percent of them don't know it.

Could you be one of them?

Find out by taking the seven-question quiz at DoIHavePrediabetes.org.

Then, learn more by visiting yourtracktohealth.com and clicking "Live Healthy."

©2017 Your Track to Health (ES 17-01698) Source: cdc.gov



Safety on Railroad Bridges

The FAMES Committee has reviewed the available data from 14 railroad bridge fall accidents, in which 12 fatalities and 2 serious injuries occurred. Given that bridge workers^[1] constitute a small percentage of the railroad worker population, this is a significant number.

Unsecured walkways/gratings were the primary cause in one-half of the fatal accidents and serious injuries. Of grave concern is the fact that in several of those accidents, supervisors and employees were aware of the unsecured walkways/gratings but did not take necessary steps to mitigate the risk; in fact, in some instances the killed or injured worker helped unsecure the walkway/gratings.

Below are the findings and recommendations of the FAMES Committee which are intended to raise awareness and prevent injuries and fatalities among railroad bridge workers.

Findings:

- Between 1998 and 2013, at least 12 bridge worker fatalities and 2 serious injuries occurred from falls from railroad bridges.
- In 13 (93%) of the 14 accidents, failure to use fall protection was a primary contributing factor.
- In fifty percent (50%) of the accidents (5 fatalities and 2 serious injuries), the falls were caused by unsecured or removed walkways/gratings.
- Drowning was the cause of death in 4 (33%) of the 12 fatal falls.
- In 8 (67%) of the 12 fatal falls, insufficient training

of bridge workers was noted by FAMES.

- In 6 (50%) of the 12 fatal falls, insufficient management oversight was noted by FAMES.
- Two of the fatalities involved suspended loads; 1 caused a crushing fatality and the other knocked a worker off the structure.
- Shortline and regional railroads comprised 6 (43%) of the 14 bridge falls.
- Contractors accounted for 4 (29%) of the 14 bridge falls.

Recommendations:

- Each railroad should have comprehensive, written bridge worker safety instructions, readily accessible to every employee who works on a bridge.
- Conduct a thorough hazard analysis of all bridge work and discuss all identified hazards and mitigation measures in the job briefing prior to commencing work and whenever conditions change.
 - When fall protection is needed, the job briefing should clearly articulate that employees must be tied off 100% of the time.
- Secure any unsecured walkways/gratings immediately or remove and protect the opening. Unsecured walkways/gratings, especially short sections, pose a significant risk due to the “trapdoor” effect.
- Every bridge worker must be trained in the proper use of fall protection before working on a railroad bridge.
- Always use fall protection when working on railroad bridges twelve feet or more above the ground or water surface:
 - Where walkways/gratings are unsecured or where gaps or holes exist through which a person can fall;
 - When working over the side of a bridge, using ladders on bridges, and when positioned on any elevated platform used on the bridge (e.g.,

[1] — *Railroad bridge worker or bridge worker* means any employee of, or employee of a contractor of, a railroad owning or responsible for the construction, inspection, testing, or maintenance of a bridge whose assigned duties, if performed on the bridge, include inspection, testing, maintenance, repair, construction, or reconstruction of the track, bridge structural members, operating mechanisms and water traffic control systems, or signal, communication, or train control systems integral to that bridge.

truck beds and roadway maintenance machine (RMM) decks not equipped with sufficient railings.); or

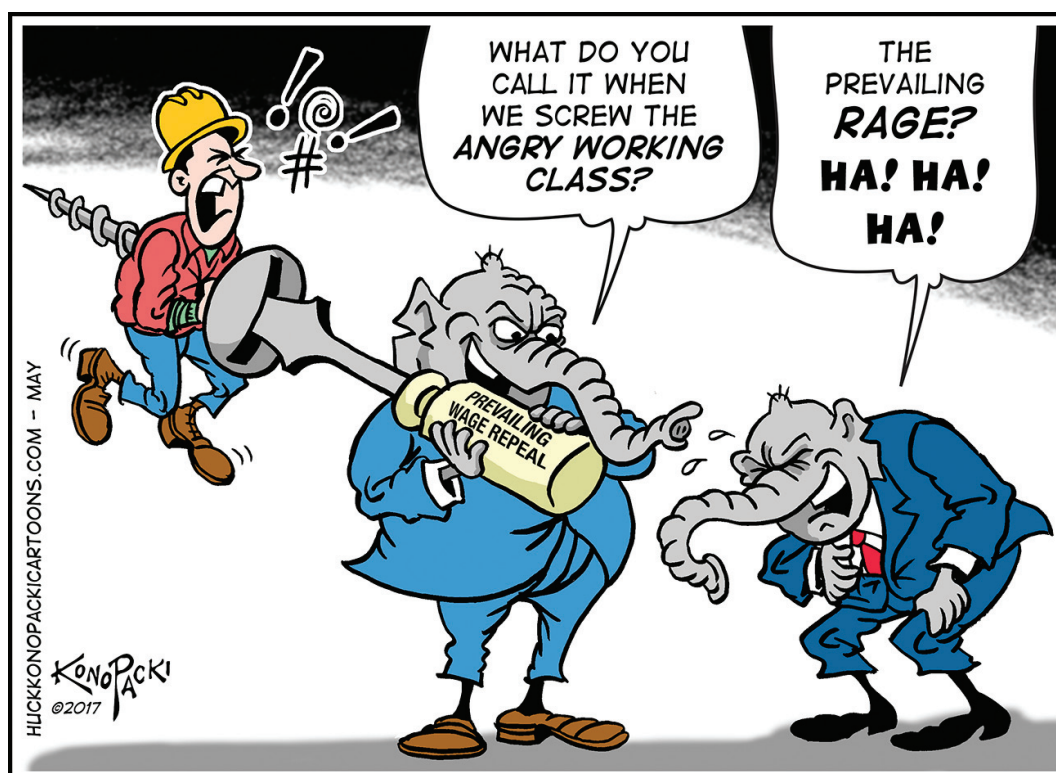
- Where otherwise required by rule or regulation.
- When in doubt about the need for fall protection, the safest course of action must be taken. Do not rely on the exemptions under FRA's Bridge Worker Safety Standards (49 CFR Part 214 Subpart B) — make sure a thorough risk assessment is done and that the exemptions are suitable for the work:
 - The presence of walkways and railings may not rule out the need for fall protection.
 - Working exclusively between the rails may not rule out the need for fall protection.
- Managers, supervisors, and foremen must understand bridge worker safety requirements and ensure bridge worker compliance in the use of fall protection.
- When working over or next to water where the danger of drowning exists and fall protection is not otherwise required, each worker must wear a Coast Guard approved life vest. In addition, a lifesaving boat and ring buoys must be available for water rescue.
- When working at night, ensure that lighting is adequate for the detection of fall hazards and for the work being performed. If using a flashlight while working on or traversing a bridge, have a backup

flashlight immediately available.

- Use extreme caution when handling suspended loads on bridges and make certain that you have a place of safety in case the load unexpectedly shifts or falls.
- When workers are sharing the bridge with passing trains or RMMs, the job briefing must include and identify the designated place of safety for workers.

