



THE SIGNALMAN'S JOURNAL

VOLUME 99
2ND QUARTER 2018



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— Kelly Haley

Vice-President, Headquarters, Brotherhood of Railroad Signalmen



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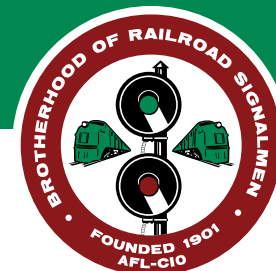
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Displaying the Past for the Future

The Illinois Central Railroad display project is pre-
serving the past and paying tribute to brothers and
sisters on the ICRR 4



Jim Finnegan Elected

Jim Finnegan Elected Vice
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Transit/Political Director 6

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COVER: Signal Maintainer Gerardo Monge, member of
Local 19, replaces a broken background on a signal mast in
Desert Hot Springs, California, on the Yuma Subdivision.
Photo submitted by Isaac Andrade, Local Chairman of
Local 19.



FROM THE PRESIDENT

A CELEBRATION OF BROTHERHOOD

This year marks the 117th year of fighting for and progressing the safety, livelihood, and benefits of signal employees. This Labor Union, the Brotherhood of Railroad Signalmen (BRS), was founded in 1901, in Altoona, Pennsylvania. Though times have changed, technology has advanced, and railroad-ing has progressed, there are still common struggles, ties, and experiences that bond us together and keep this Organization both relevant and imperative. This year will also mark the 52nd Regular Convention of the BRS, to be held August 6–10, 2018, in Boston, Massachusetts. Our Regular Convention is held every four years, per our constitution, and provides the forum for the BRS to decide our rules of governance and direction we head for the next four years.

Starting in January of 1908, the BRS has been convening for Regular Conventions in order to maintain democracy with the opportunity for each Local Lodge to have its voice heard on the guidance and direction of the entire organization. Over the years, the time between conventions has changed from having one annually to the current period of four years between our Regular Conventions. The number of delegates present at the Regular Convention has increased as our union has grown and new Local Lodges have organized, joining in the fight to maintain the respect and dignity each Signaller deserves. The location of our Regular Convention is decided by the delegates at



the previous Convention, with previous sites ranging from San Francisco, California; to Orlando, Florida; from Las Vegas, Nevada; to Toronto, Ontario; in Canada. As the dynamic, timing, and location of the Regular Convention may change, it remains the key-note celebration and serves as a compass for the BRS and its treasured history.

This is the opportunity for delegates from each Local Lodge of the BRS to come together in fellowship and camaraderie to further the interests and effectiveness of our union. The

BRS Regular Convention allows a Signal Technician from Norfolk Southern in the East to discuss new technologies with a Signal Technician from Union Pacific in the West. The Convention allows for a Signal Testman from Amtrak in Philadelphia, Pennsylvania, to discuss local issues that may be similar to those of a Section Maintainer from Metra in Chicago, Illinois. This is an opportunity for us to meet with our brothers and sisters from all across the United States and share stories along with insights that make clear the common ties all Signalmen share, no matter the railroad or state we hail from. The Regular Convention does not only serve as a celebration of our brotherhood and opportunity to network with fellow Signalmen from across the country, it plays a critical role in how this union functions from the Local Lodge all the way to Grand Lodge.

Boston offers plenty of sight-seeing and fun to be had, but during the five days of the Regular Convention, the delegates of convention will be working on and

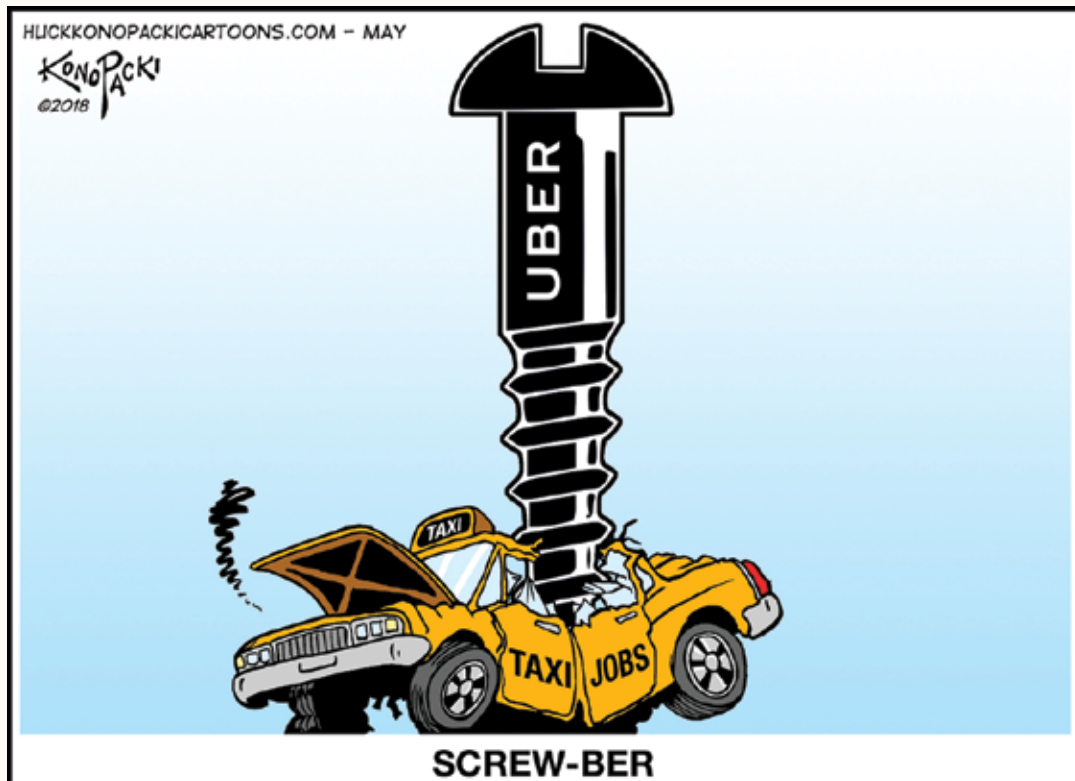
discussing recommended amendments or changes to our Constitution. Delegates will spend time working in committees with fellow delegates, making updates or reforms to articles and rules that govern our union. The Grand Lodge Officers will provide updates and reports on the progress we've made over the previous four years. A key component of the Convention is the delegates' responsibility and participation in the democratic process of nominating, discussing, and electing the Grand Lodge Officers of the BRS, who will lead the way for the next four years. The days of convention are filled with various discussions and speakers that will help us address issues we face in our industry and ideas that will allow us to continue to be a progressive and effective labor organization representing the interests and livelihoods of each Signorman in the United States.

I do not believe it to be possible to properly cover each detail and the experience of the BRS Regular Convention in a single article. However, I do believe it is possible to convey the critical importance and necessity of each Local Lodge to elect and send its delegates to the Convention. There are many American workers that are still fighting for the opportunity to be a part of a labor union, and it is our responsibility to acknowledge the blessing of being in a union and fight to protect the

legacy that unions have created for the working class. The BRS is on the smaller side of trade unions, which allows us to be dynamic and makes each individual voice that much more powerful and critical. I encourage each of you to become or remain involved with your Local Lodge and answer the call to be a delegate for your Local Lodge at the 52nd BRS Regular Convention. Each of us has the responsibility to protect what those before us have fought for and strive towards overcoming the issues we face today, and being involved with the Regular Convention is a critical part of being an active and positive role model for the generations of Signormen to come.

In Solidarity,

W. Dan Pickett
BRS President



DISPLAYING THE PAST *for the future*



Brother Cesar Guajardo standing beside the interactive Illinois Central Railroad display.

The Illinois Central Railroad (ICRR) display project started small, as one man's way of preserving the past and paying tribute to his brothers and sisters on the ICRR; but as Cesar Guajardo, member of Local 183, delved into the past, the project grew and became what you see today — a snapshot of the past.

The idea for an interactive signaling display was formed one day while brother Guajardo was taking inventory in the Kensington Yard shop at Metra and happened to stumble upon some old test equipment.

