

THE SIGNALMAN'S JOURNAL

Coming Together in **Brotherhood**

President Jerry C. Boles — PAGE 2



Inside: ■ BALFOUR BEATTY AGREEMENT / ■ GRAND LODGE APPOINTMENTS
■ SIEMENS AGREEMENT ■ MEMBER & MEETING PHOTOS



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Agreements

Balfour Beatty Rail Ratifies Agreement	4
Siemens Mobility, Inc. Ratifies Five-Year Agreement	12



APPOINTMENTS AT Grand Lodge

Doug VanderJagt	5
Kurt Mullins	6
Quinn Norman	7

In Memoriam — Witt B. Harwell, Jr. — 1926–2019	8
In Memoriam — Willard J. Moody, Sr. — 1924–2019	10
Walt A. Barrows Retires from the Railroad Retirement Board	11
Swearing-In Ceremony — Grand Board of Trustees Secretary, Gus Demott	13
Did You Know?	5, 6, 7, 10, 25
Tips to Help Keep Your Health on Track — Hidden Calories	21
Supreme Court Finds Injury Award for Lost Wages	25
AFL-CIO Don't Buy List	26
Photo Highlights from Local 228 Meeting	27
Photo Highlights from Union Pacific Start-Up Meeting	30
Photo Highlights from Local 199, David C. Cox Retirement Party	31
Photo Highlights from Financial Secretary Training — March 2019	32
Photo Highlights from Financial Secretary Training — May 2019	32
Photo Highlights from Local Chairman Training — March 2019	33
Photo Highlights from Local 111 Meeting	33
Photo Highlights from On-Target Shooting Range Event — Local 183	34
Photo Highlights from Meeting with NJ Governor Phil Murphy	34
Photo Highlights from Local 154 — 70th Signalmen's Banquet	35
AFL-CIO Do Buy List	36

From the President	2
Washington Report	14
Railroad Retirement Questions & Answers	16
Designated Legal Counsel	18
Benefits Directory	19
Continuous Membership	20
Obituaries	22
Signalman's Store	28
Photo Contest Winners for 2nd Quarter 2019	37



COVER: BNSF Signal Gang constructing and erecting new cantilevers for the new Clare Road raised tracks, Emporia Subdivision, Gardner, Kansas.

Pictured: Signalmen Matthew Copeland, Gabe Sallee, and Zach Rauer. All are members of Local 33.

Photo submitted by Signal Foreman Luke Smith of Local 33.



FROM THE PRESIDENT

——— Jerry C. Boles, BRS President

COMING TOGETHER IN Brotherhood

As I begin my term as President of the Brotherhood of Railroad Signalmen, I cannot help but think back to those who have come before me and what they have accomplished working together with their fellow Grand Lodge Officers, Staff, General Chairmen, Local Officers and Members.

Walking the halls of Grand Lodge, I see new faces among our Officers, Representatives, Staff, and even in the group of General Chairmen. The many changes call for a cohesive approach going forward. The officers of this Organization represent a vast array of experiences, skill sets, age, experience, geographical locations, and railroads. Currently, at Grand Lodge we have Officers and Representatives from six different railroads, including Union Pacific, BNSF, Norfolk Southern, CSXT, Amtrak, and Metra, which represent nine different General Committees including the UP, BNSF, Chicago Metropolitan, B&O, Amtrak, NEGC, L&N, Norfolk Southern, and Southeast (RF&P). These Officers and Representatives come from 12 different states including Texas, Virginia, Kentucky, California, Illinois, Pennsylvania, Iowa, West Virginia, Michigan, Ohio, Utah, and Colorado. Together they have held every union officer position available, including four former General Chairmen, and they cover a myriad of experience levels throughout the railroads and committees. Most importantly, this group has one thing in common; they are committed to working together and overcoming any challenges we may face.

As we move forward, I ask our Officers and Members

from all levels to move past any differences we may have and reach out to one another in brotherhood to move forward. I encourage experienced members and officers to mentor those who need assistance; these members are the future of this Organization, and integral to its success. Through mentorship and lifting one another up, we spread a message of solidarity to the railroads. Our rank and file must inspire a message of unionism and working-class values to advance our cause further than we can do alone.

It is important we look for ways to educate ourselves in the history of labor, the working class, and what was sacrificed before us to achieve what we have today. We must

It is important we look for ways to educate ourselves in the history of labor, the working class, and what was sacrificed before us to achieve what we have today.

all know what “Union” means and how important it is to stand united. We must keep apprised of the laws, regulations, and processes that impact labor and the rail industry, this is the only way we can persevere. It is our job, at Grand Lodge,

to ensure that you know what we do as union officers at headquarters, the general committee level, and your local officers, so you can see the true value of your union dues.

The Grand Executive Council will strive to update our technology and bring this great Organization up to speed in all relevant aspects. Communication with those we represent is of utmost importance, and we are looking at the most efficient and effective ways to achieve that goal. We also want you, the member, to have the ability to easily stay engaged and be heard. There may be some bumps as we learn, but we have heard your request to improve and that process has already begun.

We will continue to fight for our members in any arena

we must, and we will prevail. We acknowledge that we want the railroads to succeed and that we recognize their need for profitability, but we will also ensure that they know they must share the benefits with the BRS members who help make those profits.

We will embrace railroad technology as a tool to allow us to perform our jobs safer as well as protect the general public. We will not allow technology or cost/benefit analysis to inhibit or replace safety, for our members or the public and will hold accountable those who do not adhere to our message of safety and help implement and enforce regulations, rules, and laws that affect our members and the public. As always, we will continue to advocate for the safety of our members and the traveling public.

I realize these are lofty goals and may be difficult to achieve, but I know Signalmen are smart, capable, and up to any challenge. I strongly urge you to reach out to your fellow brothers and sisters and work together to unite us as an Organization and a Labor Movement. I implore you to support each other in Labor and

Unionism and get involved in your locals, your committees, and your Organization. I remind you all that none of us can do this alone, and that no matter where you come from, no matter the size of your local or committee, no matter your experience level, you all have one thing in common, **YOU ARE THE UNION!**

I am humbled by the opportunity to lead the BRS and deliver the dedication and service our members deserve.

I am truly confident all that I have said is indeed possible and we are capable of these goals. I am reminded every time I walk the halls of our office and look at this group of Signalmen

from all over the country, when we work united as one we can achieve anything. I have the utmost faith that our Officers and Representatives will not only strive to work together for the benefit of all our members, but they will succeed in accomplishing any task set in front of them.

I take great pride in these beliefs, and I have no doubt that we will do all of this together as one Brotherhood united. ■

We must all know what “Union” means and how important it is to stand united.

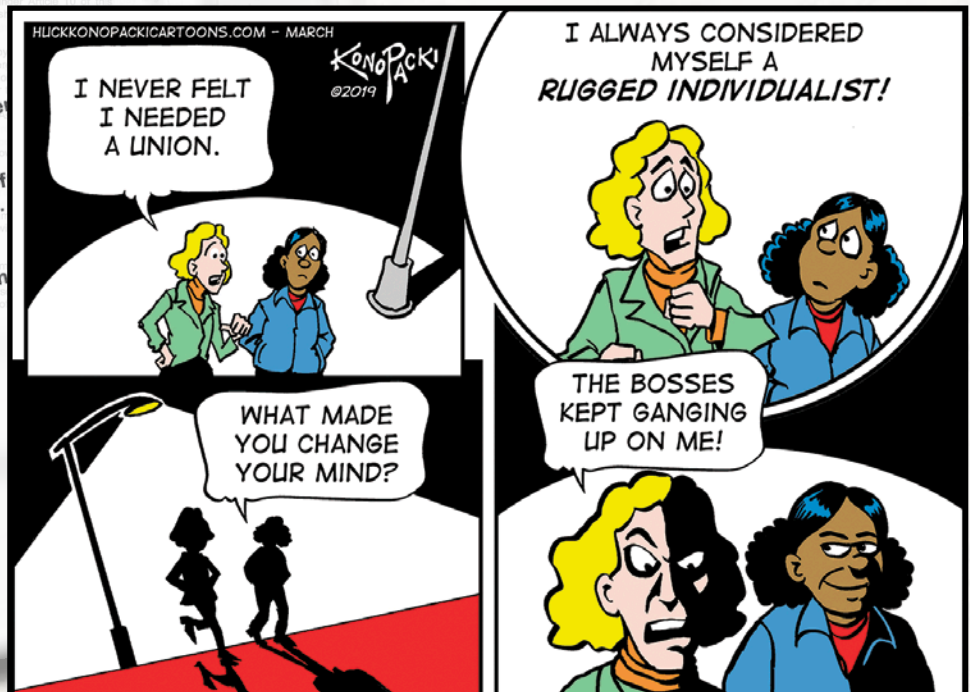


BALFOUR BEATTY RAIL RATIFIES

Agreement

On March 1, 2019, Balfour Beatty Rail System, Inc. ratified an agreement in effect from January 1, 2019, to December 31, 2021, with a two-year extension option extending until December 31, 2023.