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

The views, opinions, and recommendations contained in this report are those of the FAMES Committee and do not necessarily represent the views, opinions, or recommendations of any specific railroad, labor organization, or governmental agency.



International Crossing Awareness Day

On June 2, 2017, the United States chapter of Operation Lifesaver (OLI) observed International Level Crossing Awareness Day (ILCAD). This day was created to focus global attention on the concerning trend of distracted behavior at railroad crossings. Alongside more than 40 countries worldwide, many state Operation Lifesaver programs plan to work with safety partners to conduct awareness events in conjunction with ILCAD, targeting a broad audience and reaching as many people as possible with these lifesaving messages.

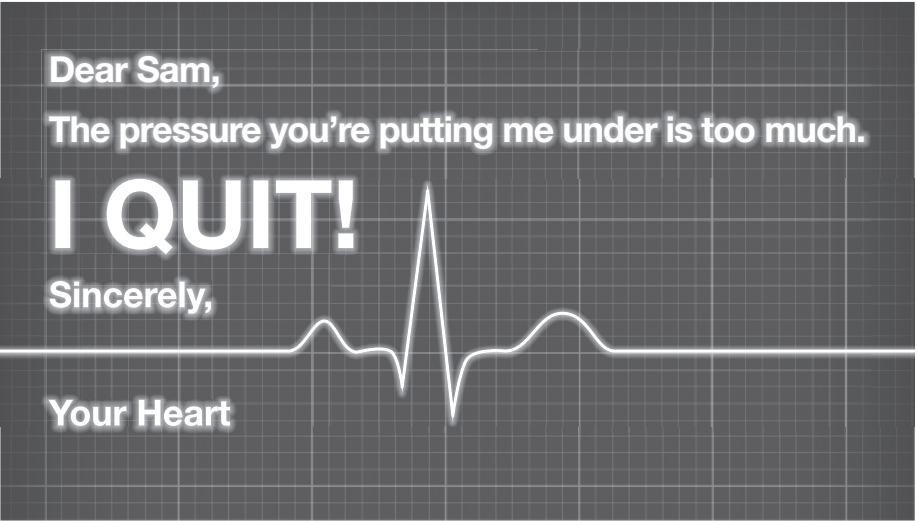
Statistics from the Federal Railroad Administration show that while the total number of collisions at highway-rail grade crossings dropped by 1.96 percent from 2015 to 2016, a nearly 13 percent increase in deaths has been attributed to these collisions.

OLI is committed to reducing these collisions and protecting our nation's families and communities from having to endure these preventable tragedies. The national awareness campaign, See Tracks? Think Train! along with these driving safety tips, can help save lives at crossings.

This international partnership was formed to raise awareness of rail safety and support the goal of eliminating deaths and injuries on and near railroad property throughout our communities. To further these efforts throughout the

U.S., OLI is coordinating this year's inaugural U.S. Rail Safety Week, September 24–30, to empower the public to keep themselves safe near tracks and trains. ■

ABOUT OPERATION LIFESAVER — Operation Lifesaver is a nonprofit public safety education and awareness organization dedicated to reducing collisions, fatalities and injuries at highway-rail 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. OLI will lead a national observance of U.S. Rail Safety Week, September 24–30, 2017. Learn more about U.S. Rail Safety Week; follow OLI on Facebook, Twitter, Instagram and Pinterest



Dear Sam,

The pressure you're putting me under is too much.

I QUIT!

Sincerely,

Your Heart

Don't let your heart quit on you. If you are living with high blood pressure, just knowing and doing the minimum isn't enough.

Uncontrolled high blood pressure could lead to stroke, heart attack or death. Get yours to a healthy range before it's too late.

Find out how at heart.org/BloodPressure

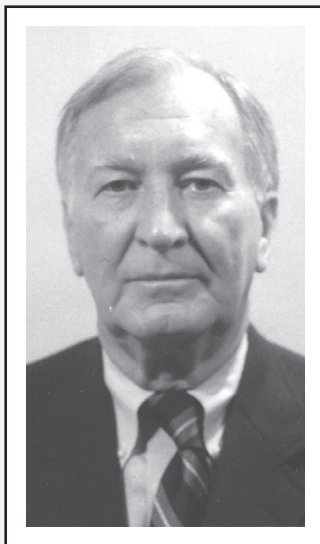
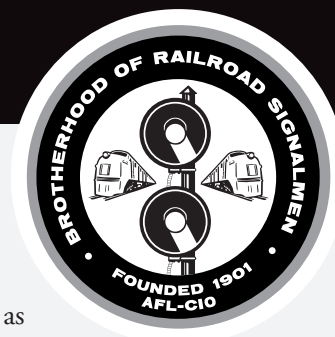
Ad Council

Check. Change. Control.™

American Heart Association | American Stroke Association. Check. Change. Control.™

In Memoriam

JOSEPH W. WALSH • 1924–2017



Joseph Walsh passed away on March 19 in Annapolis, Maryland, at the age of 93.

Mr. Walsh began his railroad career with the New York, New Haven and Hartford Railroad as a Signal Helper. After serving with the United States Army Air Force during World War II, he returned to the railroad as a foreman. Mr. Walsh served as a Local Chairman for Local 5 and Secretary-Treasurer for the New Haven General Committee.

In 1968, Brother Walsh was appointed to Grand Lodge as editor of *The Signalman's Journal*. In 1973, he was

elected as Vice President—Northeast and also served as the Legislative Representative for the Organization. During his time at Grand Lodge, he fought for the passage of the Railroad Retirement Act of 1974.

In 1979, Mr. Walsh was hired as a Special Assistant to the Administrator of Safety at the FRA, where he worked until retirement. ■

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

DID YOU KNOW?

Title 49: Transportation

§236.311 SIGNAL CONTROL CIRCUITS, SELECTION THROUGH TRACK RELAYS OR DEVICES FUNCTIONING AS TRACK RELAYS AND THROUGH SIGNAL MECHANISM CONTACTS AND TIME RELEASES AT AUTOMATIC INTERLOCKING.

(a) The control circuits for aspects with indications more favorable than “proceed at restricted speed” shall be selected through track relays, or through devices that function as track relays, for all track circuits in the route governed.

(b) At automatic interlocking, signal control circuits shall be selected (1) through track relays, or devices that function as track relays, for all track circuits in the route governed and in all conflicting routes

within the interlocking; (2) through signal mechanism contacts or relay contacts closed when signals for such conflicting routes display “stop” aspects; and (3) through normal contacts of time releases, time element relays, or timing devices for such conflicting routes, or contacts of relays repeating the normal position or normal state of such time releases, time element relays, or timing devices. ■



Comparison of Benefits Under Railroad Retirement and Social Security

Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act, so that railroad retirement benefits remain higher than social security benefits, especially for “career” employees who have 30 or more years of service.

The following questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 2016. They also show the differences in age requirements and payroll taxes under the two systems.

How do the average monthly railroad retirement and social security benefits paid to retired employees and spouses compare?