Mostly working with today's advanced signaling equipment, Cesar stated, *"I honestly had little interest in the equipment of the past, until the day I found the vintage items in the shop."*

Realizing that to move forward, you must also look back, Brother Guajardo invested hundreds of hours in constructing a display highlighting the duties and equipment used by the various crafts on the Illinois Central



Railroad Commuter Electric District, which is now known as the Metra Electric District. Although, the display's main function is to honor the past and present workers of the ICRR, it will also serve as a educational tool for families and generations to come. ■



Jim Finnegan Elected

VICE PRESIDENT COMMUTER, PASSENGER, TRANSIT/ POLITICAL DIRECTOR



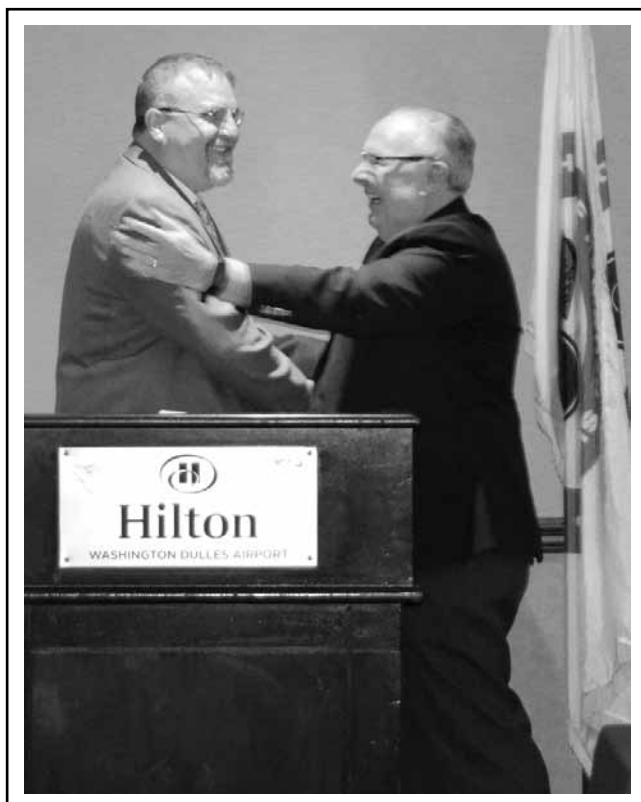
On April 20, 2018, Brother Jim Finnegan was elected to fill the position of Vice President Commuter, Passenger, Transit/ Political Director for the Brotherhood of Railroad Signalmen. The Vice President

Commuter, Passenger, Transit/ Political Director position was vacated by Dennis Boston, who retired on April 13, 2018.

Brother Finnegan served in the United States Air Force

before beginning his railroad career in 1996 as an Assistant Signalman assigned to a Signal Construction Gang with Southern Pacific Railroad. Brother Finnegan was working as an Electronic Technician in Union Pacific's Central Dispatching Center until 2010, when he was appointed to the Grand Lodge Representative position by BRS President W. Dan Pickett. Brother Finnegan was active in his Local, being appointed to a Local Chairman position with Local 8 in 2001 and appointed Assistant Vice General Chairman of the Union Pacific General Committee in 2006.

BRS President W. Dan Pickett assigned Grand Lodge Representative Tim Tarrant to the Director of Research position vacated by Brother Finnegan. Brother Tarrant has been working as a Grand Lodge Representative since October of 2011, when he was appointed to the position by President Dan Pickett. ■



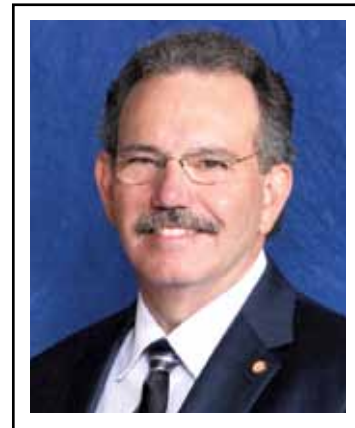
Dennis Boston Retires

Dennis Boston began his railroad career on August 28, 1974, in Detroit, Michigan, working for Penn Central Railroad in the Signal Department.

Dennis held many position on the Local and General Committee Levels including Assistant General Chairman, a position Dennis held until he was appointed by President Pickett in February of 1993 to be the BRS' National Legislative Representative in Washington, D.C.

For the past 19 years, Dennis has been serving the Brotherhood of Railroad Signalmen as Vice President with responsibilities that include all of the BRS' Passenger, Transit and Commuter Operations, and as Political Director.

We wish Dennis and his wife, Marion, a long and happy retirement with fond memories of his dedicated service to the Brotherhood. ■



DID YOU KNOW?

Title 49: Transportation

§236.108 INSULATION RESISTANCE TESTS, WIRES IN TRUNKING AND CABLES

(a) Insulation resistance of wires and cables, except wires connected directly to track rails, shall be tested when wires, cables, and insulation are dry. Insulation resistance tests shall be made between all conductors and ground, and between conductors in each multiple conductor cable, and between conductors in trunking, when wires or cables are installed and at least once every ten years thereafter.

(b) Then insulation resistance of wire or cable

is found to be less than 500,000 ohms, prompt action shall be taken to repair or replace the defective wire or cable and until such defective wire or cable is replaced, insulation resistance test shall be made annually.

(c) In no case shall a circuit be permitted to function on a conductor having an insulation resistance to ground or between conductors of less than 200,000 ohms during the period required for repair or replacement. ■

Amtrak Agreement Ratified

On Wednesday, March 14, 2018, the Brotherhood of Railroad Signalmen (BRS) reached and signed a Tentative Agreement with the National Railroad Passenger Corporation (AMTRAK). The Agreement provides for wage increases through 2021, with an 18.8% compounded increase over the life of the agreement. The monthly health care contribution

remains frozen at \$208.45, with new benefits provided and the establishment of a new-hire alternative healthcare plan.

The Agreement was subsequently ratified by the membership, effective May 3, 2018. ■

DID YOU KNOW?

Title 49: Transportation

§214.329 TRAIN APPROACH WARNING PROVIDED BY WATCHMEN/LOOKOUTS

Roadway workers in a roadway work group who foul any track outside of working limits shall be given warning of approaching trains by one or more watchmen/lookouts in accordance with the following provisions:

(a) Train approach warning shall be given in sufficient time to enable each roadway worker to move to and occupy a previously arranged place of safety not less than 15 seconds before a train moving at the maximum authorized speed on that track can pass the location of the roadway worker. The place of safety to be occupied upon the approach of a train may not be on a track, unless working limits are established on that track.

(b) Watchmen/lookouts assigned to provide train approach warning shall devote full attention to detecting the approach of trains and communicating a warning thereof, and shall not be assigned any other duties while functioning as watchmen/lookouts.

(c) The means used by a watchman/lookout to communicate a train approach warning shall be distinctive and shall clearly signify to all recipients of the warning that a train or other on-track

equipment is approaching.

(d) Every roadway worker who depends upon train approach warning for on-track safety shall maintain a position that will enable him or her to receive a train approach warning communicated by a watchman/lookout at any time while on-track safety is provided by train approach warning.

(e) Watchmen/lookouts shall communicate train approach warnings by a means that does not require a warned employee to be looking in any particular direction at the time of the warning, and that can be detected by the warned employee regardless of noise or distraction of work.

(f) Every roadway worker who is assigned the duties of a watchman/lookout shall first be trained, qualified and designated in writing by the employer to do so in accordance with the provisions of §214.349.

(g) Every watchman/lookout shall be provided by the employer with the equipment necessary for compliance with the on-track safety duties which the watchman/lookout will perform.

PTC Implementation Mandate

RAILROADS' PROGRESS ON POSITIVE TRAIN CONTROL REMAINS UNEVEN

The U.S. Department of Transportation's (US DOT) Federal Railroad Administration (FRA) released a status update on its efforts to assist railroads in implementing positive train control systems (PTC), along with the railroads' self-reported progress for the fourth quarter of 2017.

At the direction of DOT Secretary Elaine L. Chao, the FRA is taking a proactive approach to ensure railroads acquire, install, test and fully implement certified PTC systems in time to meet the congressional interim deadline of December 31, 2018.

"It is the railroads' responsibility to meet the congressionally mandated PTC requirements," said FRA Administrator Ronald L. Batory. *"The FRA is committed to doing its part to ensure railroads and suppliers are working together to implement PTC systems."*

Between January 2 and February 14, 2018, FRA's leadership hosted face-to-face meetings with executives from each of the 41 railroads subject to the statutory mandate. The purpose of the meetings was to evaluate each railroad's PTC status and learn what remaining steps each

needs to take to have a PTC system fully implemented by the December deadline or, at a minimum, to meet the statutory criteria necessary to qualify for an alternative schedule.