The Agreement provides Brotherhood of Railroad Signalmen members a 12.5% GWI, Scope Rule changes that include PTC, AEI equipment, and hot box detectors, compensation for absences due to Hours-of-Service requirements, and a 25% increase in straight-time compensation when performing “night work”. Also, employees will be covered under the Company Health Care Plan. ■





DOUG VANDERJAGT Appointed Director of Research

President Jerry C. Boles appointed Doug VanderJagt to the position of Director of Research on February 11, 2019. As Director of Research, Brother VanderJagt monitors regulatory and safety issues, assists the President, and works alongside the Legislative Representative on federal issues affecting the membership.

Brother VanderJagt attended Grand Rapids Community College and Michigan State University before beginning his railroad career with CSX Transportation. He began his tenure at CSXT in 2006 as a Yard Signal Maintainer in Grand Rapids, Michigan. He also worked as a Signalman on several Signal Construction Gangs, as well as holding the position of Lead Signalman on a Directional Boring Gang before returning to Maintenance as a Signal Maintainer in 2013.

An active member of Local 123, Brother VanderJagt was elected Local Chairman in 2008, and he was later appointed to the position of Vice General Chairman for

the Northeast General Committee. In 2012, he was elected to the position of Senior Vice General Chairman/Assistant General Chairman, which he held for two terms before being appointed to the position of General Chairman/General Secretary-Treasurer for the Northeast General Committee in July 2016. Brother VanderJagt served in this position until his appointment as a Grand Lodge Representative on January 7, 2019. While serving as a Grand Lodge Representative, Brother VanderJagt was assigned to handle all facets of dispute handling in the Arbitration Department, as well as assist other Grand Lodge Officers in various duties.

Brother VanderJagt and his wife Sarah, look forward to transitioning into their new lives in Virginia. ■



DOUG VANDERJAGT
Director of Research

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.223 GATE ARM

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

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



KURT MULLINS

Appointed Grand Lodge Representative

President Jerry C. Boles appointed Kurt Mullins to the position of Grand Lodge Representative on February 1, 2019.

Brother Mullins began his railroad career in 1994 as an Assistant Signalman on a Norfolk Southern Signal Construction Gang. Two months later he was awarded a Signal Maintainer's position in Continental, Ohio.

In 1995, Brother Mullins was elected President of Local 228; and in 1999, Brother Mullins was appointed Local Chairman. On September 9, 2005, Brother Mullins was elected General Chairman on the Norfolk Southern

General Committee and served in that position until appointed Grand Lodge Representative.

A resident of Northwest Ohio most of his life, Brother Mullins was raised in a railroad union household, his father was a BMW employee. Brother Mullins graduated from Fostoria High School in Fostoria, Ohio, and served in the United States Navy. He completed Norfolk Southern Signal Training and BRS Local Chairman Training.

Brother Mullins is married to Carla and have three children Kurt, Kristen, and Kaden. ■



KURT MULLINS
Grand Lodge Representative

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.267 INSULATION RESISTANCE TESTS, WIRES IN TRUNKING AND CABLES

- (a) Insulation resistance tests shall be made when wires or cables are installed and at least once every ten years thereafter.
- (b) Insulation resistance tests shall be made between all conductors and ground, between conductors in each multiple conductor cable, and between conductors in trunking. Insulation resistance tests shall be performed when wires, cables, and insulation are dry.
- (c) Subject to paragraph (d) of this section, when 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. Until such defective wire or cable is replaced, insulation resistance tests shall be made annually.
- (d) A circuit with a conductor having an insulation resistance of less than 200,000 ohms shall not be used.
- (e) Required insulation resistance testing that does not conform to the required testing schedule of this section shall be completed in accordance with the following schedule:
 - (1) Not less than 50% by the end of calendar year 1996;
 - (2) Not less than a total of 75% by the end of calendar year 1997; and
 - (3) One hundred percent by the end of calendar year 1998. ■



QUINN NORMAN

Appointed Grand Lodge Representative

President Jerry C. Boles appointed Quinn Norman to the position of Grand Lodge Representative on February 19, 2019.

Brother Norman began his railroad career in 2005 as an Assistant Signalman for Union Pacific Railroad, which was assigned to a Zone 2 Construction Gang. In 2007, he was promoted to the position of Signalman and held the positions of Temporary Signal Maintainer, Signal Inspector, and Signal Foreman. Brother Norman was elected to the position of Local President and Local Chairman in 2015, and a second term in 2018.

A resident of Northern Utah his entire

life and a first-generation railroader with strong union beliefs, Brother Norman graduated from Box Elder High School in Brigham City, Utah, and attended Weber State University. His industry achievements include graduation from Union Pacific Railroad Signal Training and BRS Local Chairman Training.

Brother Norman, his wife Crystal, and 13-year-old son Bryar and 15-year-old daughter Anastynn look forward to making a new home in Virginia. While 18-year-old son Austin will continue his education in Northern Utah, and 22-year-old son Riley will continue to work as a Lineman in North Dakota. ■



QUINN NORMAN
Grand Lodge Representative

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§236.204 TRACK SIGNALLED FOR MOVEMENTS IN BOTH DIRECTIONS, REQUIREMENTS

On track signaled for movements in both directions, a train shall cause one or more opposing signals immediately ahead of it to display the most restrictive aspect, the indication of which shall be not more favorable than "proceed at restricted speed." Signals shall be so arranged and controlled that if opposing trains can simultaneously pass signals displaying proceed aspects and the next signal in advance of each such signal then displays an aspect requiring a stop, or its most restrictive aspect, the distance between opposing signals displaying such aspects shall be not less than the aggregate of the stopping distances for movements

in each direction. Where such opposing signals are spaced stopping distance apart for movements in one direction only, signals arranged to display restrictive aspects shall be provided in approach to at least one of the signals. Where such opposing signals are spaced less than stopping distance apart for movements in one direction, signals arranged to display restrictive aspects shall be provided in approach to both such signals. In absolute permissive block signaling, when a train passes a head block signal, it shall cause the opposing head block signal to display an aspect with an indication not more favorable than "stop." ■

In Memoriam

WITT B. HARWELL, JR. • 1926–2019

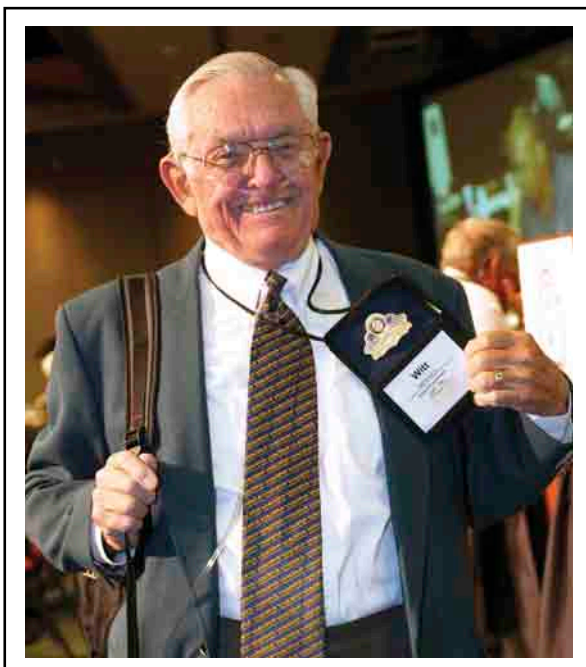


Brother Witt B. Harwell, Jr., passed away February 24, 2019. Brother Harwell began his railroad career in 1948 as a Signal Helper with the Santa Fe Railroad in Rowe, New Mexico, and spent the next 22 years in various signal

positions; his last being a Signal Inspector on a territory from La Junta, Colorado to Garden City, Kansas. In 1970, Brother Harwell was appointed as a Grand Lodge Representative at BRS Headquarters in Chicago, Illinois. He was then elected Vice President Midwest in 1977, a position he was reelected to several times before retiring in 1991. While at Grand Lodge, Brother Harwell graduated from the Labor Education Program at the University of Illinois and also furthered his education by participating in a labor studies program in Washington, D.C. With regard to his union work, Brother Harwell has said, *"I was never more satisfied with a job in my life,*

because I was able to impact so many of my fellow Signalmen's lives in a positive way. I was very 'proud' to be a dues paying union man and for always voting a straight Democratic ticket in support of the working man."

Brother Harwell continued to stay active with the union and the fight of the working class



even after his retirement; moving to New Mexico, he continued to attend meetings of his home local, BRS Local 161, when possible and engaged with local politics and rail projects that would advance the cause of Labor and improve rail travel. He was in contact with the national union officers and actively participated with the Signalmen's Political League, increasing his contribution each year. He believed whole-heartedly in the BRS and advancing the cause of Signalmen and the working class.

Many reading this will remember Brother Harwell from the numerous BRS Conventions he attended. Always a kind smile and an anecdote so his BRS brothers would know they were supported and had an "old guy" to lean on. Some will remember his antics, his incredible golf game, or that he was always up for a good-natured prank or to dole out a light-hearted ribbing, but all that knew him will remember



Former BRS President W. Dan Pickett, and current BRS President Jerry C. Boles, at the annual Local 161 Ute Lake Picnic in 2012, with Witt Harwell.