The average age annuity being paid by the Railroad Retirement Board (RRB) at the end of fiscal year 2016 to career rail employees was \$3,350 a month, and for all retired rail employees the average was \$2,675. The average age retirement benefit being paid under social security was over \$1,350 a month. Spouse benefits averaged \$990 a month under railroad retirement compared to \$680 under social security.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between \$23 and \$43 a month, which are payable to employees who retire directly from the rail industry with 25 or more years of service.

Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes, because recent awards are based on higher average earnings. Age annuities awarded to career railroad employees retiring at the end of fiscal year 2016 averaged about \$3,835 a month, while monthly benefits awarded to workers retiring at full retirement age under social security averaged \$1,825. If spouse benefits are added, the combined benefits for the employee and spouse would total \$5,430 under railroad retirement coverage, compared to \$2,740 under social security. Adding a supplemental annuity to the railroad family's benefit

increases average total benefits for current career rail retirees to over \$5,460 a month.

How much are the disability benefits currently awarded?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2016 were awarded more than \$2,850 a month on average, while awards for disabled workers under social security averaged approximately \$1,290.

While both the Railroad Retirement and Social Security Acts provide benefits to workers who are totally disabled for any regular work, the Railroad Retirement Act also provides disability benefits specifically for employees who are permanently disabled for work in their regular railroad occupation. Employees may be eligible for such an occupational disability annuity at age 60 with 10 years of service, or at any age with 20 years of service.

Can railroaders receive benefits at earlier ages than workers under social security?

Railroad employees with 30 or more years of creditable service are eligible for regular annuities based on age and service the first full month they are age 60, and rail employees with less than 30 years of creditable service are eligible for regular annuities based on age and service the first full month they are age 62.

No early retirement reduction applies if a rail employee retires at age 60 or older with 30 years of service and his or her retirement is after 2001, or if the employee retired

before 2002 at age 62 or older with 30 years of service. Early retirement reductions are otherwise applied to annuities awarded before full retirement age, the age at which an employee can receive full benefits with no reduction for early retirement. This ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as under social security.

Under social security, a worker cannot begin receiving retirement benefits based on age until age 62, regardless of how long he or she worked, and social security retirement benefits are reduced for retirement prior to full retirement age regardless of years of coverage.

Can the spouse of a railroader receive a benefit at an earlier age than the spouse of a worker under social security?

If a retired railroad employee with 30 or more years of service is age 60, the employee's spouse is also eligible for an annuity the first full month the spouse is age 60.

Certain early retirement reductions are applied if the employee first became eligible for a 60/30 annuity July 1, 1984, or later, and retired at ages 60 or 61 before 2002. If the employee was awarded a disability annuity, has attained age 60 and has 30 years of service, the spouse can receive an unreduced annuity the first full month she or he is age 60, regardless of whether the employee annuity began before or after 2002, as long as the spouse's annuity beginning date is after 2001.

To qualify for a spouse's benefit under social security, an applicant must be at least age 62, or any age if caring for a child who is entitled to receive benefits based on the applicant's spouse's record.

Does social security offer any benefits that are not available under railroad retirement?

Social security does pay certain types of benefits that are not available under railroad retirement. For example, social security provides children's benefits when an employee is disabled, retired, or deceased. Under current law, the Railroad Retirement Act only provides children's benefits if the employee is deceased.

However, the Railroad Retirement Act includes a special minimum guaranty provision which ensures that railroad families will not receive less in monthly benefits than they would have if railroad earnings were covered by social security rather than railroad retirement laws. This guaranty is intended to cover situations in which

one or more members of a family would otherwise be eligible for a type of social security benefit that is not provided under the Railroad Retirement Act. Therefore, if a retired rail employee has children who would otherwise be eligible for a benefit under social security, the employee's annuity can be increased to reflect what social security would pay the family.

How much are monthly benefits for survivors under railroad retirement and social security?

Survivor benefits are generally higher if payable by the RRB rather than social security. At the end of fiscal year 2016, the average annuity being paid to all aged and disabled widow(er)s was \$1,605 a month, compared to \$1,255 under social security.

Benefits awarded by the RRB at the end of fiscal year 2016 to aged and disabled widow(er)s of railroaders averaged nearly \$2,065 a month, compared to approximately \$1,210 under social security.

The annuities being paid at the end of fiscal year 2016, to widowed mothers/fathers averaged \$1,885 a month and children's annuities averaged \$1,065, compared to \$945 and \$835 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded at the end of fiscal year 2016 averaged \$2,235 a month for widowed mothers/fathers, and \$1,430 a month for children under railroad retirement, compared to \$915 and \$825 for widowed mothers/fathers and children, respectively, under social security.

How do railroad retirement and social security lump-sum death benefit provisions differ?

Both the railroad retirement and social security systems provide a lump-sum death benefit. The railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death. The social security lump-sum benefit may be payable regardless of whether monthly benefits are also due. Both railroad retirement and social security provide a lump-sum benefit of \$255. However, if a railroad employee completed 10 years of creditable railroad service before 1975, the average railroad retirement lump-sum benefit payable is \$1,015. Also, if an employee had less than 10 years of service, but had at least 5 years of such service after 1995, he or she would have to have

continued on page 16

PREVENT LYME DISEASE

Tips to Help Keep Your Health On Track!



Lyme disease is spread by the bite of an infected tick. In the United States, an estimated 300,000 infections occur each year. If you camp, hike, work, or play in wooded or grassy places, you could be bitten by an infected tick.

People living in or visiting New England, the mid-Atlantic states, and the upper Midwest are at greatest risk. But you and your family can prevent tick bites and reduce your risk of Lyme disease.

Protect Yourself from Tick Bites

Know where to expect ticks: Blacklegged ticks (the ticks that cause Lyme disease) live in moist and humid environments, particularly in and near wooded or grassy areas. You may get a tick on you during outdoor activities around your home or when walking through leaves and bushes. To avoid ticks, walk in the center of trails and avoid walking through tall bushes or other vegetation.

Though Lyme disease cases have been reported in nearly every state, cases are reported from the infected person's county of residence, not the place where they were infected.

Repel ticks on skin and clothing:

Use repellent that contains 20 percent or more DEET, picaridin, or IR3535 on exposed skin for protection that lasts several hours. Always follow product instructions. Parents should apply this product to their children, avoiding hands, eyes, and mouth. Use products that contain permethrin on clothing. Treat clothing and gear, such as boots, pants, socks and tents with products containing 0.5% permethrin. It remains protective through several washings. Pre-treated clothing is available and may be protective longer.

Perform Daily Tick Checks

Check your body for ticks after being outdoors, even in your own yard. Search your entire body for ticks when you return from an area that may have ticks. Use a hand-held or full-length mirror to view all parts of your body and remove any tick you find.



Take special care to check these parts of your body and your child's body for ticks:

- Under the arms
- In and around the ears
- Inside the belly button
- Back of the knees
- In and around all head and body hair
- Between the legs
- Around the waist

Check your clothing and pets for ticks because they may carry ticks into the house. Check clothes and pets carefully and remove any ticks that are found. Place clothes into a dryer on high heat to kill ticks.

DID YOU KNOW?