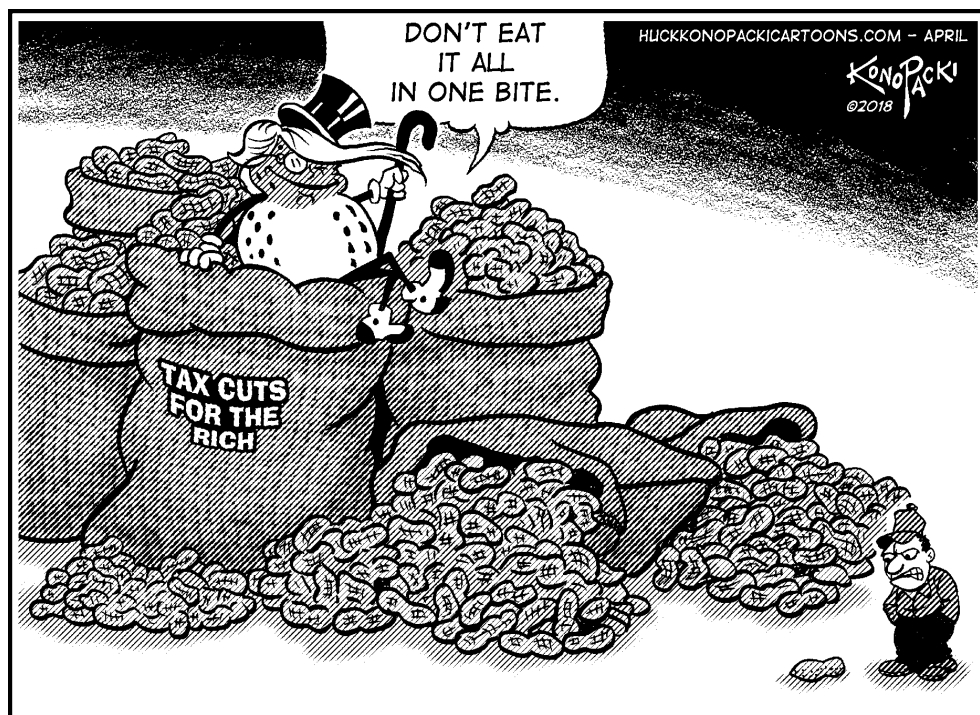
As a result of the meetings, the FRA is now meeting with PTC suppliers to learn more about their capacity to meet the high demands for railroads' implementation of PTC systems in a timely manner.

PTC systems are designed to prevent certain train-to-train collisions, over-speed derailments, incursions into established work zone limits, and trains going to the wrong tracks because a switch was left in the wrong position.

All railroads subject to the statutory PTC implementation mandate must implement FRA-certified and interoperable PTC systems by the end of the year. Under the Positive Train Control Enforcement and Implementation Act of 2015, however, Congress permits a railroad to request the FRA's approval of an "alternate schedule" with a deadline beyond December 31, 2018, but no later than December 31, 2020, for certain non-

hardware, operational aspects of PTC system implementation. The congressional mandate requires the FRA to approve a railroad's alternative schedule with a deadline no later than December 31, 2020, if a railroad submits a written request to the FRA that demonstrates the railroad has met the statutory criteria set forth under 49 U.S.C. § 20157(a)(3)(B).

The fourth quarter data, current as of



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WASHINGTON REPORT



- **RRB Requests Extra Funds for IT Modernization**
- **H.R. 1625: Consolidated Appropriations Act, 2018**
- **Federal Transit Administration (FTA)**
- **Federal Railroad Administration (FRA)**
- **New Federal Railroad Administrator Confirmed**

RRB Requests Extra Funds for IT Modernization, Congress Delivers Half

In a bipartisan effort, Representatives Lipinski (D-IL), Bacon (R-IL), McKinley (R-WV), Capuano (D-MA), Esty (D-CT), Davis (R-IL), Bustos (D-IL), Cook (R-CA), Faso (R-NY), King (R-NY), O'Rourke (D-TX), Smith (R-NJ), Larsen (D-WA), Foster (D-IL), Schneider (D-IL), Clay (D-MO), Brady (D-PA), Young (R-AK), Donovan (R-NY), Wasserman Shultz (D-FL), Barr (R-KY), Keating (D-MA), Holmes Norton (D-DC), Katko (R-NY), Sires (D-NJ), Garamendi (D-CA), Wilson (D-FL), Payne (D-NJ), Kelly (D-IL), Davis (D-IL), Nolan (D-MN), Brownley (D-CA), Rush (D-IL), Bost (R-IL), Carbajal (D-CA), and Fitzpatrick (R-PA) authored a letter to the House Committee on Appropriations to urge funding levels for the Railroad

Retirement Board (RRB) at its requested level, which was above the \$115.225 million requested by the president's budget. An additional \$19.647 million was requested for modernization of the RRB's IT system. The letter cited that the RRB spends \$1.6 million annually in postage and \$300,000 on paper. The funds would not come out of the general fund and was a request to access its own trust funds for the badly needed upgrades. The Transportation Trades Department (TTD) of the AFL-CIO and American Association of Railroads (AAR) also sent letters supporting the additional funding to both chambers of Congress. When Congress passed H.R. 1625: Consolidated Appropriations Act, 2018, in late March, the RRB was authorized \$10 million for the IT modernization, a little over half of the amount requested.

RAILROAD RETIREMENT BOARD

Information Technology (IT) Investments Cost Estimates — FY 2018–2022

Priority	Information Technology Investments	FY 2018/19	FY 2020	FY 2021	FY2022	TOTAL
1	Mainframe Application Replatform	\$3,200,000				\$3,200,000
2	Enterprise Infrastructure Solutions (EIS) – Content Delivery Services	\$250,000				\$250,000
3	Imaging System Upgrade	\$500,000				\$500,000
4	Legacy System Engineering Blueprint	\$180,000				\$180,000
5	EIS – Enterprise VoIP, WAN	\$2,400,000	\$200,000			\$2,600,000
6	Legacy Systems Modernization Services (LSMS)	\$7,280,000	\$7,814,400	\$5,376,000	\$1,908,913	\$22,379,313
7	Citizen Services, Paperless Processing	\$2,200,000	\$600,000	\$900,000	\$750,000	\$4,600,000
8	Cybersecurity and Privacy	\$1,072,000	\$900,000	\$900,000	\$750,000	\$3,772,000
9	Financial Management Integrated System (FMIS) Upgrade	\$1,250,000				\$1,250,000
10	Records Management System	\$1,315,000				\$1,315,000
	TOTAL	\$19,647,000	\$9,514,400	\$7,176,000	\$3,708,913	\$40,046,313

H.R. 1625: Consolidated Appropriations Act, 2018

Sponsor: Edward Royce (R-CA)

Introduced — March 20, 2018

Signed by the President — March 23, 2018

This bill was formerly the TARGET Act but became the vehicle for passage of the government spending bill for the remainder of fiscal year (FY) 2018. On March 22, 2018, the House replaced the text of the original bill with the spending bill. On March 21, 2018, leadership of both parties in both chambers of Congress announced that a deal had been reached on a \$1.3 trillion omnibus spending package for the remainder of FY 2018, which began October 1, 2017. Since that date, the federal government has been operating under five continuing funding resolutions (CRs) of varying lengths, the latest of which was set to expire Friday, March 23, 2018.

"I say to Congress, I will never sign another bill like this again," President Trump said. *"I'm not going to do it again. Nobody read it. It's only hours old. Some people don't even know what's in it."* The president said the only reason he signed the bill was because of national security reasons and the need to grow the military. During the impromptu press briefing, the president made a directive to Congress asking for a line-item veto on all government spending bills and called on the Senate to end its filibuster rule in order to make it more efficient to pass "quality legislation."