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

how he made you feel when you were around him. His zest for life was infectious. Witt's stories could bring a room to a roaring laughter, and his sincerity made a person feel as if they were immediately a dear friend.

A veteran of the United States Navy, Brother Harwell was very proud of his service to his country in both World War II and the Korean War.

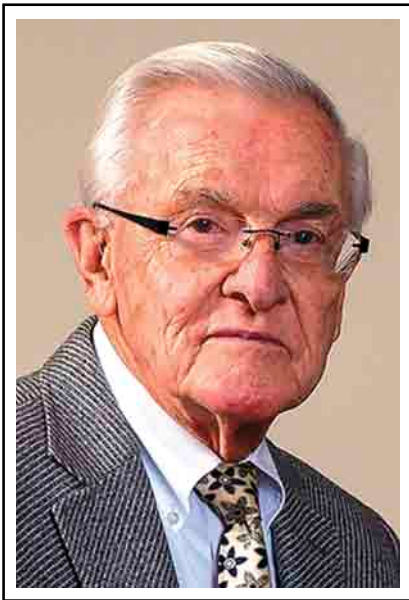


He was an active member of Mesa View United Methodist Church and a proud Mason. Brother Harwell is survived by his loving and supportive wife of 69 years Ruth, children Mark, Nino, and Jonathan (BRS Local 183), and many grandchildren and great grandchildren. Brother Harwell was preceded in death by his son Lloyd and daughter Sharon. ■



In Memoriam

— WILLARD JAMES MOODY, SR. • 1924–2019 —



Willard James Moody, Sr., passed away on March 27, 2019. Mr. Moody is a U.S. Army veteran having served in Europe during WWII. After his service he attended the Norfolk Division of the College of William & Mary and the T.C. Williams School of Law and began practicing law in Portsmouth, Virginia, in 1952. He continued to practice and lead the law firm that is now known as The Moody Law Firm until the time of his death. He served with distinction in his profession as a lawyer and a legislator. He was elected to the Virginia House of Delegates and served there from 1956 to 1967 and the Virginia Senate from 1968 to 1984.

After leaving the legislature, he continued his career of trying railroad cases on behalf of injured railroad workers. He was named as Designated Legal Counsel by nearly every rail union, including the Brotherhood of Railroad Signalmen, and spent a lifetime fighting for the rights of railroad workers. He was a member of the Virginia Trial Lawyers Association, the Association of Trial Lawyers of America, the Inner Circle of Advocates and the Academy of Rail Labor Attorneys.

He is the only Virginia attorney to have been inducted into the National Trial Lawyers Hall of Fame; being inducted in April 2014. In addition to his family, the other great passion in his life was his creation of the Railroad Museum of Virginia located in Portsmouth, Virginia. ■

*We are immensely grateful to Willard J. Moody, Sr.,
for his dedicated service to rail labor and our country.*

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§236.107 GROUND TESTS

(a) Except as provided in paragraph (b) of this section, a test for grounds on each energy bus furnishing power to circuits, the functioning of which affects the safety of train operation, shall be made when such energy bus is placed in service, and shall be made at least once every three months thereafter.

(b) The provisions of this rule shall not apply to track circuit wires, common return wires of grounded common single-break circuits, or alternating current power distribution circuits grounded in the interest of safety. ■

WALT A. BARROWS

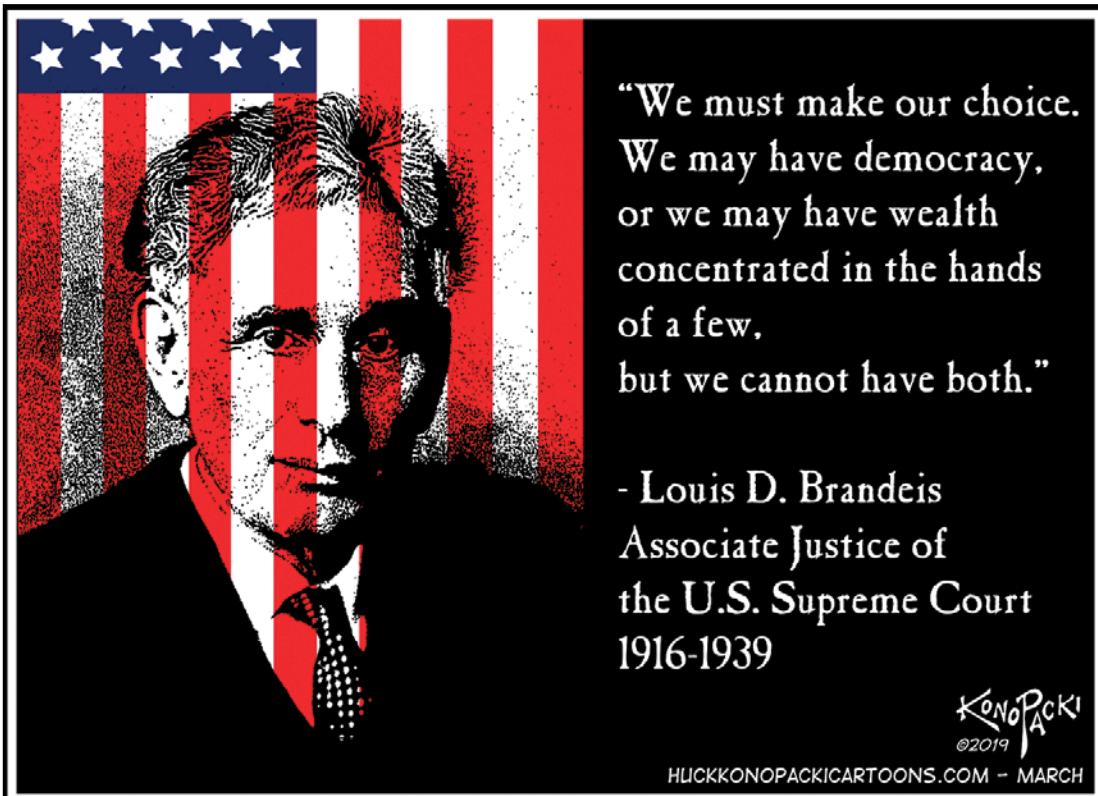
Retires from the Railroad Retirement Board

Walter A. Barrows, former Secretary-Treasurer of the Brotherhood of Railroad Signalmen from 1999 to 2011 retired from the Railroad Retirement Board after serving as the Labor Member from 2011 to 2018.

Brother Barrows started his railroad career in 1974 with the Norfolk & Western Railroad as a Signal Helper and progressed from Signal Maintainer to Signal Testman.

Early in his railroad career, Brother Barrows was active in his local union, Locals 199 and 228 — holding various positions including Local Chairman, Local President, and Recording-Financial Secretary. He also served the BRS as the General Chairman and General Secretary-Treasurer for the Norfolk Southern General Committee. Prior to being elected to Secretary-Treasurer he served as a Trustee on the BRS Grand Board of Trustees. In 2004, 2007, and 2010 the Nation's railroad unions elected him as a labor trustee to oversee the National Railroad Retirement Investment Trust Fund.

Throughout Brother Barrows' career, he has served with distinction — his strength and solidarity is to be commended, and we thank him for his exemplary service to our Organization and to the labor movement. ■





Agreement Ratified

FIVE YEAR CONTRACT WITH SIEMENS MOBILITY, INC.

BRS Local 234 members employed by Siemens Mobility, Inc. (formally Siemens Rail Automation), have ratified a new five-year contract. The Agreement was ratified on April 24, 2019, in Louisville, Kentucky, after a Special Local Meeting was called by Local President James Amburgey, II. The new agreement becomes effective June 1, 2019, and terminates on May 31, 2024. Some highlights of the new contract are listed as:

Annual general wage increases of 3% per year. For the year 2019 — 3%, 2020 — 3%, 2021 — 3%, 2022 — 3%, and 2023 — 3%.

Earned Vacation requirements were also improved to read:

Years of Service	Vacation Earned
6 month–1 year	= 1 week
1–5 years	= 2 weeks
6–14 years	= 3 weeks
15–24 years	= 4 weeks
25 years or more	= 5 weeks

Shift differential pay was increased to \$0.45 per hour for 2nd shift work. A cap was also negotiated for mandatory Saturday overtime assignments.

Parental Leave was added to the contract with up to two weeks paid leave. The Bereavement Leave Policy was updated in the contract to include an employee's aunt and uncle (with no pay).

The Safety Shoes and Safety Glasses allowance was increased to \$125 annually.

The Negotiating Committee was again able to maintain the status-quo on employee health and welfare benefits. BRS members continue to enjoy the same benefits as Siemens Mobility, Inc., company officials that work at the plant.

BRS General Chairman Michael Vencion, along with

BRS Local 234 President James Amburgey, II, and Financial Secretary Robert Hundley negotiated the final terms of the contract. BRS Vice President Midwest Joe Mattingly assisted the local bargaining committee with the contract notice, negotiations, and ratification process.