Title 49: Transportation §236.307 INDICATION LOCKING

Indication locking shall be provided for operative approach signals of the semaphore type, power-operated home signals, power-operated switches, movable-point frogs and derails, and for all approach signals except light signals, all aspects of which are controlled by polar or coded track circuits or line circuits so arranged that a single fault will not permit a more favorable aspect than intended to be displayed. ■

Remove Attached Ticks Quickly and Correctly

Remove an attached tick with fine-tipped tweezers as soon as you notice it. If a tick is attached to your skin for less than 24 hours, your chance of getting Lyme disease is extremely small; however, other diseases may be transmitted more quickly.

Over the next few weeks, watch for signs or symptoms of Lyme disease such as rash or fever. See a healthcare provider if you have signs or symptoms.

Be Alert for Fever or Rash

Even if you don't remember being bitten by a tick, an unexpected summer fever or odd rash may be the first signs of Lyme disease, particularly if you've been in tick habitat. See your healthcare provider if you have symptoms.

Prevent Ticks on Animals

Prevent family pets from bringing ticks into the home by limiting their access to tick-infested areas and by using veterinarian-prescribed tick collars or spot-on treatment.

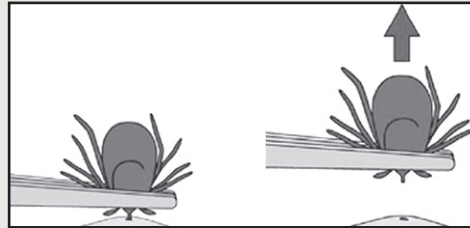
Create Tick-safe Zones in Your Yard

Modify your landscaping to create "Tick-Safe Zones."

It's pretty simple. Keep patios, play areas, and playground equipment away from shrubs, bushes, and other vegetation. Regularly remove leaves, clear tall grasses and brush around your home, and place wood chips or gravel between lawns and wooded areas to keep ticks away from recreational areas.

Use a chemical control agent. Effective tick control chemicals are available for homeowners to use, or a professional pest control expert can apply them.

Discourage deer. Deer are the main food source of adult ticks. Keep deer away from your home by removing plants that attract deer and by constructing barriers (like a fence) to discourage deer from entering your yard and bringing ticks with them.



If you find a tick attached to your skin, there's no need to panic. Several tick removal devices are available on the market, but a plain set of fine-tipped tweezers will remove a tick effectively.

HOW TO REMOVE A TICK: Use fine-tipped tweezers to grasp the tick as close to the skin's surface as possible.

Pull upward with steady, even pressure. Don't twist or jerk the tick; this can cause the mouth-parts to break off and remain in the skin. If this happens, remove the mouth-parts with tweezers. If you are unable to remove the mouth easily with clean tweezers, leave it alone and let the skin heal.

After removing the tick, thoroughly clean the bite area and your hands with rubbing alcohol, an iodine scrub, or soap and water.

Dispose of a live tick by submersing it in alcohol, placing it in a sealed bag/container, wrapping it tightly in tape, or flushing it down the toilet. Never crush a tick with your fingers.

If you develop a rash or fever within several weeks of removing a tick, see your doctor. Be sure to tell the doctor about your recent tick bite, when the bite occurred, and where you most likely acquired the tick.

HELPFUL HINT: Avoid folklore remedies such as "painting" the tick with nail polish or petroleum jelly, or using heat to make the tick detach from the skin. Your goal is to remove the tick as quickly as possible — do not wait for it to detach. ■



- **H.R.244: Consolidated Appropriations Act, 2017**
- **The Fiduciary Rule and Retirement Investments**

H.R.244: Consolidated Appropriations Act, 2017

Also referred to as the “Omnibus,” H.R.244 provides funding for the federal government through September 30, 2017, the end of the 2017 fiscal year. H.R.244 was passed by the House of Representatives by a vote of 309–118 on May 4, 2017; the Senate voted in favor by a vote of 79–18. The President signed the bill into law on May 5, 2017. The Bill was passed in a bi-partisan effort, with both democrat and republican participation, demonstrating that both sides can come together to accomplish a goal in the 115th Congress. Some key infrastructure provisions of this bill include:

- \$98 million for newly-authorized rail safety and state of good repair grants across the country. Specifically:
 - \$68 million for Consolidated Rail Infrastructure and Safety Improvement grants to support capital projects, implementation of Positive Train Control, and highway-rail grade crossing improvements;
 - \$25 million for Federal State Partnership for State of Good Repair Grants to upgrade aging infrastructure within the Amtrak network; and
 - \$5 million for Rail Restoration and Enhancement Grants.

The agreement also included funding for FRA safety and operations which supports the inspector workforce, expands automated track inspections to prevent derailments, and sustains investments into tank car research and other ongoing crude-by-rail safety initiatives.

The Act funds Amtrak at \$1.495 billion, \$105 million more than the fiscal year 2016 level; of these funds, \$75 million will be provided to Amtrak’s Northeast Corridor. Democratic Leader of the Senate, Charles Schumer (D-NY), who has long been an advocate for funding vital infrastructure improvements was pleased with the increased funding for Amtrak. “This extra \$105 million will provide a vital injection to Northeast rail infrastruc-

ture, support essential repair work at Penn Station and boost the essential Gateway Tunnel Project. These dollars are a huge win for commuters in the region... These dollars will help get rail repairs back on track and that means less inconvenience for commuters who have been dealing with delay after delay,” said Schumer.

The Act funds Amtrak at \$1.495 billion, \$105 million more than the fiscal year 2016 level; of these funds, \$75 million will be provided to Amtrak’s Northeast Corridor.

A major win for the United Mine Workers of America (UMWA) was also included in this legislation and provides protections for retired coal miners.

H.R.244 includes provisions proposed in The Miners Protection Act. Cecil E. Roberts, UMWA International President, praised the passage of H.R.244 and the Congressmen who helped make it a reality:

“The vote today by the United States Senate to pass the Continuing Resolution funding the government means that 22,600 retired coal miners, their dependents and widows will receive the health care they earned and were promised by their government for the rest of their lives. We have been fighting this battle since Patriot Coal’s initial bankruptcy filing nearly five years ago. Tens of thousands of our members, both retired and active, have marched, rallied, written letters and made phone calls to their representatives in Washington, urging passage of this legislation. They deserve the lion’s share of the credit for getting us to this day. The legislation, which was part of the Miners Protection Act, will incorporate into the 1993 Benefit Plan those beneficiaries who had lost health care coverage as a result of recent bankruptcies and closures of coal companies. These miners will be treated the same as beneficiaries under the Coal Act which provides that solvent coal companies must be responsible for their own retirees but when companies fail the government will step in to assist in providing retirement benefits... These elderly people have been living with the cruel anxiety of not knowing how long their health care would last... Now they have the peace of mind they need to live out their lives without that to worry about. We are very appreciative of the bi-partisan coalition of Senators and Representatives who came together and worked so hard on this,” Roberts said.