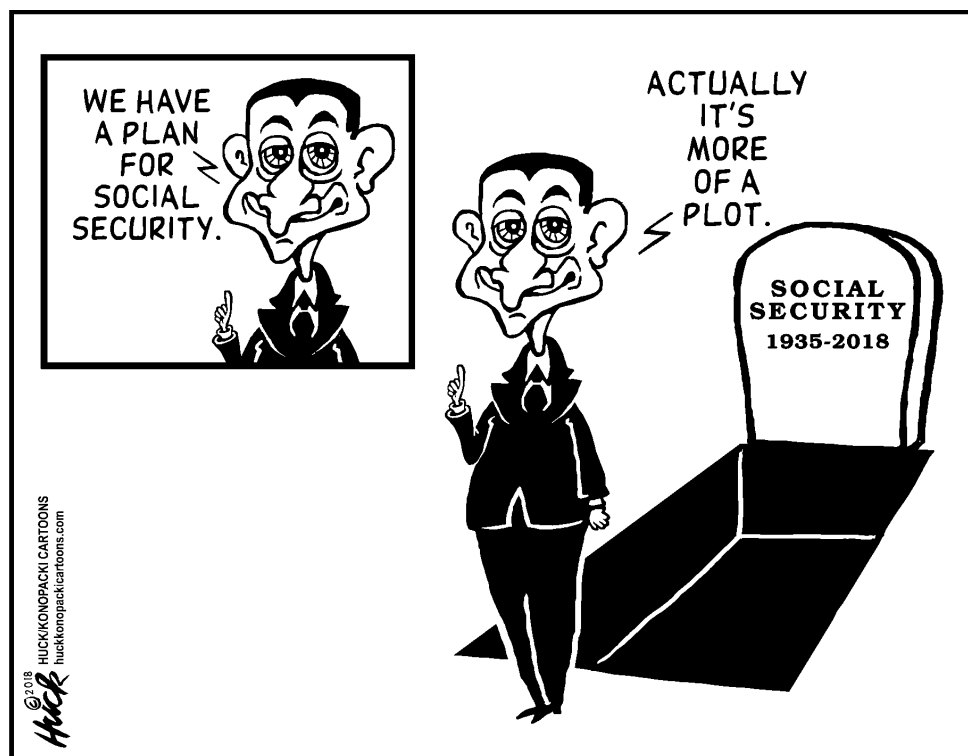
The decision to sign the bill came just hours after Trump threatened to veto the measure because it did not contain funding for his border wall or a fix for DACA, undercutting guarantees from his own staff who said he would sign it all along.

Conservative Republicans have criticized the legislation for adding to the national debt. They have also criticized the

process because lawmakers had to approve the bill within 24 hours of its release — a timeline that left little time to analyze the bill. The House of Representatives passed the bill on Thursday, March 22, by a vote of 256–167; the Senate followed on Friday, March 23, by a vote of 65–32.

Congress had to deal with the threat of previously mandated sequestration cuts that would have been imposed if they did not reach an agreement to raise the budget caps for both defense, and non-defense discretionary (health and healthcare research (not including Medicare/Medicaid); transportation and economic development; education and training; economic security; science, environment, and energy; law enforcement and governance; and diplomacy and international affairs) spending. In the previous CR, a two-year budget deal was included to raise the budget caps by significant amounts, which allowed the Appropriations Committees of both chambers to move ahead and begin writing bills to fund the government in earnest. Non-defense discretionary spending was increased by \$63 billion for FY 2018 (which we are currently in the middle of) and \$68 billion for FY 2019 (which will begin October 1, 2018). Various subcommit-

continued on page 23



POTENTIAL FRAUD ALERT:

United Healthcare Scam Calls

It has been brought to our attention that some United Healthcare members have received unsolicited phone calls from Tennessee and Georgia area codes from individuals posing as United Healthcare representatives. These calls have been identified as a scam.

The caller from the Georgia area code used the number 678-384-4965 to make the call and left a message to call back on 888-315-7524 and ask for United Healthcare options. The caller also asked for personal information, such as the member's social security number. Do not respond to any calls from phone numbers you do not recognize.

Members could receive calls from other area codes claiming to be United Healthcare. They should not answer/respond to any of these calls or provide any personal information.

United Healthcare does not place calls to members asking them for their social security number. Do not provide any information to these callers.

It is important to be diligent about any phone call that seems suspicious:

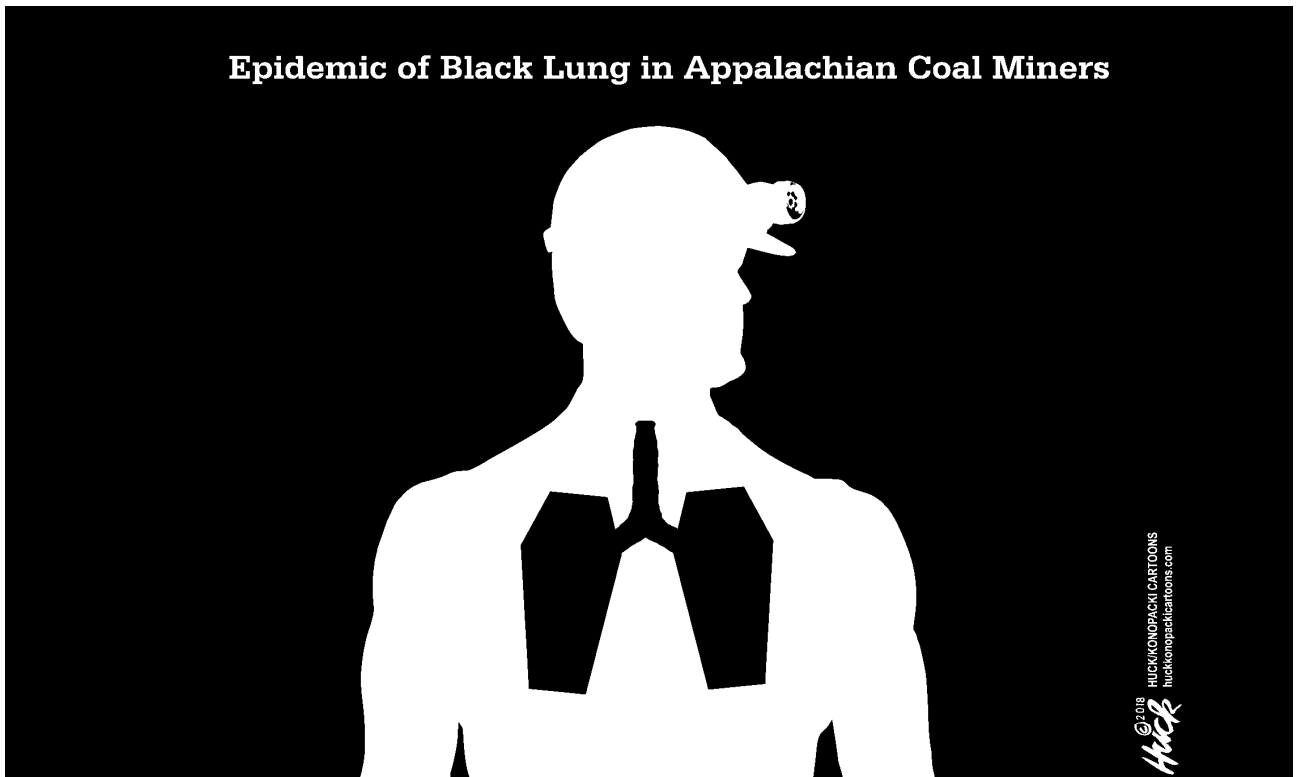
If you receive an unexpected call or text from any area code/phone number you don't recognize, never answer it. If it is someone with a legitimate inquiry, they will call back or leave a message.

If you do answer it and you believe the call is suspicious, call the Member Services number on the back of your medical ID card to speak with a Customer Service Representative.

Always be sure to review your phone bill carefully and contact your carrier about any suspicious charges.

If you or someone you know becomes a victim of a phone scam, you can file a complaint online with the Federal Trade Commission (<https://www.ftc.gov/>) and the Federal Communications Commission (<https://www.fcc.gov/>) under the "For Consumers" tab. ■

Epidemic of Black Lung in Appalachian Coal Miners



OVARIAN CANCER

Tips to Help Keep Your Health on Track!



Ovarian cancer begins in the ovaries and is often undetected until it has spread to the stomach and pelvis. Early-stage ovarian cancer can frequently be treated successfully. However, late-stage ovarian cancer is much harder to treat and is often fatal. Because the symptoms of ovarian cancer don't usually appear early enough for successful treatment, know what is normal for your body — if you begin to experience anything different and unexplained, talk to your doctor.

What are some of the symptoms of ovarian cancer?

Unfortunately, there are normally no symptoms in the early stages of ovarian cancer. Once the cancer progresses, more symptoms arise but often they are similar to the symptoms of other common illnesses. Some of the symptoms are:

- Stomach swelling or bloating
- Feeling full quickly while eating
- Unexplained weight loss
- Pelvic pain or discomfort
- Increased need to urinate and/or constipation

What causes ovarian cancer?

Doctors know that cancer starts when a cell mutates in its DNA and the mutation triggers the cell to grow at a rapid pace and multiply, thereby creating a mass of abnormal cells. While doctors have been able to identify certain risk factors for ovarian cancer, they have not been able to specifically point to what causes it.

What are some of the risk factors for ovarian cancer?

Several factors may contribute to your risk of ovarian cancer, such as:

- **Age** — While ovarian cancer can happen at any age, women ages 50 to 60 are more at risk.
- **Family History** — Close relatives, such as sister, mother, and aunt on either parent's side who have had ovarian cancer increases your risk.
- **Inherited Gene Mutations** — Gene mutations that

you inherit from your parents, such as BRCA1 and BRCA2, not only increase your risk of breast cancer but for ovarian cancer as well.