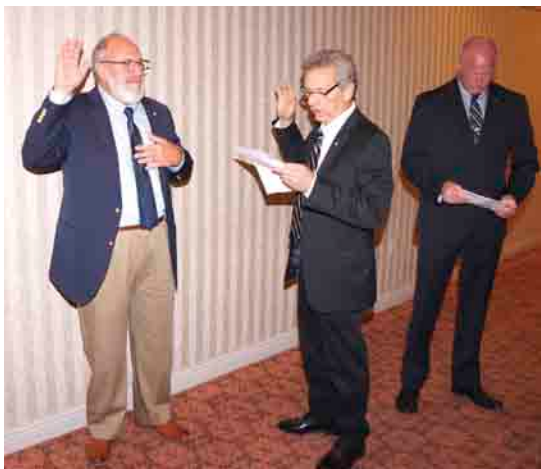
When asked about the contract negotiations, Mattingly said, *"I would like to thank BRS Local 234 members for their participation, support and backing of the local's bargaining committee. It really is our members' individual skills, commitment to customer service, and systems knowledge that allowed General Chairman Michael Vencion, Local President James Amburgey, II, and Financial Secretary Robert Hundley to hammer out key issues that arise on the shop floor with the company. The membership's backing was evident through the persistence, patience, and professionalism demonstrated in negotiating the final terms of the Agreement."* He added, *"Our members were faced with many tough bargaining issues during this round, which included the rising cost of health and welfare and employee benefits. Many important issues including pay, benefits, and job security were addressed during this round of bargaining and all the local members are to be commended for their hard work and support."*

The final terms of the BRS–Siemens Mobility, Inc., Agreement run till May 31, 2024, and will continue for one year periods thereafter unless either party provides at least a 60 days written notice prior to contract expiration or the annual expiration date thereafter to the other party of a desire to terminate or modify the Agreement.

Local 234 members are one of the few BRS-represented workforces that must negotiate under the terms of the National Labor Relations Act. They integrate Siemens Mobility, Inc., signal and communications component into prewired systems for Class I, regional, short line, commuter and transit rail operations. BRS members wire each system to precise requirements in order to meet each customer's specifications and application. All systems assembled at the Louisville plant are carefully tested under simulated field conditions prior to delivery, to help ensure a system or sub-system's operation upon delivery and installation in the field. ■

SWEARING-IN CEREMONY OF

Grand Board of Trustees Secretary, Gus Demott



Gus Demott, sworn-in as Grand Board of Trustees Secretary by Chairman Mike Owens. Due to an injury, Brother Demott's scheduled swearing-in at the 52nd Regular Convention had been postponed.



Pictured above are the witnesses present during the swearing-in ceremony for BRS Grand Board of Trustees Secretary, Gus Demott, which took place during the Long Island 100th Anniversary celebration.



BUY UNION

14.6 MILLION NUMBER OF U.S. UNION MEMBERS

Every time we buy union-made products and services we support good middle-class jobs. With more than 14 million union members in the U.S. our buying power can help support and sustain the middle-class.

WAGES

The median weekly earnings of union workers are 28% more than non-union workers

NON-UNION \$717

UNION \$917

Median Weekly Earnings

UNION WORKERS MAKE 28% MORE THAN NON-UNION WORKERS

LIVE UNION

PAID VACATION

Union workers get

28%

more days off paid vacation, on average than non-union workers.

Union workers are more likely to have health and retirement

BENEFITS

than non-union counterparts.



LIVE BETTER

WASHINGTON REPORT

White House Appropriations FISCAL YEAR 2020 BUDGET REQUEST



Transportation Programs	HR 1625 FY18 Omnibus	H.J. Res 31 FY19 Omnibus	President's FY20 Budget	House FY20 THUD	Senate FY20 THUD
FAA Operations	10.211 billion	10.410 billion	10.340 billion	(authorized at 10.732 billion)	
FAA Facilities and Equipment	3.250 billion	3 billion	3.295 billion	(authorized at 3.469 billion)	
FAA Research, Engineering & Development	188.926 million	191 million	120 million		
FAA AIP	4 billion	3.850 billion	3.350 billion	(authorized at 3.35 billion)	
FAA EAS	155 million	175 million	125 million	(authorized at 161 billion)	
FRA Amtrak Grants	National Network Grants 1.292 billion (authorized at 1.085 billion)	National Network Grants 1.292 billion (authorized at 1.143 billion)	National Network Grants 611 million	National Network Grants (authorized at 1.2 billion)	National Network Grants
	Northeast Corridor Grants 650 million (authorized at 515 million)	Northeast Corridor Grants 650 million (authorized at 557 million)	Northeast Corridor Grants 325 million	Northeast Corridor Grants (authorized at 600 million)	Northeast Corridor Grants
	Amtrak Total: 1.942 billion (authorized at 1.6 billion)	Amtrak Total: 1.942 billion (authorized at 1.7 billion)	Amtrak Total: 936 million	Amtrak Total: (authorized at 1.8 billion)	Amtrak Total:
FRA Research and Development	40.6 million	40.6 million	19 million		
FRA Safety and Operations	221.698 million	221.698 million	163 million		
FRA Rail Grants	CRISI 592.547 million (250 million directed to PTC implementation) authorized at 230 million	CRISI 255 million (authorized at 255 million)	CRISI 330 million	CRISI (authorized at 330 million)	CRISI
	Federal-State Partnership 250 million (authorized at 175 million)	Federal-State Partnership 400 million (authorized at 300 million)	Federal-State Partnership ZEROED OUT	Federal-State Partnership (authorized at 300 million)	Federal-State Partnership
	Restoration and Enhancement 20 million (authorized at 20 million)	Restoration and Enhancement 5 million (authorized at 20 million)	Restoration and Enhancement 550 million	Restoration and Enhancement (authorized at 20 million)	Restoration and Enhancement
FTA Capital Investment Grants (New Starts and Small Starts)	2.645 billion 1.507B-5309(d) New Fixed Guideway 716M-5309(e) Core Capacity 400.9M-5309(h) Small Starts (authorized at 2.302 billion)	2.553 billion 1.266B-5309(d) New Fixed Guideway 635M-5309(e) Core Capacity 526M-5309(h) Small Starts 100M-FAST Act subsection 3005(b) Expedited Project Delivery for CIG Pilot (authorized at 2.302 billion)	1.490 billion		
FTA Formula Grants	10.3 billion	9.9 billion	10.150 billion	(authorized at 9.733)	

EAS: The budget limits eligibility to only those currently receiving subsidized EAS and sets limitations to the waivers for per-passenger subsidies for communities that are within 210 miles of the nearest large/medium hub airport.

MARAD Operations and Training: Of the total funds requested for operations and training activities:

- \$205,000,000 will be used for the school ship replacement program, including funds for construction, planning, administration, and design of new school ships to replace training ships in the National Defense Reserve Fleet
 - \$5,000,000 shall be available for the design of new school ships, and upon completion of such design the remainder shall be available for the

construction, planning, and administration of such school ships

- \$30,080,000 will be used for maintenance, repair, life extension, capacity improvement of National Defense Reserve Fleet training ships, and costs associated with the school ship sharing program authorized by 46 U.S.C. 51504(g)(3)
- \$2,400,000 will be used for the Student Incentive Program at State Maritime Academies
- \$1,800,000 will be used for training ship fuel assistance payments
- \$3,000,000 will be used for direct payments to State Maritime Academies, and

continued on page 27

Transportation Programs	HR 1625 FY18 Omnibus	H.J. Res 31 FY19 Omnibus	President's FY20 Budget	House FY20 THUD	Senate FY20 THUD
FTA Frontline Worker Training Program	5 million discretionary for 49 USC 5314	5 million discretionary for 49 USC 5314	8 million		
Grants to WMATA	150 million	150 million	150 million		
FHWA HTF (limitations on obligations)	44.234 billion	45.269 billion (authorized at 45.044 billion)	46.635 billion		
MARAD Operations and Training	513.6 million	149.442 million operations & training 345.2 million State Maritime Academies	377.497 million		
Maritime Security Program	300 million (authorized at 300 million level)	300 million (authorized at 300 million level)	300 million		
National Infrastructure Investments (BUILD)	1.5 billion	900 million	1 billion		
Transportation Security Programs	HR 1625 FY18 Omnibus	H.J. Res 31 FY19 Omnibus	President's FY20 Budget	House FY20 Homeland Security	Senate FY20 Homeland Security
Public Transportation, Railroad Over-the-Road Bus Security Assistance	100 million (10 million for Amtrak, 2 million for OTRB)	100 million	36.358 million		
TSA Operations and Support	7.2 billion (Subject to offsetting collections)	7.4 billion (Subject to offsetting collections)	7.115 billion		
Port Security Grants	200 million	100 million	36.358 million		
Labor-HHS Programs	HR 1625 FY18 Omnibus	HR6157	President's FY20 Budget	House FY20 LHHS	Senate FY20 LHHS
NMB	13.8 million	13.8 million	13.8 million		
Railroad Retirement Board	113.5 million + 10 million IT modernization	113.5 million + 10 million IT modernization	116.225 million		



Comparison of Benefits

Under Railroad Retirement & 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, 2018. 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 2018 to career rail employees was \$3,525 a month, and for all retired rail employees the average was \$2,815. The average age retirement benefit being paid under social security was approximately \$1,415 a month. Spouse benefits averaged \$1,035 a month under railroad retirement compared to \$720 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 in fiscal year 2018 averaged about \$4,175 a month while monthly benefits awarded to workers retiring at full retirement age under social security averaged nearly \$1,915. If spouse benefits are added, the combined benefits for the employee and spouse would total \$5,815 under railroad retirement coverage, compared to \$2,875 under social security. Adding

a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to about \$5,850 a month.