The Fiduciary Rule and Retirement Investments

The Employee Retirement Income Security Act of 1974 (ERISA) is a federal law that sets minimum standards for most voluntarily established pension and health plans in private industry to provide protection for individuals in these plans. It requires plans to provide participants with information about features and funding; sets minimum standards for participation, vesting, benefit accrual and funding; provides fiduciary responsibilities for those who manage and control plan assets; requires plans to establish a grievance and appeals process for participants to get benefits from their plans; gives participants the right to sue for benefits and breaches of fiduciary duty; and, if a defined benefit plan is terminated, guarantees payment of certain benefits through a federally chartered corporation, known as the Pension Benefit Guaranty Corporation. Before 2016, this legislation had never been amended.

On February 23, 2015, before the AARP, President Obama announced an initiative to revise the definition of the term “fiduciary” in the ERISA Act. This was a continued Obama Administration effort to help Americans recover from the 2008 financial crisis, and create more transparency and accountability for Wall Street.

He said, “*The rules governing retirement investments were written 40 years ago, at a time when most workers with a retirement plan had traditional pensions, and IRAs were brand new, and 401ks didn’t even exist. So it’s not surprising that the rules that existed 40 years ago haven’t caught up to the realities of most families today. Now, outdated regulations, legal loopholes, fine print—all that stuff today makes it harder for savers to know who they can trust. Financial advisors absolutely deserve fair compensation for helping people save for retirement and helping people figure out how to manage their investments. But they shouldn’t be able to take advantage of their clients... So, today, I’m calling on the Department of Labor to update the rules and requirements that retirement advisors put the best interests of their clients above their own financial interests. It’s a very simple principle: You want to give financial advice, you’ve got to put your client’s interests first. You can’t have a conflict of interest.*”

On April 8, 2016, the Department of Labor (DOL) published a final regulation defining who is a “fiduciary” of an employee benefit plan under ERISA. The Fiduciary Rule also applies to the definition of a “fiduciary” of a plan under section 4975(e)(3)(B) of the Internal Revenue Code of 1986. The Fiduciary Rule

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ECONOMY ★ ★ ★ RIGHTS REGULATION CONSEQUENCES
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RAILROAD RETIREMENT QUESTIONS AND ANSWERS

continued from page 11

have to have had an insured status under social security law (counting both railroad retirement and social security credits) in order for the \$255 lump-sum benefit to be payable.

The social security lump sum is generally only payable to the widow(er) living with the employee at the time of death. Under railroad retirement, if the employee had 10 years of service before 1975, and was not survived by a living-with widow(er), the lump sum may be paid to the funeral home or the payer of the funeral expenses.

How do railroad retirement and social security payroll taxes compare?

Railroad retirement payroll taxes, like railroad retirement benefits, are calculated on a two-tier basis. Rail employees and employers pay tier I taxes at the same rate as social security taxes, 7.65 percent, consisting of 6.20 percent for retirement on earnings up to \$127,200 in 2017, and 1.45 percent for Medicare hospital insurance on all earnings. An additional 0.9 percent in Medicare taxes (2.35 percent in total) will be withheld from employees on earnings above \$200,000.

In addition, rail employees and employers both pay tier II taxes which are used to finance railroad retirement benefit payments over and above social security levels.

In 2017, the tier II tax rate on earnings up to \$94,500 is 4.9 percent for employees and 13.1 percent for employers.

How much are regular railroad retirement taxes for an employee earning \$127,200 in 2017 compared to social security taxes?

The maximum amount of regular railroad retirement taxes that an employee earning \$127,200 can pay in 2017 is \$14,361.30, compared to \$9,730.80 under social security. For railroad employers, the maximum annual regular retirement taxes on an employee earning \$127,200 are \$22,110.30, compared to \$9,730.80 under social security. Employees earning over \$127,200, and their employers, will pay more in retirement taxes than the above amounts because the Medicare hospital insurance tax is applied to all earnings. ■

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In Memoriam

GREGORY L. WILKINSON • 1954–2016



Gregory L. Wilkinson passed away on July 23, 2016. Brother Wilkinson was an active member of Local 91. Brother Wilkinson began his railroad career with CSX Transportation in 1998. Brother Wilkinson served as Local Chairman, First Vice-President, Second Vice-President, and Local Trustee with Local 91. In 2012, he was appointed part-time General Chairman of the Monon General Committee.



Brother Wilkinson had 19 years of service with CSXT and was a Signal Foreman, at the time of his passing. Brother Wilkinson is a U.S. Army veteran and served for 22 years.

We thank Brother Wilkinson for his 19 years of dedicated service to our Organization and for his service to our country.

DID YOU KNOW?

Title 49: Transportation

§236.311 SIGNAL CONTROL CIRCUITS, SELECTION THROUGH TRACK RELAYS OR DEVICES FUNCTIONING AS TRACK RELAYS AND THROUGH SIGNAL MECHANISM CONTACTS AND TIME RELEASES AT AUTOMATIC INTERLOCKING.

(a) The control circuits for aspects with indications more favorable than “proceed at restricted speed” shall be selected through track relays, or through devices that function as track relays, for all track circuits in the route governed.

(b) At automatic interlocking, signal control circuits shall be selected (1) through track relays, or devices that function as track relays, for all track circuits in the route governed and in all conflicting routes

within the interlocking; (2) through signal mechanism contacts or relay contacts closed when signals for such conflicting routes display “stop” aspects; and (3) through normal contacts of time releases, time element relays, or timing devices for such conflicting routes, or contacts of relays repeating the normal position or normal state of such time releases, time element relays, or timing devices. ■



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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

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**
- **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

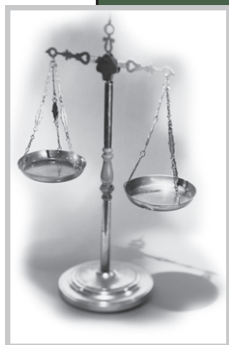
The AFL-CIO Executive Council has developed policy guidelines that regulate how the federation endorses boycotts undertaken by its affiliates. To get AFL-CIO sanction, boycotts should be directed at primary employers.

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.

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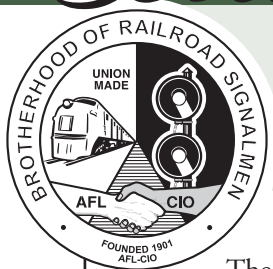
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Railroad Info — Your Track to Health

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:

45 YEARS OF SERVICE

TN Benton 16

40 YEARS OF SERVICE

ME Brunton 8

SH Wakefield 16

RJ Seifert 68

GL Spencer 77

RJ Earnhart 94

35 YEARS OF SERVICE

BJ Stimson 14

SE Tvedt 19

35 YEARS OF SERVICE

MR Day 35

DG Brown 94

NK Mount 174

RL Padberg 174

S LaSala, Jr. 241

25 YEARS OF SERVICE

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JC Daigle, Jr. 72

CR Waring 72

JS White 119

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WASHINGTON REPORT

continued from page 15

treats those who provide investment advice or recommendations for a fee or other compensation with respect to assets of a plan or IRA as fiduciaries in a wider array of advice relationships than was true of the original definition. These “fiduciaries” would have to operate in the best interest of the investor, disclose any potential conflicts of interest, and openly state fees and commissions in dollar amounts.