- **Estrogen Hormone Replacement Therapy** — Long-term use, usually ten years or more, of estrogen hormone replacement therapy may increase your risk.
- **Start/End Ages of Menstruation and Menopause** — The younger the age for menstruation and/or the older the age for menopause increases your risk.
- **Certain Previous Cancers** — If you have had colon, uterine, or breast cancer, you are at an increased risk.
- **Never Given Birth or Fertility Issues** — If you have never given birth or had trouble getting pregnant, your risk is higher.

Can ovarian cancer be prevented?

While there are no ways to guarantee the prevention of ovarian cancer, there are some things you can do which may help lower your risk, such as:

- **Birth Control Pills** — Using birth control pills for five years or more lowers risk but because oral contraceptives also have risks discuss this option with your doctor.
- **Given Birth** — Your risk may be less if you have given birth.
- **Certain Surgical Procedures** — A tubal ligation, removal of both ovaries, and a hysterectomy may lower your risk.

When should I see a doctor?

If you are experiencing any symptoms which are not normal for you, call your doctor. Ovarian cancer can often be treated successfully if caught in the early stages. If you have a risk factor for ovarian cancer or any cancer, reach out to your doctor to discuss any concerns you may have. ■

(Information courtesy: www.mayoclinic.org)

This information is not a replacement for the medical advice of your physician.



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, 2017. 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 2017 to career rail employees was \$3,415 a month, and for all retired rail employees the average was \$2,730. The average age retirement benefit **being paid** under social security was over \$1,370 a month. Spouse benefits averaged \$1,010 a month under railroad retirement compared to \$695 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 2017 averaged about \$4,030 a month while monthly benefits **awarded** to workers retiring at full retirement age under social security averaged nearly \$1,855. If spouse benefits are added, the combined benefits for the employee and spouse would total \$5,560 under railroad retirement coverage, compared to \$2,780 under social security.

Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to over \$5,590 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 2017 were **awarded** more than \$2,920 a month on the average while awards for disabled workers under social security averaged approximately \$1,295.

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 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.

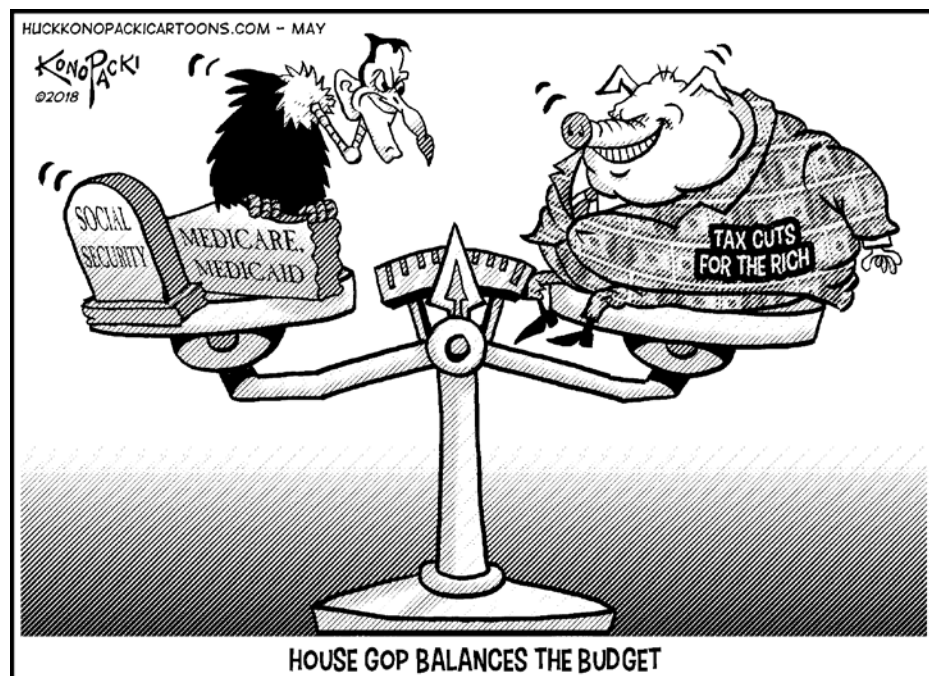
To qualify for a spouse's benefit under social security, an applicant must be at least age 62, or any age if caring for a child who is entitled to receive benefits based on the applicant's spouse's record.

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.

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VACATION

Most travelers plan their summer vacation in the month of February. The Union Label and Service Trades Department, AFL-CIO, wants to help you plan your next union-made get away.

COCKTAILS

Celebrate the warm breezes by sharing a tropical union-made cocktail. In a large pitcher, stir together Dole pineapple juice, Captain Morgan spiced rum, and Del Monte fresh lime juice. Refrigerate until chilled. Serve over ice.

PACKING

Whether heading to the beach or having a stay-cation by the pool, be sure to pack your union-made Coppertone or Bain De Soleil sunscreen, some Chapstick for your lips and some Solarcaine, just in case.

ROUTES

Amtrak travels to 500 destinations around the U.S. And their trains are operated, staffed and maintained by union members. Rather Drive? Greyhound buses are operated and maintained by members of the Amalgamated Transit Union (ATU) which also represents the operators, drivers and support workers for the Metro (Washington DC) transit system. As well, Avis and Budget Rental are union.

DESTINATIONS

Many family-friendly destinations from national and state parks and landmarks, American's favorite baseball stadiums, Disney World and most other theme parks are union staffed. Union members can find discount admissions tickets to select theme parks online at www.unionplus.com. Other union destinations include Broadway shows, Sporting events, Smithsonian galleries, museums, and zoos, and the Grand Ole Opry, just to name a few.

HOTEL

Find your union hotel by visiting the UNITE HERE Fair Hotels website: www.fairhotel.org

TICKETS

Book your flight on a union airline. Most U.S. airlines are union staffed from pilots and crew to mechanics and reservation call centers.

U.S. Passports are issued through your union staffed post offices.

PASSPORT



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
- CALIFORNIA: Hyatt Regency Santa Clara, Hyatt Regency Sacramento, Hyatt Fisherman's Wharf San Francisco, Hilton Long Beach, Le Meridien San Diego, Hilton LAX—*This includes the Crowne Plaza Hotel LAX, Yokoso Sushi Bar, the Landing Restaurant, Century Taproom, and the Boulevard Market Cafe.*
- 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.)

OPERATION LIFESAVER, INC.

Crossing Collisions and Trespass Incidents

Recently-released U.S. government statistics reveal that railroad grade crossing incidents and rail trespass casualties increased in 2017, according to rail safety education nonprofit Operation Lifesaver, Inc. (OLI). Interim OLI President Wende Corcoran cited Federal Railroad Administration (FRA) statistics that show U.S. crossing collisions rose 3.1 percent, crossing deaths increased 7.4 percent, and crossing injuries decreased 4.3 percent from 2016 to 2017. Total casualties (deaths and injuries) from rail trespassing climbed 13.3 percent in 2017; trespass deaths grew 22.3 percent and trespass injuries increased 4.6 percent from their levels in 2016.

"We are very concerned about the increase in crossing incidents and deaths, and alarmed by the sharp rise in trespass deaths," said Corcoran. "We will be focusing public attention on these issues during Rail Safety Week, September 23-29, 2018, in the U.S. and Canada. Throughout the year, Operation Lifesaver state programs continue to work closely with the FRA and our safety partners at freight, passenger and commuter railroads and in communities across the country to help people stay safe near tracks and trains," she stated.

"Increasing public awareness is absolutely paramount to helping people make better decisions around railroad grade crossings and tracks," said FRA Administrator Ronald



L. Batory. *"The Federal Railroad Administration, in conjunction with the National Highway Traffic Safety Administration, has re-launched our national 'Stop. Trains Can't.' campaign to further educate people about the dangers of grade crossings and to reach key, at-risk demographics. The Department of Transportation is unwavering, deliberate, and committed to this important issue."*

For 2017, the rail trespass casualty rate (deaths and injuries per million train-miles) was 1.55, its highest level in the last decade, and the highway-rail incident rate (incidents per million train-miles) was 3.01, an increase from 2016, according to FRA preliminary statistics.