How much are the disability benefits currently awarded?

Disabled railroad workers retiring directly from the railroad industry in fiscal year 2018 were awarded \$3,050 a month on average while awards for disabled workers under social security averaged \$1,340.

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. 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 2018, the average annuity being paid to all aged and disabled widow(er)s was \$1,705 a month, compared to \$1,305 under social security.

Benefits awarded by the RRB in fiscal year 2018 to aged and disabled widow(er)s of railroaders averaged nearly \$2,185 a month, compared to approximately \$1,265 under social security.

The annuities being paid at the end of fiscal year 2018 to widowed mothers/fathers averaged \$1,900 a month and children's annuities averaged \$1,110, compared to \$985 and \$860 a month for widowed mothers/fathers and children, respectively, under social security.

Those awarded in fiscal year 2018 averaged \$2,200 a month for widowed mothers/fathers and \$1,350 a month for children under railroad retirement, compared to \$960 and \$855 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

continued on page 24

BRS DESIGNATED COUNSEL

ON-THE-JOB INJURY | FELA | RAIL LABOR | INFO | LAW
RAILROAD SIGNALMEN | CLAIM
EMPLOYEE RIGHTS

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.

ALABAMA

W.C. Tucker, Jr.
Maples, Tucker & Jacobs, LLC
2001 Park Place North
Suite 1325
Birmingham, AL 35203
Tel. (205) 322-2333
www.mtandj.com

ARIZONA

Lloyd L. Rabb, III
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7442 N. LA Cholla Blvd.
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Tel. (520) 888-6740
(800) 354-3352
www.1stinjurylaw.com

ARKANSAS

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

CALIFORNIA

Jay A. Kaplan
Kaplan Law Corporation
400 OcéanGate
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www.kaplanlawcorp.com

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(800) 689-7066
www.hmnlaw.com

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Denver, CO 80217
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www.chodlawfirm.com

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Reboso & Spier, PA
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www.rbrlaw.com

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Arlington Heights, IL 60005
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www.petrofelalaw.com

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101 N. Wacker Drive
Suite 200
Chicago, IL 60606
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Feldman & Darby LLP
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Lutherville, MD 21093
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www.bsgfdllaw.com

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Southfield, MI 48076
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(800) 272-5400
www.sommerspc.com

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www.yw-law.com

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See Minnesota

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www.felaattorney.com

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(800) 334-2500
www.ckmo.com

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111 North Olive Street
Media, PA 19063
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www.palermolaw.org

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Jones, Granger,
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www.jonesgranger.com

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Robert M. Tramuto
10000 Memorial Drive
Suite 888
Houston, TX 77210
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(800) 231-3359

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Brent O. Hatch
Hatch, James & Dodge, PC
10 West Broadway
Suite 400
Salt Lake City, UT 84101
Tel. (801) 363-6363
www.bjdlaw.com

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The Moody Law Firm, Inc.
500 Crawford Street
Suite 200
Portsmouth, VA 23704
Tel. (757) 393-4093
(800) 368-1033
www.moodyrllaw.com

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Cranwell, Moore & Emick, PLC
111 W. Virginia Avenue
Vinton, VA 24179
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(888) 635-6304
www.cranwellmoorelaw.com

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James K. Vucinovich
Rossi Vucinovich PC
1000 Second Avenue
Suite 1780
Seattle, WA 98104
(866) 357-RAIL (7245)
www.railroad-injuries.com

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: Jerry C. Boles, President, Brotherhood of Railroad Signalmen 917 Shenandoah Shores Road, Front Royal, VA 22630-6418

BENEFITS DIRECTORY

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PHARMACY BENEFIT

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National Plan — GA-23000

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

1-800-842-9905

www.myuhc.com

Retiree Claims — GA-46000

UnitedHealthcare

P.O. Box 30985

Salt Lake City, UT 84130-0985

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

1-800-842-5252

Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

1-800-842-4044

www.aetna.com

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

MetLife

P.O. Box 6122

Utica, NY 13504-6122

1-800-310-7770

www.metlife.com

Vision Service Plan

EyeMed

Member Support

1-855-212-6003

www.eyemedvisioncare.com/railroad

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Insurance Discounts, and more. www.unionplus.org

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1-866-850-6212

www.liveandworkwell.com

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Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna

P.O. Box 189145

Plantation, FL 33318-9145

1-800-205-7651 • Fax: 954-452-4124

You may file online at: www.wkabsystem.com

Company identifier: RR

Dental Benefits under Group Policy No. GP-12000

Aetna

P.O. Box 14094

Lexington, KY 40512-4094

1-877-277-3368

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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



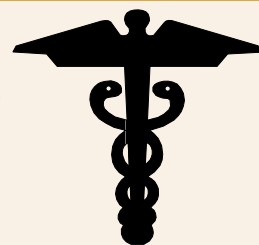
The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous Service lapel pins are presented to members every 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		35 YEARS OF SERVICE		30 YEARS OF SERVICE		25 YEARS OF SERVICE	
KR Lamb	16	MP Gillespie	18	EM Heinemann	119	DJ Lasswell	72
JO McArthur	179	SA Maida	99	JH Toomey	120	LG Carter, Jr.	77
LA Holmer	228	PG Tangney	102	TR Anderson	121	JE Smierciak	81
		MI Troy	106	FL Amick	126	MP Flaherty	84
		KD Powell	121	L Webster	130	E O'Riordan	84
		JB Parker	141	RJ Qual	154	DS Vitaletti	84
		ME Hacker	161	JM Waddle	157	MT Riley	87
		SD Mitchell	172	ER Dawson, Jr.	173	BK Eccardt	129
		RA Muller	206			HR Boone	130
40 YEARS OF SERVICE		30 YEARS OF SERVICE		25 YEARS OF SERVICE		RL Childress	130
MA Greblunas	8	DM Shelburn	5	RA McComas	2	BK Hester	136
JR Hernandez	8	JE Chesser	16	ME Petrella	2	RW Dickerson	141
BJ Glaudel	20	MA Zeigler	16	WJ Carel	18	RA Jauss	156
MR Noll	20	G Tyson	18	GD Cisco	20	WR Kirkpatrick	183
KG Moll	26	GA Jones	20	DA Kurz	20	MS Tillmon	183
DK Blaylock	33	RL Mallery	20	F Guccione	24	BS Lowe	191
SL Bonham	72	T Ziegler	20	CL Bennett	49	EJ Williams	206
JW Mullins	72	AJ Rivera	84	RA Thornton	49	JP Bowen	208
MJ Adams	77	BJ Schlotfeldt	87	GL Brown	55	LE Bunch	208
TJ Rich	94	E Adams, Jr.	102	RL Wilborn	55	BK Thompson	208
TM Nangle	98	RL Evans	102	HD Forte	56	CL Womack	208
GF Thibodeaux	99	L Huertas, Jr.	102	LD Freckleton	56	ML Jackson	225
HL Tobias	99	G Kosinsky	102	RA Schnier	56	DM Hayes	236
GA Schwaderer	119	JR Moreau	102	R Diaz	60		
RW Smith	119						
SL Stupka	119						
GG Leonard	138						
LJ Mullaley	155						
DW Moore	183						
BW Burton	198						
JS Hamilton	206						

HIDDEN CALORIES

Tips to Help Keep Your Health on Track!



We all make food decisions every day that we believe to be healthy choices. Sometimes, food choices we think are healthier are full of hidden calories, especially when we are grabbing fast food. A good way to consistently stick to a healthy diet is to trim the extra calories where it makes sense without depriving yourself too much. If you can trim just 100 calories a day you can lose about 10 pounds per year.

What are some examples of where calories may be hidden?

Some hidden calories are more obvious than others, some of which are:

- Sizes of breakfast foods — Many breakfast staples are up to three times bigger and contain twice as many calories as those that many of us grew up with. You can now buy a bagel six-inch in diameter and a muffin the size of a softball. A bagel this size contains about 400-600 calories and the muffin about 450-700 calories.
- Portions — Portion sizes served at many restaurants are now two to three times the size of what a normal portion should be according to nutritional standards.
- Bagged snacks — Bagged snacks, such as potato chips, corn chips, and cookies, are now sold in sizes that contain two to three servings rather than a single-serving size.
- Flavored coffees — Ordering a large flavored beverage, such as a blended iced coffee drink with whipped cream, can contain almost 500 calories and over 25 grams of fat.
- Beverages — Alcoholic beverages contain many calories. Sharing a bottle of wine with another guest at lunch or dinner adds almost 300 calories to your meal. Sodas and fruit drinks are not only high in calories but loaded with sugar as well.

What are ways I can eliminate some of these calories?