On February 3, 2017, in a Memorandum for the Secretary of Labor, President Trump directed the DOL to review the Fiduciary Duty Rule because it “...*may significantly alter the manner in which Americans can receive financial advice, and may not be consistent with the policies of my Administration.*”

The Presidential Memorandum states that the DOL must consider certain factors during its examination to include:

“(i) Whether the anticipated applicability of the Fiduciary Duty Rule has harmed or is likely to harm investors due to a reduction of Americans’ access to certain retirement savings offerings, retirement product structures, retirement savings information, or related financial advice; (ii) Whether the anticipated applicability of the Fiduciary Duty Rule has resulted in dislocations or disruptions within the retirement services industry that may adversely affect investors or retirees; and (iii) Whether the Fiduciary Duty Rule is likely to cause an increase in litigation, and an increase in the prices that investors and retirees must pay to gain access to retirement services.”

The Rule was to go into effect on April 10, 2017. On April 7, 2017, the DOL published a notice in the Federal Register announcing a delay of the effective date to allow it time to complete this directive. The revised effective date is June 9, 2017.

Alex Acosta was appointed to the position of Secretary of Labor by President Trump and subsequently confirmed by the Senate on April 28, 2017 by a vote of 60–38. He will no doubt oversee

this very important step in the process of the protection of Americans’ retirement accounts.

Alex Acosta Appointed 27th Secretary of Labor

At the time of Mr. Acosta’s appointment by President Trump, he had been serving as the Dean of the Florida International University College of Law since 2009. Previously, Mr. Acosta was appointed by President George W. Bush as a member of the National Labor Relations Board and served in that capacity from 2002–2003. After his time at the NLRB, Acosta became Assistant Attorney General for the Civil Rights Division of the U.S. Department of Justice on August 22, 2003, and from 2005–2009, he served as the U.S. Attorney for the Southern District of Florida.

Acosta has Bachelor of Arts in Economics and a law degree from Harvard University. Acosta served as a clerk to Samuel Alito, now a Supreme Court Associate Justice, who was then a judge on the U.S. Court of Appeals for the Third Circuit. ■



Trumpcare Will Make the Rich Richer



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OBITUARIES

JOB BEITSCH, JR.—retired member of **LOCAL 2**. Brother Beitsch retired in 1976 after 31 years of service with the Pennsylvania Railroad and Conrail. Brother Beitsch was a Maintainer Test at Conway, Pennsylvania, at the time of his retirement.

DARRELL G. BRANDON—retired member of **LOCAL 72**. Brother Brandon retired in 1996 after 31 years of service with the Union Pacific Railroad. Brother Brandon was a Signal Inspector at Omaha, Nebraska, at the time of his retirement.

MICHAEL R. BUONO—retired member of **LOCAL 56**. Brother Buono retired in 1982 after 35 years of service with the Long Island Rail Road. Brother Buono was a Signal Maintainer at Long Island, New York, at the time of his retirement.

VECHAYANT CHEVAOSOT—retired member of **LOCAL 188**. Brother Chevasot retired in 2015 after 37 years of service with the BNSF Railway Company. Brother Chevasot was a Signal Electronic Technician at Tacoma, Washington, at the time of his retirement.

LARRY D. COBBLEY—retired member of **LOCAL 111**. Brother Cobbley retired in 2004 after 35 years of service with the Union Pacific Railroad. Brother Cobbley was a Signalman at Pocatello, Idaho, at the time of his retirement.

KENNETH R. CROWDER—retired member of **LOCAL 135**. Brother Crowder retired in 1990 after 38 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Crowder was a Signalman at Chillicothe, Ohio, at the time of his retirement.

THOMAS D. DIVEN—retired member of **LOCAL 65**. Brother Diven retired in 1997 after 42 years of service with the Pennsylvania Railroad, Conrail, and Amtrak. Brother Diven was a Signal Maintainer at Baltimore, Maryland, at the time of his retirement.

C.E. FARGO—retired member of **LOCAL 134**. Brother Fargo retired in 1987 after 43 years of service with the Erie Railroad, Erie Lackawanna Railway, and Conrail. Brother Fargo was a Signal Maintainer at Corry, Pennsylvania, at the time of his retirement.

ALBERT R. FENDEL—retired member of **LOCAL 8**. Brother Fendel retired in 1990 after 42 years of service with the Union Pacific Railroad. Brother Fendel was a Signal Inspector at Denver, Colorado, at the time of his retirement.

THOMAS W. FOGARTY—retired member of **LOCAL 152**. Brother Fogarty retired in 2003 after 40 years of service with the Southern Pacific and Union Pacific Railroads. Brother Fogarty was a Signal Maintainer at Springfield, Oregon, at the time of his retirement.

ROBERT P. FOLLET—retired member of **LOCAL 229**. Brother Follet retired in 2000 after 37 years of service with the Southern Pacific and Union Pacific Railroads. Brother Follet was a Signalman at Roseville, California, at the time of his retirement.

PAUL S. FRANCE—retired member of **LOCAL 2**. Brother France retired in 1991 after 35 years of service with Conrail. Brother France was a Maintainer Test at Wooster, Ohio, at the time of his retirement.

FOSTER E. GREEN—retired member of **LOCAL 119**. Brother Green retired in 2007 after 29 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Green was a Signal Foreman at Douglas, Wyoming, at the time of his retirement. Brother Green served as Local Chairman.

E.E. GRIFFIN—retired member of **LOCAL 112**. Brother Griffin retired in 1985 after 41 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Griffin was an Assistant Inspector C&S at Coshocton, Ohio, at the time of his retirement.

THOMAS H. HAMADA—retired member of **LOCAL 233**. Brother Hamada retired in 1994 after 26 years of service with the Southern Pacific Railroad. Brother Hamada was a Detector Car Engineer at San Francisco, California, at the time of his retirement.

VIRGIL L. HANNAHS, SR.—retired member of **LOCAL 231**. Brother Hannahs retired in 1996 after 43 years of service with the Wheeling & Lake Erie Railroad. Brother Hannahs was a Track Inspector Helper at Mingo, Ohio, at the time of his retirement. Brother Hannahs served as Local Chairman.

WALTER C. HERRETH—retired member of **LOCAL 99**. Brother Herreth retired in 1982 after 30 years of service with the Missouri Pacific, Texas and New Orleans, and Southern Pacific Railroads. Brother Herreth was a Signal Foreman at Houston, Texas, at the time of his retirement.

OLIVER T. HOFFMAN—retired member of **LOCAL 214**. Brother Hoffman retired in 1990 after 34 years of service with the Detroit & Toledo Short Line and Grand Trunk Western Railroads. Brother Hoffman was a Lead Signalman at Monroe, Michigan, at the time of his retirement. Brother Hoffman served as Local President, Recording-Financial Secretary, and Local Chairman.

CHESTER A. HUGHES—retired member of **LOCAL 5**. Brother Hughes retired in 2014 after 36 years of service with Amtrak. Brother Hughes was a Signal Maintainer at New Haven, Connecticut, at the time of his retirement.