States with the most crossing collisions in 2017 were Texas, California, Illinois, Florida and Georgia. States with the most trespasser casualties (deaths and injuries combined) in 2017 were California, Texas, Florida, Pennsylvania, and Illinois. ■

PTC IMPLEMENTATION MANDATE

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December 31, 2017, shows PTC systems are in operation on approximately 56 percent of freight railroads' route miles that are required to be governed by PTC systems—up from 45 percent last quarter and 16 percent on December 31, 2016. Passenger railroads have made less progress—with PTC systems in operation on only 24 percent of required route miles, unchanged from the previous quarter.

The latest data confirms that railroads continue to

make progress in installing PTC system hardware, with 15 railroads reporting they have completed installation of all hardware necessary for PTC system implementation and another 11 railroads reporting they have installed over 80 percent of PTC system hardware. In addition, all but three railroads report having acquired sufficient spectrum for their PTC system needs. ■

RAILROAD RETIREMENT Q&A

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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 2017, the average annuity **being paid** to all aged and disabled widow(er)s was \$1,650 a month, compared to \$1,270 under social security.

The annuities **being paid** at the end of fiscal year 2017 to widowed mothers/fathers averaged \$1,880 a month and children's annuities averaged \$1,080, compared to \$955 and \$840 a month 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 \$1,000. 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 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 \$128,400 in 2018, 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.

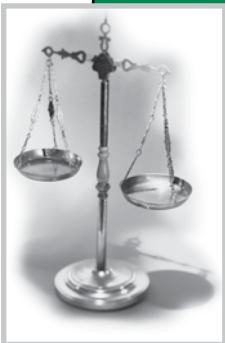
In addition, rail employees and employers both pay tier II taxes which are used to finance railroad retirement benefit payments over and above social security levels.

In 2018, the tier II tax rate on earnings up to \$95,400 is 4.9 percent for employees and 13.1 percent for employers.

How much are regular railroad retirement taxes for an employee earning \$128,400 in 2018 compared to social security taxes?

The maximum amount of regular railroad retirement taxes that an employee earning \$128,400 can pay in 2018 is \$14,497.20, compared to \$9,822.60 under social security. For railroad employers, the maximum annual regular retirement taxes on an employee earning \$128,400 are \$22,320, compared to \$9,822.60 under social security. Employees earning over \$128,400, and their employers, will pay more in retirement taxes than the above amounts because the Medicare hospital insurance tax is applied to all earnings. ■

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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Maples, Tucker & Jacobs, LLC
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Birmingham, AL 35203
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www.mtandj.com

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www.1stinjurylaw.com

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www.felaattorney.com

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www.railroad-injuries.com

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

1-800-842-9905

www.myuhc.com

Retiree Claims — GA-46000

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P.O. Box 30985

Salt Lake City, UT 84130-0985

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

1-800-842-5252

Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

1-800-842-4044

www.aetna.com

Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381

Camp Hill, PA 17089-0381

1-866-267-3320

www.bcbs.com

Life Insurance

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P.O. Box 6122

Utica, NY 13504-6122

1-800-310-7770

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Vision Service Plan

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www.liveandworkwell.com

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Aetna

P.O. Box 189145

Plantation, FL 33318-9145

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Company identifier: RR

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Lexington, KY 40512-4094

1-877-277-3368

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www.express-scripts.com

Railroad Retirement Board

1-877-772-5772 — Automated Help Line

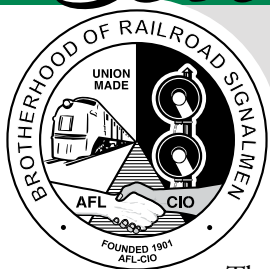
www.rrb.gov

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:

45 YEARS OF SERVICE

SR Smith 16

40 YEARS OF SERVICE

TW Rairigh 8
JO Friedlund 10
SA Gates 16
BG Stephens 16
LJ Joerger 20
PA Riley 20
DH Westbrook 20
AT Baker 33
JJ Smith 33
GL Knuth 39
DJ Lamb 51
MD Sanders 72
SD Kesler 77
PD Smelser 77
MR Swain 77
PM Bushle 94
TP Bilodeau 102
TA Chenevey 109
RJ Reiners 119
RW Sallee 119
PS Wesch 119
PR Moore 126
DL Drye 129
EW Lee 129
CD Sconyers 129
HR Trusty 129
ML Palmer 130

35 YEARS OF SERVICE

MJ Papp 14
KW Nelson 33
GD Garrison 55
RD Wiggins 55
DR Snyder 102
PJ Velazquez 157
MD Nicholson 174
TA Edwards 198

30 YEARS OF SERVICE

A January 5
JD Novak, Sr. 5
DS Adams 14
RL Ellington 14
RC Gibson 16
HL Smith 16
IF Watkins 16
JD White 16
HA Carswell 18
FJ Fabian 20
TD Jones 20
DA Dare 33
JL Smith 72
RJ Oboczky 94
BE Robinson 94
GA Rosso 102
BW Doherty 120
AV Martinez 121
BD Hall 141
RD Malone 161

30 YEARS OF SERVICE

DL Lucas 188
GL Young 188

25 YEARS OF SERVICE

DT Seaman 1
JH Frazier 2
AJ Huaracha 8
TJ Norwood 9
JA Alvarado 16
CM Cavanaugh 16
LT Edwards 16
RN Henney 16
DF Hutchinson 16
CW Lee 16
DW Trkula 16
JL Brock 19
P Haro 19
GL Wallace 19
JM Mullikin 33
DE Allen 49
RP Byrd 49
DM Helton, Jr. 49
CA Hester 49
BK Long 49
DA Powell 49
PR Shea 52
LR Boren 71
ER Dingess 77
GL Henderson 77
WC Lilly 77
PL Ratcliffe 77
AV Wolford 77
TM Caton 94
BL Holmes 94

25 YEARS OF SERVICE

MB Reed 94
WE Ralston 102
JA Miller 108
WA Bird 110
DL Maxcy 110
SE Wertman 110
DE Quick 119
WM Strozzi 119
B Dominguez, Jr. 121
SA Campbell 129
ZS Munday 129
BL Neptune 129
BK White 129
JR Ariel 130
JL Klinefelter 130
JP Scott, Jr. 130
RF Bullock, Sr. 137
RW Atkinson, Jr. 141
JD Randolph 141
W Six, Jr. 141
S Barajas 156
RR Contreras 156
CA Mank 156
TG Castaneda 173
KT Barry 183
A Bielanski 183
RK Bracey 183
AJ Ciesla 183
JL Rozanski 183
ND Nash 185
EA Bell 216
VL Hannahs, Jr. 237

THE WASHINGTON REPORT

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tees of the Appropriations Committees have already begun holding hearings for FY 2019 appropriations.

Federal Transit Administration (FTA)

Overall, the bill provides about \$13.5 billion in budgetary resources for the FTA, which is an increase of more than \$1 billion as compared to FY 2017 enacted levels. Programs funded by Mass Transit Account (MTA) of the Highway Trust Fund received \$9.733 billion, as authorized by the FAST Act for FY 2018. A handful of programs traditionally funded by the MTA also received an additional \$834 million from the general fund, including \$400 million for Bus and Bus Facilities grant programs, \$400 million for State of Good Repair, and \$30 million for High Density States.

The Capital Investment Grants (CIG) program was appropriated \$2.645 billion, up from \$2.413 billion in FY 2017. This total includes more than \$1.5 billion for New Starts, almost \$716 million for Core Capacity projects, and almost \$401 million for Small Starts. The bill also contains strong, legislative language to ensure the future of the CIG program. The Washington Metropolitan Area Transit Authority (WMATA) received \$150 million.

Federal Railroad Administration (FRA)

The bill appropriates almost \$3.1 billion for rail infrastructure and safety programs, an increase of \$1.2 billion from FY 2017 enacted levels. Included in this is \$250 million for Federal-State State of Good Repair Grants up from \$25 million in FY 2017, and \$20 million for Restoration and Enhancement grants, which is \$15 million more than FY 2017. Additionally, the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program created in the FAST Act received \$593 million, which is \$525 million more than FY 2017. Within CRISI, \$250 million is specifically for positive train control (PTC) grants and open to commuter railroads. This money will be distributed through FTA, similar to the \$197 million for PTC allocated in FY 2017.

This bill provides \$1.9 billion for Amtrak overall. Of this, \$650 million goes to Amtrak's Northeast Corridor (NEC), which is \$322 million more than FY 2017 enacted levels, and \$1.29 billion for Amtrak's National Network.

The TIGER program is funded at a level of \$1.5 billion, \$1 billion more than FY 2017 enacted levels.

New Federal Railroad Administrator Confirmed

On February 13, 2018, the Senate confirmed the nomination of Ronald Batory as FRA Administrator. Batory has a 46-year career in railroad operations. Mr.