Some of these strategies may help:

- Portions — If eating out, eat half of the meal and

bring the rest home for lunch or dinner the next day. When cooking at home, be more aware of the portion sizes you are serving. When ordering a bagel or muffin eat half and save the other half for the next day.

- Snacks — Pay attention to serving sizes when snacking. Once that two-serving size bag of chips is opened it's hard to say no to the extra. Look for healthier and single serving options.
- Sweets — Try not to keep candy on your desk at work or at home. Mindless snacking on candy throughout the day can add hundreds of extra calories per week without you even realizing it.
- Beverages — When you go out to eat don't order a large flavored iced coffee drink or milkshake and skip the whipped cream. Use skim or non-fat milk or order a smaller size. Stay away from sugary drinks and be aware of the calories in alcoholic beverages. Try to replace these options with water whenever possible.

What are some of the things that change a healthy salad to an unhealthy salad?

We always think of a salad as a way to eat healthier and lose a few pounds in the process. However, many salads are not low in calories. A salad can go from healthy to unhealthy just by adding some of the following:

- Dressings — Try to avoid dressings high in fat and calories. This alone can help keep a salad healthier. When eating out, ask for the dressing on the side so you can control how much you use.
- Options — Salad bars offer a host of food options to include with your salad. Be careful when selecting the options; you don't need to have them all if you are trying to eat healthy.
- Toppings — Instead of crispy taco strips or bacon bits try healthier toppings, such as vegetables, chick peas, kidney beans, a hard-boiled egg, or tuna.
- Cheeses — Avoid chunks of cheese in your salad. Replace these with a sprinkle of grated cheese, which still adds flavor to your salad but reduces the fat and calorie content. ■

OBITUARIES

JIMMIE D. ALLISON—retired member of **LOCAL 188**. Brother Allison retired in 1999 after 37 years of service with the Northern Pacific Railroad and BNSF Railway Company. Brother Allison was a Foreman at Vancouver, Washington, at the time of his retirement.

ERNEY W. BELL, JR.—retired member of **LOCAL 16**. Brother Bell retired in 1982 after 10 years of service with the Seaboard Coast Line Railroad. Brother Bell was a Relief Signal Maintainer at Vidalia, Georgia, at the time of his retirement.

IRA C. BOOK—retired member of **LOCAL 106**. Brother Book retired in 1984 after 31 years of service with Amtrak. Brother Book was a Signalman at Lancaster, Pennsylvania, at the time of his retirement.

JAMES “FLOWER” W. BRADEN—retired member of **LOCAL 43**. Brother Braden retired in 2011 after 41 years of service with the Chicago & North Western and Union Pacific Railroads. Brother Braden was a District Signal Foreman at Jefferson, Iowa, at the time of his retirement. Brother Braden served as Local President and Local Chairman.

GEORGE W. BRADLEY—retired member of **LOCAL 16**. Brother Bradley retired in 2005 after 39 years of service with the Seaboard Air Line Railroad and CSX Transportation. Brother Bradley was a Signal Maintainer at Cedartown, Georgia, at the time of his retirement.

MICHAEL BREEN—retired member of **LOCAL 60**. Brother Breen retired in 2012 after 41 years of service with the Port Authority Trans-Hudson Corporation. Brother Breen was a Signalman at Jersey City, New Jersey, at the time of his retirement.

TED J. DANIELS—retired member of **LOCAL 136**. Brother Daniels retired in 2004 after 31 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Daniels was a Signal Maintainer at Covington, Kentucky, at the time of his retirement. Brother Daniels served as Vice General Chairman and Local Chairman.

ROBERT D. DAVIDSON—retired member of **LOCAL 120**. Brother Davidson retired in 1978 after 33 years of service with the Maine Central Railroad Company and Boston & Maine Railroad. Brother Davidson was a Signal Maintainer at Biddeford, Maine, at the time of his retirement.

DAVID G. DEMETRIO—retired member of **LOCAL 53**. Brother Demetrio retired in 1990 after 44 years of service with the Reading Railroad, SEPTA, and Conrail. Brother Demetrio was a Specialist Relay Repairman at Philadelphia, Pennsylvania, at the time of his retirement. Brother Demetrio served as Recording Secretary.

FRANK J. DOMAKO, JR.—retired member of **LOCAL 123**. Brother Domako retired in 1996 after 28 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Domako was a Signal Tech at Savannah, Georgia, at the time of his retirement. Brother Domako served as Local President.

EDWARD E. FEGREUS—retired member of **LOCAL 213**. Brother Fegreus retired in 1988 after 32 years of service with the Boston & Maine, New York Central, and Penn Central Railroads, and Conrail. Brother Fegreus was an Electronic Technician at East Brookfield, Massachusetts, at the time of his retirement. Brother Fegreus served as Local President and Local Chairman. Brother Fegreus is a U.S. Marine Veteran who served during World War II.

ARTHUR L. FRAME—retired member of **LOCAL 93**. Brother Frame retired in 1982 after 32 years of service with the Penn Central and New York Central Railroads and Conrail. Brother Frame was a Signal Maintainer at Rochester, New York, at the time of his retirement. Brother Frame served as Recording-Financial Secretary.

GORDON H. HARGROVE—retired member of **LOCAL 7**. Brother Hargrove retired in 1991 after 35 years of service with the New York, New Haven and Hartford and Metro-North Railroads. Brother Hargrove was a Signal Maintainer at Stamford, Connecticut, at the time of his retirement. Brother Hargrove served as Recording-Financial Secretary.

C.B. HARSHAW—retired member of **LOCAL 49**. Brother Harshaw retired in 2009 after 37 years of service with the Norfolk Southern Railway. Brother Harshaw was a Signal Maintainer at Macon, Georgia, at the time of his retirement.

JAMES M. HUFF—retired member of **LOCAL 89**. Brother Huff retired in 1984 after 37 years of service with the Chesapeake & Ohio Railway. Brother Huff was a Signal Maintainer at Lynchburg, Virginia, at the time of his retirement. Brother Huff served as Local Chairman.

DAVID F. JOHNSON—retired member of **LOCAL 9**. Brother Johnson retired in 1993 after 33 years of service with the Chicago & North Western. Brother Johnson was a Signal Maintainer at Escanaba, Michigan, at the time of his retirement.

G.L. KENNEDY—retired member of **LOCAL 20**. Brother Kennedy retired in 1994 after 41 years of service with the BNSF Railway Company. Brother Kennedy was a Maintainer at Yates City, Illinois, at the time of his retirement.

ROBERT C. MILLAR—retired member of **LOCAL 16**. Brother Millar retired in 1991 after 20 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Millar was a Signalman at Waycross, Georgia, at the time of his retirement.

ROGER L. NEWTON—retired member of **LOCAL 129**. Brother Newton retired in 2016 after 38 years of service with the St. Louis–San Francisco Railway and BNSF Railway Company. Brother Newton was a Signal Maintainer at the time of his retirement.

WILLIAM “BILL” E. NIELSEN—retired member of **LOCAL 24**. Brother Nielsen retired in 1997 after 42 years of service with the Denver and Rio Grande Western and Union Pacific Railroads. Brother Nielsen was a Signal Maintainer at Helper, Utah, at the time of his retirement.

OBITUARIES

PETER B. NOVAK—retired member of **LOCAL 153**.

Brother Novak retired in 1987 after 39 years of service with the Southern Pacific Railroad. Brother Novak was a Signal Maintainer at Watsonville, California, at the time of his retirement.

HENRY W. PARKER—retired member of **LOCAL 154**.

Brother Parker retired in 1999 after 25 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Parker was a Signaller at Minneapolis, Minnesota, at the time of his retirement.

RICHARD L. PETERSON—retired member of **LOCAL 117**.

Brother Peterson retired in 1994 after 39 years of service with the Erie Lackawanna Railway and Conrail. Brother Peterson was a Signal Maintainer at Greenville, Pennsylvania, at the time of his retirement. Brother Peterson served as Local President.

LEONARD M. PRIEL—retired member of **LOCAL 8**.

Brother Priel retired in 1989 after 41 years of service with the Union Pacific Railroad. Brother Priel was a Signal Inspector at North Platte, Nebraska, at the time of his retirement. Brother Priel served as Local President and Local Chairman.

KENNETH A. PYLES—retired member of **LOCAL 94**.

Brother Pyles retired in 2009 after 41 years of service with CSX Transportation. Brother Pyles was a Signal Inspector at Akron, Ohio, at the time of his retirement.

CLAUDE REEVES, SR.—retired member of **LOCAL 107**.

Brother Reeves retired in 2004 after 45 years of service with the Illinois Central Railroad and Canadian National Railway. Brother Reeves was a Signal Inspector at Brookhaven, Mississippi, at the time of his retirement. Brother Reeves served as Recording-Financial Secretary and Local Chairman.

ROLLAND L. SAGESSER—retired member of **LOCAL 8**.

Brother Sageesser retired in 1992 after 43 years of service with the Union Pacific Railroad. Brother Sageesser was a Signal Maintainer at Lexington, Nebraska, at the time of his retirement. Brother Sageesser is a U.S. Navy Veteran who served during the Korean War.