MORRIS S. KANE—retired member of **LOCAL 72**. Brother Kane retired in 1986 after 36 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Kane was a Signal Maintainer at Osawatimie, Kansas, at the time of his retirement.

ROBERT E. KELLY—retired member of **LOCAL 81**. Brother Kelly retired in 1993 after 43 years of service with the Illinois Central Railroad. Brother Kelly was a Signal Maintainer at Mattoon, Illinois, at the time of his retirement.

JAMES R. LAIL—retired member of **LOCAL 110**. Brother Lail retired in 1985 after 34 years of service with the Southern Railroad. Brother Lail was a Signal Maintainer at Salisbury, North Carolina, at the time of his retirement. Brother Lail served as Local Trustee.

HARVEY J. LEWIS—retired member of **LOCAL 141**. Brother Lewis retired in 1999 after 31 years of service with the Union Pacific Railroad. Brother Lewis was a Signal Maintainer Foreman at Whitesboro, Texas, at the time of his retirement.

KENNETH A. MABRY—retired member of **LOCAL 106**. Brother Mabry retired in 1989 after 37 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Amtrak. Brother Mabry was a Signalman at Parkesburg, Pennsylvania, at the time of his retirement.

ROBERT J. MASSIMIANO—retired member of **LOCAL 58**. Brother Massimiano retired in 1992 after 42 years of service with Conrail. Brother Massimiano was a Signal Foreman at Camden, New Jersey, at the time of his retirement.

JIM R. McDONALD—retired member of **LOCAL 110**. Brother McDonald retired in 2014 after 37 years of service with the Southern Railroad and Norfolk Southern Railway. Brother McDonald was a Signal Maintainer at Lenoir City, Tennessee, at the time of his retirement. Brother McDonald served as Local Trustee, Local Chairman, and Trustee to the Southern Joint General Committee.

BYRON W. MEINZER—retired member of **LOCAL 72**. Brother Meinzer retired in 1999 after 42 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Meinzer was a Signal Maintainer at Falls City, Nebraska, at the time of his retirement.

JOHN W. MILLER—retired member of **LOCAL 84**. Brother Miller retired in 2004 after 40 years of service with the Erie Lackawanna Railway and New Jersey Transit. Brother Miller was a Signal Inspector at Summit, New Jersey, at the time of his retirement. Brother Miller served as Local President and Recording-Financial Secretary.

ELMER D. MITCHELL—retired member of **LOCAL 111**. Brother Mitchell retired in 1991 after 41 years of service with the Union Pacific Railroad. Brother Mitchell was a Signal Maintainer at Cokeville, Wyoming, at the time of his retirement.

ROBERT J. PATCHEN—retired member of **LOCAL 93**. Brother Patchen retired in 1996 after 20 years of service with the Erie Lackawanna Railway and Conrail. Brother Patchen was a Signalman at Elmira, New York, at the time of his retirement.

ROBERT H. POOR—retired member of **LOCAL 102**. Brother Poor retired in 1994 after 39 years of service with Amtrak. Brother Poor was a Signal Foreman at New York City, New York, at the time of his retirement.

RAYMOND C. RAWSON—retired member of **LOCAL 147**. Brother Rawson retired in 1986 after 38 years of service with the Delaware & Hudson Railway. Brother Rawson was a Signal Maintainer at Saratoga Springs, New York, at the time of his retirement.

ROBERT L. REISH—retired member of **LOCAL 52**. Brother Reish retired in 1985 after 41 years of service with the Erie Lackawanna Railway and Conrail. Brother Reish was a Signal Maintainer at Delaware, Ohio, at the time of his retirement. Brother Reish served as Local President.

WALLACE L. REUTER—retired member of **LOCAL 16**. Brother Reuter retired in 1997 after 27 years of service with CSX Transportation. Brother Reuter was a Signal Maintainer at Richmond, Virginia, at the time of his retirement.

FRANCIS X. RIGHTER, JR.—retired member of **LOCAL 31**. Brother Righter retired in 2005 after 38 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Righter was a Signal Inspector at Philadelphia, Pennsylvania, at the time of his retirement. Brother Righter is a U.S. Navy Veteran who served during the Vietnam War.

EUGENE C. ROTTMANN—retired member of **LOCAL 65**. Brother Rottmann retired in 2001 after 48 years of service with the Pennsylvania Railroad and Amtrak. Brother Rottmann was a Circuit Designer at Philadelphia, Pennsylvania, at the time of his retirement.

JERALD E. SCHMIDT—active member of **LOCAL 33**. Brother Schmidt had 6 years of service with the BNSF Railway Company. Brother Schmidt was a Junior Circuit Designer at Kansas City, Kansas, at the time of his passing. Brother Schmidt is a U.S. Army Veteran.

MARK L. SIMMS—retired member of **LOCAL 91**. Brother Simms retired in 2011 after 35 years of service with the Louisville & Nashville and Monon Railroads and CSX Transportation. Brother Simms was a Signal Test Foreman at Bloomington, Indiana, at the time of his retirement. Brother Simms served as General Chairman, Local Chairman, and Trustee.

THERON R. STULTS—retired member of **LOCAL 14**. Brother Stults retired in 1988 after 41 years of service with the Grand Trunk Western Railroad. Brother Stults was a Signal Maintainer at Bellevue, Michigan, at the time of his retirement. Brother Stults served as Local Chairman.

BENJAMIN H. SYNON—retired member of **LOCAL 155**. Brother Synon retired in 1987 after 38 years of service with the Union Pacific Railroad. Brother Synon was a Signal Maintainer at The Dalles, Oregon, at the time of his retirement.

CHARLES J. TABATT—retired member of **LOCAL 154**. Brother Tabatt retired in 1975 after 30 years of service with the Northern Pacific and Burlington Northern Railroads. Brother Tabatt was a CTC Maintainer at Little Falls, Minnesota, at the time of his retirement.

KENNETH D. TUCKER—retired member of **LOCAL 92**. Brother Tucker retired in 1998 after 35 years of service with the Union Pacific Railroad. Brother Tucker was a Signal Foreman at Modesto, California, at the time of his retirement.

ROBERT P. WESTBROOK—retired member of **LOCAL 56**. Brother Westbrook retired in 1987 after 30 years of service with the Long Island Rail Road. Brother Westbrook was a Foreman at Valley Stream, New York, at the time of his retirement.

DENNIS W. WHITE—retired member of **LOCAL 72**. Brother White retired in 2002 after 32 years of service with the Missouri Pacific and Union Pacific Railroads. Brother White was a Signal Shop Technician at Sedalia, Missouri, at the time of his retirement. Brother White served as Local Trustee.

DOUGLAS E. WIEDMAN—active member of **LOCAL 102**. Brother Wiedman had 37 years of service with Amtrak. Brother Wiedman was a C&S Foreman at Linden, New Jersey, at the time of his passing.

Editor's Note:

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

Email: membership@brs.org

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.