Batory began his railroad career in 1971 as a traveling Freight Car Accounting Auditor for the Detroit, Toledo and Ironton (DT&I) Railroad. In 1987, Batory became Vice President-General Manager of the Chicago, Missouri and Western Railway. In 1989, he went to work for the Southern Pacific Transportation Company. In 1994, Batory was named President of the Belt Railway Company of Chicago. In 1998, CSX Transportation and Norfolk Southern Railway brought him onboard to manage the partitioning of Consolidated Rail Corporation (Conrail) as part of a merger approved by the U.S. Surface Transportation Board. In 2004, Batory became President & Chief Operating Officer of Conrail until his retirement in April 2017. Mr. Batory earned his Bachelor of Arts degree in 1971 from Adrian College in Michigan, and a Master of Arts degree in 1975 from Eastern Michigan University. ■



OBITUARIES

JEFFREY D. BAILEY—active member of **LOCAL 172**. Brother Bailey had 8 years of service with BNSF Railway Company. Brother Bailey was a Signalman on a mobile crew in Arizona at the time of his passing. Brother Bailey served as Recording-Financial Secretary.

ROY O. BAKER—retired member of **LOCAL 112**. Brother Baker retired in 1987 after 40 years of service with Conrail. Brother Baker was an Assistant Inspector at Mingo Junction, Ohio, at the time of his retirement.

DOMINICK D. BASILE—retired member of **LOCAL 130**. Brother Basile retired in 2006 after 42 years of service with the Union Pacific Railroad. Brother Basile was a District Foreman at Northlake, Illinois, at the time of his retirement.

DONALD W. BETTY—retired member of **LOCAL 68**. Brother Betty retired in 1988 after 14 years of service with Conrail. Brother Betty was an Assistant Signal Inspector at Elkhart, Indiana, at the time of his retirement.

DEWEY "KEN" K. BRANDON—retired member of **LOCAL 188**. Brother Brandon retired in 2002 after 32 years of service with the Burlington Northern Railroad; Spokane, Portland and Seattle Railway; and BNSF Railway Company. Brother Brandon was a Signal Foreman at Wishram, Washington, at the time of his retirement. Brother Brandon served as Local Chairman. Brother Brandon is a U.S. Army Veteran.

RAYMOND F. BRASS—retired member of **LOCAL 123**. Brother Brass retired in 1985 after 37 years of service with the Chessie System. Brother Brass was a Signal Inspector at the time of his retirement. Brother Brass is a U.S. Army Veteran who served from 1943 until 1946 and was awarded the Bronze Star.

SAMUEL P. BROWNE, JR.—retired member of **LOCAL 174**. Brother Browne retired in 2010 after 40 years of service with the Chicago and Eastern Illinois, Missouri Pacific, and Union Pacific Railroads. Brother Browne was a Signal Maintainer at Watseka, Illinois, at the time of his retirement. Brother Browne served as Local Chairman.

JAMES G. BURCAR—retired member of **LOCAL 14**. Brother Burcar retired in 1995 after 36 years of service with the Grand Trunk Western Railroad. Brother Burcar was a Signal Inspector at Pontiac, Michigan, at the time of his retirement.

ROBERT G. BURTZOS—retired member of **LOCAL 108**. Brother Burtzos retired in 1985 after 37 years of service with the Chicago & North Western Railway. Brother Burtzos was a Signal Maintainer at Malta, Illinois, at the time of his retirement.

ERNEST A. CLEMONS—retired member of **LOCAL 45**. Brother Clemons retired in 1983 after 42 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Clemons was a Signal Maintainer at Greensburg, Indiana, at the time of his retirement.

EMILIO E. COLÓN—retired member of **LOCAL 99**. Brother Colón retired in 2011 after 30 years of service with the Southern Pacific and Union Pacific Railroads. Brother Colón was a Lead Signalman at Eunice, Louisiana, at the time of his retirement.

JOHN J. CONNOLLY—retired member of **LOCAL 238**. Brother Connolly retired in 2009 after 42 years of service with the Reading and Pennsylvania Railroads, Conrail, and CSX Transportation. Brother Connolly was a Maintainer Test at Langhorne, Pennsylvania, at the time of his retirement.

MITCHELL A. CORMELL—retired member of **LOCAL 16**. Brother Cormell retired in 2009 after 28 years of service with CSX Transportation. Brother Cormell was a Signalman at Florence, South Carolina, at the time of his retirement.

BILL L. DAVIS—retired member of **LOCAL 49**. Brother Davis retired in 1992 after 43 years of service with the Norfolk Southern Railway. Brother Davis was a Signal Maintainer at Whitley City, Kentucky, at the time of his retirement.

JAMES T. DECKER, JR.—retired member of **LOCAL 114**. Brother Decker retired in 2000 after 36 years of service with the Pennsylvania and Penn Central Railroads, Conrail, and Amtrak. Brother Decker was a Communications Inspector at Washington, D.C., at the time of his retirement. Brother Decker served as Recording-Financial Secretary. Brother Decker is a U.S. Army Veteran.

JAMES "JIM" W. DEMONTIGNY—retired member of **LOCAL 119**. Brother DeMontigny retired in 1989 after 41 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother DeMontigny was a Signal Maintainer at Ralston, Nebraska, at the time of his retirement. Brother DeMontigny is a U.S. Army Veteran who served during the Korean War.

ANTON DORNER, JR.—retired member of **LOCAL 56**. Brother Dörner retired in 1990 after 30 years of service with the Long Island Rail Road. Brother Dörner was a Signal Maintainer at Patchogue, New York, at the time of his retirement. Brother Dörner served as Local President.

NICOLA J. DOTTINO—retired member of **LOCAL 80**. Brother Dottino retired in 1989 after 46 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Dottino was a Signal Maintainer at Selkirk, New York, at the time of his retirement. Brother Dottino is a U.S. Army Veteran who served during World War II.

GEORGE M. DUNN—retired member of **LOCAL 56**. Brother Dunn retired in 1989 after 30 years of service with the Long Island Rail Road. Brother Dunn was a Signal Foreman at Babylon, New York, at the time of his retirement.

R.E. EVERTTS—retired member of **LOCAL 106**. Brother Evertts retired in 1984 after 41 years of service with the Penn Central Railroad and Amtrak. Brother Evertts was a C&S Maintainer at Harrisburg, Pennsylvania, at the time of his retirement.

CHARLES G. FEDOROW—retired member of **LOCAL 56**. Brother Fedorow retired in 2000 after 26 years of service with the Long Island Rail Road. Brother Fedorow was a Communications Signalman at Morris Park, Queens, New York, at the time of his retirement.

ELMER G. FICK, JR.—retired member of **LOCAL 109**. Brother Fick retired in 1988 after 40 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Fick was a Signal Maintainer at Greenville, Pennsylvania, at the time of his retirement. Brother Fick served as Local Chairman.

FRANKLIN D. FIFIELD—retired member of **LOCAL 62**. Brother Fifield retired in 1999 after 26 years of service with the Providence & Worcester Railroad. Brother Fifield was an Inspector at Plainfield, Connecticut, at the time of his retirement.

CLAUDE H. FYE, JR.—retired member of **LOCAL 57**. Brother Fye retired in 1988 after 38 years of service with the Lehigh Valley Railroad and Conrail. Brother Fye was an Assistant Foreman at Allentown, Pennsylvania, at the time of his retirement. Brother Fye served as Local Chairman.

JOSEPH A. GALE—retired member of **LOCAL 231**. Brother Gale retired in 2003 after 38 years of service with the Wheeling & Lake Erie Railroad. Brother Gale was a General Foreman at Brewster, Ohio, at the time of his retirement.

JOHN R. GALLO—active member of **LOCAL 3**. Brother Gallo had 16 years of service with the Indiana Harbor Belt Railroad. Brother Gallo was a Hump Classification Yard Foreman at the time of his passing.

DUANE J. GRAGE—active member of **LOCAL 156**. Brother Grage had 25 years of service with the Atchison, Topeka & Santa Fe Railway and BNSF Railway Company. Brother Grage was a Mobile Signal Crew Signalman in California at the time of his passing.

PHILIP S. HAFNER—retired member of **LOCAL 111**. Brother Hafner retired in 2004 after 36 years of service with the Union Pacific Railroad. Brother Hafner was a Retarder Yard Maintainer at Pocatello, Idaho, at the time of his retirement. Brother Hafner served as Local Chairman.