GEORGE H. SCHMITZ—retired member of **LOCAL 94**.

Brother Schmitz retired in 1982 after 38 years of service with the Baltimore & Ohio Railroad. Brother Schmitz was a Signal Foreman at Dayton, Ohio, at the time of his retirement. Brother Schmitz served as Local Chairman and Local Trustee.

K.R. SOHRWEIDE—retired member of **LOCAL 226**.

Brother Sohrweide retired in 1997 after 41 years of service with the Milwaukee Road. Brother Sohrweide was a Signaller at Milwaukee, Wisconsin, at the time of his retirement.

BOBBY J. SINGLETON—retired member of **LOCAL 129**.

Brother Singleton retired in 1994 after 31 years of service with the Burlington Northern Railroad. Brother Singleton was a Signal Maintainer at Ada, Oklahoma, at the time of his retirement.

TERRENCE L. SMALE, SR.—retired member of **LOCAL 10**.

Brother Smale retired in 2012 after 38 years of service with the Penn Central Railroad and Norfolk Southern Railway. Brother Smale was a Signal Maintainer at Toledo, Ohio, at the time of his retirement. Brother Smale served as Local Trustee. Brother Smale is a U.S. Army Veteran.

THOMAS F. TOPHAM, JR.—retired member of **LOCAL 77**.

Brother Topham retired in 1991 after 34 years of service with the Norfolk & Western Railway. Brother Topham was a Signal Foreman at Roanoke, Virginia, at the time of his retirement.

ALFRED S. TULLY—retired member of **LOCAL 87**.

Brother Tully retired in 2006 after 40 years of service with the Northern Pacific and Burlington Northern Railroads and Montana Rail Link. Brother Tully was a Signal Inspector at Missoula, Montana, at the time of his retirement. Brother Tully served as Local President and Local Chairman.

JOHN M. WALKER—active member of **LOCAL 77**.

Brother Walker had 38 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Walker was a Signal Maintainer at Starkey, Virginia, at the time of his passing. Brother Walker is a U.S. Navy Veteran.

DARYL L. WALTERS—retired member of **LOCAL 156**.

Brother Walters retired in 2006 after 41 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Walters was a Signal Maintainer at Barstow, California, at the time of his retirement. Brother Walters served as Local President and Local Chairman.

DAVID C. WEHLAND—active member of **LOCAL 119**.

Brother Wehland had 18 years of service with the BNSF Railway Company. Brother Wehland was a Signal Maintainer at Lincoln, Nebraska, at the time of his passing.

WILLIAM C. WELLS—retired member of **LOCAL 16**.

Brother Wells retired in 2009 after 32 years of service with the Seaboard Coast Line Railroad. Brother Wells was a Signaller at the time of his retirement.

JERRY D. WOLKEN—retired member of **LOCAL 33**.

Brother Wolken retired in 2015 after 35 years of service with the Atchison, Topeka & Santa Fe Railway and BNSF Railway Company. Brother Wolken was a Signal Maintainer at Ottawa, Kansas, at the time of his retirement.

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org

RAILROAD RETIREMENT QUESTIONS & ANSWERS

continued from page 17

employee completed 10 years of creditable railroad service before 1975, the average railroad retirement lump-sum benefit payable is \$1,020. 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 \$132,900 in 2019, 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.

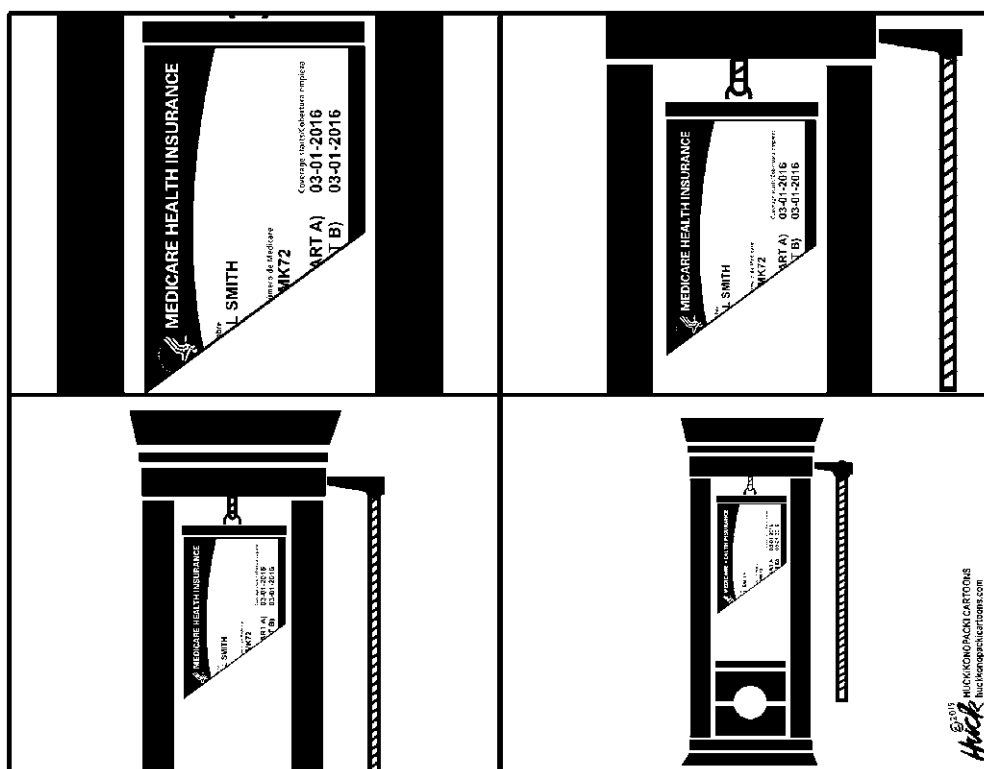
In addition, rail employees and employers both pay tier II taxes which are used to finance

railroad retirement benefit payments over and above social security levels.

In 2019, the tier II tax rate on earnings up to \$98,700 is 4.9 percent for employees and 13.1 percent for employers.

How much are regular railroad retirement taxes for an employee earning \$132,900 in 2019 compared to social security taxes?

The maximum amount of regular railroad retirement taxes that an employee earning \$132,900 can pay in 2019 is \$15,003.15, compared to \$10,166.85 under social security. For railroad employers, the maximum annual regular retirement taxes on an employee earning \$132,900 are \$23,096.55, compared to \$10,166.85 under social security. Employees earning over \$132,900 and their employers, will pay more in retirement taxes than the above amounts because the Medicare hospital insurance tax is applied to all earnings. ■



Supreme Court Finds Injury Award for Lost Wages is Taxable Compensation under Railroad Retirement Tax Act

A recent decision by the U.S. Supreme Court found that the portion of a damages award attributable to lost wages for a workplace injury is considered to be taxable compensation under the Railroad Retirement Tax Act (RRTA). The decision in *BNSF Railway Co. v. Loos* (No. 17-1042) was released by the Court on March 4, 2019.

Mr. Loos pursued a claim against his then-employer, BNSF, for a workplace injury under the Federal Employers' Liability Act (FELA), a law allowing railroad workers to file suit against their employers for on-the-job injuries. Mr. Loos was awarded damages of \$126,212, of which \$30,000 was attributable to lost wages from BNSF. BNSF indicated that it would withhold railroad retirement taxes from the lost wages portion of the award. Mr. Loos disagreed with this theory of withholding, arguing that, consistent with the RRTA's definition of compensation, the payment must be "for services rendered" in order to be taxable and instead of compensation for services rendered the payment at issue compensated for an injury.

The issue worked its way from the lower courts to the Supreme Court. Oral arguments took place on November 6, 2018, and the Court reached its decision on a 7-2 vote. In reversing the decision of the Circuit Court of Appeals for the Eighth Circuit, the Supreme Court held that the RRTA's definition of compensation includes not simply pay for active service, but also "pay for periods of absence from active service provided there is an employer-employee relationship." Whether the employer chooses to make the payment through a voluntary settlement or is involuntarily made to do so through an award of damages is immaterial so long as the payment for lost wages is provided based on the recipient's status as a service-rendering employee.

The Internal Revenue Service administers the RRTA and, therefore, is the official source for railroad retirement tax information. However, for purposes only of illustrating the Court's decision, the following example is provided. In 2019, railroad employers and employees are subject to a railroad retirement tier I payroll tax of 7.65 percent (6.20 percent on earnings up to \$132,900 for retirement, and 1.45 percent on all earnings for Medicare hospital insurance) and a tier II tax of

13.1 percent and 4.9 percent, respectively, on earnings up to \$98,700. (An additional 0.9 percent in hospital insurance taxes, 2.35 percent in total, applies to an individual's income exceeding \$200,000, or \$250,000 for a married couple filing a joint tax return). If a railroad employee with no other earnings in 2019 is awarded \$550,000 due to an on the job injury, of which \$200,000 is attributable to lost wages (both past and future), the employer and employee would be required to pay \$11,139.80 in tier I taxes (\$8,239.80 retirement and \$2,900 Medicare) and \$12,929.70 and \$4,836.30, respectively, in tier II taxes. (The additional Medicare tax would not apply as the award for lost wages did not exceed \$200,000). ■

DID YOU KNOW?