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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 (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								TOTAL	

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STREET _____

CITY _____ STATE _____ ZIP _____

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CHARCOAL



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BLACK WOOL & LEATHER COAT



BLACK CANVAS COAT



POCKET WATCH



WINDSHIRT



BURGUNDY*



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NAVY



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



SAFETY KNIT BEANIE



CLEARANCE ITEMS

Navy Golf Shirt	\$35.00	\$28.00
White Golf Shirt	\$35.00	\$28.00
Red Golf Shirt	\$35.00	\$28.00
Black Sweatshirt	\$42.00	\$35.00
Blue Jacket	\$63.00	\$53.00



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ASSORTED CAPS



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Skyla Heise Awarded Scholarship

HONORED FOR ACHIEVEMENT AND UNION VALUES

Union Plus recently awarded \$150,000 in scholarships to 106 students representing 31 unions, including one winner representing the Brotherhood of Railroad Signalmen (BRS). This year's group of scholarship recipients includes university, college, and trade or technical school students from 35 states. The BRS winner is Skyla Heise of Hagerstown, Maryland. Heise, whose father, John Heise, is a member of BRS Local 31, has been awarded a \$750 scholarship.

"Education is a vital building block for success," Union Plus President Mitch Stevens said. "We're pleased to be helping some of the labor movement's most promising students achieve their college dreams."

Skyla Heise is a 2017 homeschool high school graduate and student at Blue Ridge Community and Technical College, where she has taken classes since September 2015. She expects to complete associate degrees in arts and sciences and graphic design at Hagerstown Community College in May 2018 and hopes to pursue a bachelor's degree thereafter. Her sister, Janai Heise, was a 2015 Union Plus scholarship recipient. Skyla, who works for her family's beekeeping business, said her family's life has improved since her father joined BRS. "My father is much happier since he has a union job," she said. "He has someone to fight for him and protect him just like he would protect us."

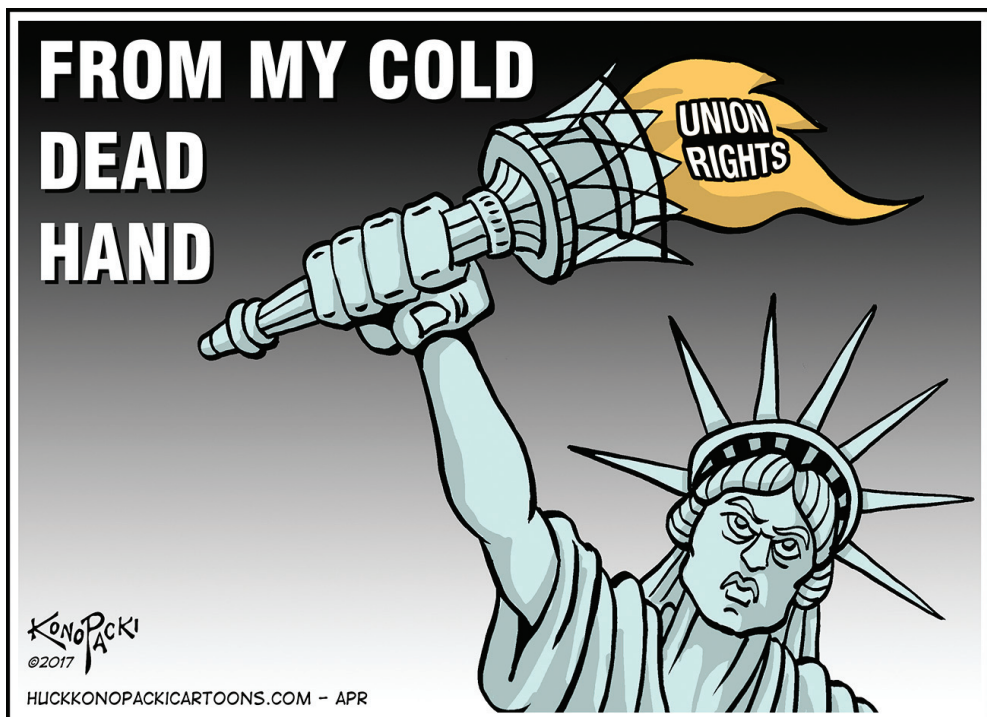
Skyla's high school activities and honors include: 4-H Level Six Diamond Clover Award; President's Volunteer Service Award (2012, 2014, 2016); Maryland 4-H State Council, vice president of service (2017), county representative (2015-2017); delegate, National 4-H Congress

(2016); president, Sunlight 4-H Club (2016-2017); volunteer, Washington County Museum of Fine Arts; volunteer, Farm Bureau AgLiteracy Unit; Miss Washington County Farm Bureau (2016).

The Union Plus Scholarship Program, now in its 26th year, awards scholarships based on outstanding academic achievement, personal character, financial need and commitment to the values of organized labor. The program is offered through the Union Plus Education Foundation.

Since starting the program in 1991, Union Plus has awarded more than \$4.2 million in educational funding to more than 2,800 union members, spouses, and dependent children. Union Plus Scholarship awards are granted to students attending a two-year college, four-year college, graduate school, or recognized technical or trade school. The selection process is very competitive, and this year over 5,100 applications were received from 65 unions and all 50 states plus the District of Columbia and three U.S. territories.

Visit unionplus.org/scholarship for applications and benefit eligibility. ■



MEMBER PHOTOS

Three Generations

OVER 100 YEARS OF SERVICE



PICTURED LEFT TO RIGHT: John A. Fiset, Jr., Signal Foreman, BRS Local 232 (2005–present); Arthur J. Fiset, Retired Signal Maintainer, BRS Local 120 (1945–1987); John (Jack) Fiset, Sr., Retired Signal Testman, BRS Local 120 & 232 (1972–2012); Tim Fiset, Lead Signalman, BRS Local 232 (2004–present)



Texas Hold'em

TOURNAMENT WINNER

On March 21, 2017, Dusty Ward, Vice General Chairman (North) of the Union Pacific General Committee and Local 8 member won the Texas Hold'em tournament held at the Golden Nugget in Las Vegas, Nevada, during the UP Non-Operating Craft Labor Management Meeting.

MEETING PHOTOS



Local 20 Meeting Fort Madison, Iowa



Local 174 Meeting Dwight, Illinois



MEETING PHOTOS



Local 77 Meeting

Roanoke, Virginia



Local 49 & 110 Meeting

Salisbury, North Carolina



MEETING PHOTOS



Local 107 Meeting

Hammond, Louisiana



Local Chairmen's Training — Front Royal, Virginia, June 2017



PHOTO CONTEST

WINNERS FOR 2nd Quarter 2017



Photo of signal gang 7612 from Keddie, California, constructing a slide fence in the Feather River Canyon on Union Pacific's Canyon Subdivision. Shawn Riggs, Eddie Recio, Jeremy Hammond, Trent Barkey, and Pitor Glib from Local 229, and Sean Hines of Local 92 assist with stringing the fence.

Photo Submitted by Local 229 member Bob McGill.

Cantilever signal at Canyon Junction — Installing all new control houses and signals on the cutover at Canyon Junction on the BNSF Slaton Subdivision in Lubbock, Texas.

Photo submitted by Local 161 Recording-Financial Secretary, Robert Malone.





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