DANIEL L. HAZLETT—active member of **LOCAL 9**. Brother Hazlett had 33 years of service with the Chicago & North Western Railway and Union Pacific Railroad. Brother Hazlett was a Signal Maintainer at St. Francis, Wisconsin, at the time of his passing.

JERRY A. HOWARD—retired member of **LOCAL 16**. Brother Howard retired in 2010 after 33 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Howard was a Signalman at the time of his retirement.

LEON “DUDE” W. KRAMER—retired member of **LOCAL 1**. Brother Kramer retired in 2001 after 25 years of service with Conrail and Norfolk Southern Railway. Brother Kramer was a Signal Maintainer at Mifflin, Pennsylvania, at the time of his retirement. Brother Kramer is a U.S. Army Veteran who served from 1957 until 1959.

DOUGLAS H. LUNDY—active member of **LOCAL 215**. Brother Lundy had 32 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Lundy was a System Signal Construction Foreman from Corbin, Kentucky, at the time of his passing. Brother Lundy served as Local President.

LOREN L. MACKEDANZ—retired member of **LOCAL 154**. Brother Mackedanz retired in 2013 after 37 years of service with the Burlington Northern Railroad. Brother Mackedanz was a Signal Maintainer at Mitchell, South Dakota, at the time of his retirement. Brother Mackedanz is a U.S. Army Veteran who served during the Vietnam War.

MICHAEL D. MANLEY—retired member of **LOCAL 84**. Brother Manley retired in 2002 after 36 years of service with the Pennsylvania Railroad and New Jersey Transit. Brother Manley was a Signal Inspector at Orange, New Jersey, at the time of his retirement.

TIMOTHY “BIKER DUDE” R. PRICE—active member of **LOCAL 132**. Brother Price had 13 years of service with the Alton & Southern Railway. Brother Price was a Lead Signal Maintainer at East St. Louis, Illinois, at the time of his passing.

THOMAS E. RAGARD—active member of **LOCAL 93**. Brother Ragard had 39 years of service with Conrail and Norfolk Southern Railway. Brother Ragard was a Foreman on the Harrisburg Division at the time of his passing.

TERRY L. ROLAND—active member of **LOCAL 119**. Brother Roland had 39 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Roland was a Signal Safety Assistant at McCook, Nebraska, at the time of his passing.

CLARENCE J. RUTTEN—retired member of **LOCAL 154**. Brother Rutten retired in 1994 after 31 years of service with the Northern Pacific and Burlington Northern Railroads. Brother Rutten was a Signal Inspector at Staples, Minnesota, at the time of his retirement. Brother Rutten served as Local Trustee.

STANLEY G. SIMMONS—active member of **LOCAL 129**. Brother Simmons had 6 years of service with the BNSF Railway Company. Brother Simmons was a Traveling PTC Construction Signalman at the time of his passing.

RONALD G. STANSBERRY—retired member of **LOCAL 20**. Brother Stansberry retired in 2017 after 41 years of service with the Atchison, Topeka & Santa Fe Railway and BNSF Railway Company. Brother Stansberry was a Signal Maintainer at Baring, Missouri, at the time of his retirement.

NATHAN J. THOMPSON—active member of **LOCAL 1**. Brother Thompson had 5 years of service with the Norfolk Southern Railway. Brother Thompson was a Section Maintainer at Antes, Pennsylvania, at the time of his passing.

R.E. WELSH—retired member of **LOCAL 52**. Brother Welsh retired in 2005 after 36 years of service with the Penn Central Railroad. Brother Welsh was a Signalman at the time of his retirement.

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 (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	

NAME _____

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

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BRS 52nd Regular Convention

BOSTON, MASSACHUSETTS • AUGUST 6–10, 2018

ACCOMMODATIONS

The Westin Copley Place, Boston, Massachusetts.

Rooms are \$215 plus tax, per room, per night.

Please be advised that the special group rate of \$215 plus tax is available until Saturday, June 30, 2018, and any reservation request received after that time may be accepted on a space available basis at the prevailing hotel rates. The \$215 rate is for two adults and children. The rate for three registered adults is \$245 plus tax, per room, per night. The rate is \$275 per night with four adults in a room. Guests will need a credit card to make a reservation.



DINING

There are many dining options in and around Boston, below are just a few suggestions:

The Huntington: Breakfast.

Ingredients: Breakfast, lunch, and quick bites.

Starbucks: Breakfast and lunch.

Au Bon Pain: Breakfast, lunch, and dinner.

The Friendly Toast: Breakfast, lunch, and dinner.

Flour Bakery & Café: Breakfast, lunch, and dinner.

Fogo de Chao Brazilian Steakhouse: Lunch and dinner.

ShabuMaru: Lunch and dinner.

Stephanie's on Newbury: Lunch and dinner.

The Barking Crab: (Boston's waterfront) lunch and dinner.

Legal Harborside: (Boston's waterfront) lunch and dinner.

Boston Burger Company: Lunch and dinner.

Tresca: (Boston's north end) dinner.

Abe & Louie's: Dinner.

Mike's Pastry: (Boston's north end)

Atlantic Fish Company: Dinner.

THINGS TO DO

Boston is a city rich in history! Below you will find a few ways to explore that, as well as activities and adventures to keep the whole family busy!

- Freedom Trail
- Duck Boat Tours
- New England Aquarium
- The Paul Revere House
- Boston Children's Museum
- Skywalk at the Prudential Center
- Fenway Park, Home of the Boston Red Sox
- John F. Kennedy Presidential Museum & Library
- USS Constitution Museum
- Boston Public Library
- Boston Common
- Cheers

For more information visit: www.brs.org

You may book your room by visiting:

[https://www.starwoodmeeting.com/
book/brsconvention2018](https://www.starwoodmeeting.com/book/brsconvention2018)

Call Westin's Reservation Center:

888-627-7216

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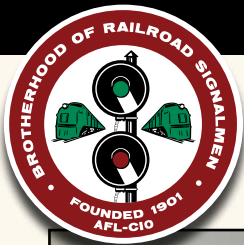
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AUGUST 6-10

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Local Chairmen's Training

Front Royal, Virginia





Local Chairmen's Training

Front Royal, Virginia



PHOTO CONTEST

WINNERS FOR 2nd Quarter 2018



Lightning strikes photographed in the summer of 2017, on a former BN (now BNSF) line, between Clayton to Raton, New Mexico.

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



B.R.C. #230 delivers a new control house to the signal gang at the Belt Railway Company of Chicago 87th Street Interlocker.

Pictured: Tony Przewoznik, Local Trustee; Timothy O'Connell, Local Trustee; Jim McNeill, Recording -Financial Secretary, and John Peters, who are all members of Local 194.

Photo taken by Daniel Lawler of Local 194, photo submitted by Jim McNeill, Recording -Financial Secretary of Local 194.

ENTER TO WIN

Prizes

Submit photo(s) to:
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If we use your
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**Signalman's
Journal**
you will be
automatically
entered in the yearly
Photo Contest

MEMBER PHOTOS

LOCAL 183 NEWS

KEN LOVATO RETIRES



PICTURED LEFT TO RIGHT:

R.J. "Bob" Shanahan (BRS), Joe Ellul (MOW), Richard Haywood (BRS), Clint Haywood (BRS), Ken Lovato (BRS), Mike Cathcart (BRS), and Charlie Egdorf (BRS).

All pictured BRS members are retired members of Local 183.



LOCAL 194 NEWS

WALLACE MURPHY RETIRES



BRS Midwest Vice President Joe Mattingly congratulates former Belt Railway of Chicago General Chairman Wally Murphy on his upcoming retirement at the Local 194 meeting in Blue Island, Illinois.

LOCAL 123 NEWS

INSTALLATION OF OFFICER



Midwest Vice President Joe Mattingly congratulates J.P. "Josh" Hanes on his recent election to Second Vice President for Local 123.

ENTER TO WIN REALTREE TALLADEGA RACE WEEKEND FOR FOUR!

OCT. 12-14, 2018
TALLADEGA
SUPERSPEEDWAY

\$10,000 VALUE!



The Union Sportsmen's Alliance and RealTree are giving one lucky USA member and three guests three days of unforgettable, white-knuckle racing action Oct. 12-14, 2018 at NASCAR's biggest track, the legendary Talladega Superspeedway in Talladega, Alabama.

Prize package includes tickets to Friday's qualifying action and weekend races including the NASCAR Camping World Truck Series and Monster Energy NASCAR Cup Series, plus first-class seating in RealTree's luxury suite, pit road passes, meals and four nights lodging for four.

Must be a Union Sportsmen's Alliance member or AFL-CIO union member to qualify. **DEADLINE TO ENTER: August 31, 2018.**

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