TITLE 49: TRANSPORTATION §234.213 GROUNDS

(a) General. Except as provided in paragraph (b) of this section, each circuit that affects the proper functioning of a highway-rail grade crossing warning system shall be kept free of any ground or combination of grounds that will permit a current flow of 75 percent or more of the value necessary to retain a permissive state of a safety appliance.

(b) Exception. Paragraph (a) of this section does not apply to the following:

- (1) Circuits that include track rail;
- (2) Alternating current power distribution circuits that are grounded in the interest of safety;
- (3) Circuitry internal to microprocessor-based appliances;
- (4) Circuitry internal to semiconductor-based memory; and
- (5) Common return wires of grounded common return single break circuits. ■

SUBMITTED BY UNITE HERE!

→ **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.*

- **SEATTLE: Grand Hyatt Seattle and Hyatt at Olive 8 Seattle**

**SUBMITTED BY Farm Labor
Organizing Committee (FLOC)**

- **Reynolds American, Inc.**

FOOD

SUBMITTED BY
United Steelworkers (USW)

- ### → Palmero Pizza

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

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

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.

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.

- 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. ■

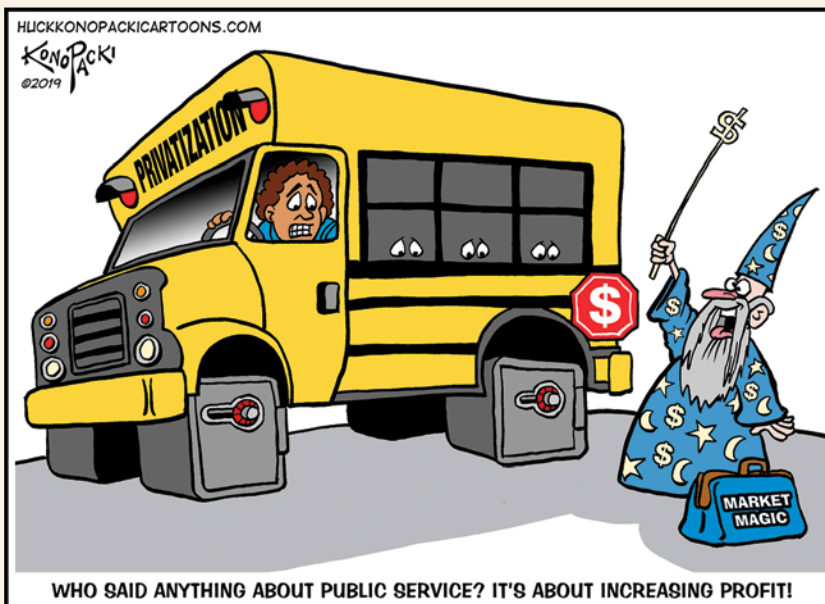
(These guidelines were adopted by the AFL-CIO Executive Council in April 2011.)

MEETING PHOTOS



Local 228 Meeting

Sandusky, Ohio



WASHINGTON REPORT

continued from page 15

- \$4,000,000 will be used for facilities maintenance and repair, equipment, and capital improvements at the United States Merchant Marine Academy

Thus leaving the operations and training budget at \$131.2 million for FY20.

Railroad Retirement Board:

\$2,725,000 of the administrative budget has been allocated to address and improve the agency's IT modernization plan, thus leaving the agency with an administrative budget of \$113.5 million for FY20. ■

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 pocket 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.

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

MAIL PAYMENT AND ORDER TO:
Signalman's Store Fulfillment
4801 Viewpoint Place
Cheverly, MD 20781

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

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

APPAREL	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
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	

NAME _____

STREET _____

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SIGNALMAN'S STORE



CHARCOAL



NAVY



BLUE



WHITE



GRAY

UNION STRONG T-SHIRT

Graphic Shown Imprinted on Back of Shirt

OXFORD SHIRTS



BROWN CANVAS COAT



BLACK WOOL
& LEATHER COAT



BLACK CANVAS COAT



WINDSHIRT



BURGUNDY*



BLACK



NAVY



STEEL BLUE

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



ASSORTED CAPS



FLAG



POCKET WATCH



WRIST WATCH



MANTLE CLOCK

MEETING PHOTOS



Union Pacific Start-Up Meeting

Las Vegas, Nevada

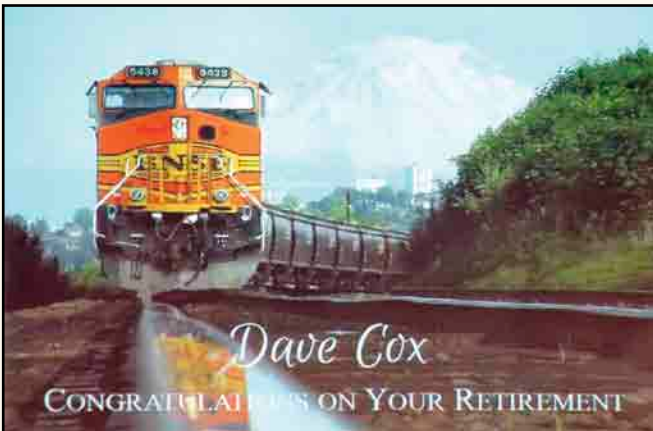


MEMBER PHOTOS



LOCAL 119, BNSF SIGNALMAN

David C. Cox Retirement Party



MEETING PHOTOS



Financial Secretary Training

March 2019 — Front Royal, Virginia



Financial Secretary Training

May 2019 — Front Royal, Virginia



MEETING PHOTOS



Local Chairman Training

March 2019 — Front Royal, Virginia



Local 111 Meeting

Salt Lake City, Utah



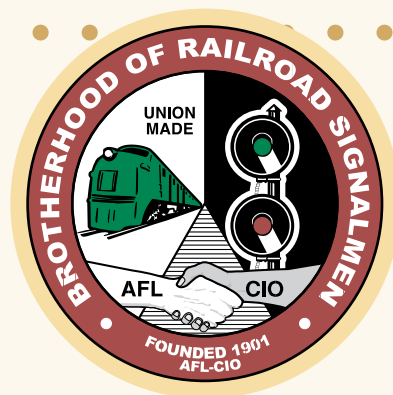
MEMBER PHOTOS

On Target Shooting Range Event

Members of Local 183 recently visited a local shooting range in Mokena, Illinois, for a little target practicing.



Participants from left to right: Bill Kirkpatrick, Brian Cody, Randall Esposito, Jeremy Anderson, Rich Haywood, Ray Monte, Niko Struhart, Michelle Quante, Guido Palacios, Chris Hector, Bill Watson, Jason Bird (organizer), James Hansen, Laddie Peknik. **Not pictured:** Willis Benton and Designated Counsel and event host Dan Petro.



Jim Finnegan, Vice President Commuter/ Passenger attends a labor breakfast meeting with New Jersey Governor Phil Murphy (D).

LEFT TO RIGHT: Mark Culver, New Jersey Transit General Chairman; New Jersey Governor Phil Murphy; Rich Clark, part-time General Chairman and Local Chairman of PATH General Committee, and BRS Vice President Jim Finnegan.

MEMBER PHOTOS



LOCAL 154 MEETING

70TH SIGNALMEN'S BANQUET





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- » Rochester Democrat &
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- » Buffalo News
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- » Brockton Enterprise & Times
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- » Woonsocket Call
- » Providence Journal
- » Worcester Telegram and
Gazette-Editorial
- » Waterville Morning Sentinel
- » Portland Press Herald - Main
- » Utica Observer-Dispatch
- » Manchester Union Leader/
New Hampshire News
- » Kingston Daily Freeman
- » The Guardian U.S.
- » Associated Press (AP)-Editorial
- » EFE News Service, Inc.
- » United Press International
Boston Globe
- » Quincy Patriot Ledger
- » Your Town/Boston.com
- » Baltimore Sun
- » Washington Post
- » York Daily Record
- » York Dispatch
- » Foreign Policy
- » American Prospect
- » Agence France Presse-Wire
Service
- » Catholic News Service
- » Bloomberg BNA
- » Raw Story Media
- » Radio Free Asia
- » The Real News Network
- » Knoxville News-Sentinel
- » Memphis Commercial Appeal
- » Telemundo TV-NBC Network
- » WAPA TV-Satellite Network
- » WLII TV-Satellite Network
- » Lexington Herald-Leader
- » Akron Beacon Journal
- » Canton Repository
- » Cleveland Plain Dealer
- » Massillon Independent
- » Youngstown Vindicator
- » Detroit Free Press
- » Detroit News - Editorial
- » Macomb Daily
- » Royal Oak Daily Tribune
- » Michigan Catholic
- » Detroit Observer & Eccentric
- » Hometown Life (The South
Lyon Herald; The Milford
Times; The Northville Record;
The Novi News)
- » Toledo Blade
- » Terre Haute Tribune-Star
- » Milwaukee Journal Sentinel
- » Milwaukee Community News
- » Indianapolis Star
- » Chicago Sun-Times
- » Gary Post Tribune
- » Glenview Pioneer Press
- » Waukegan Lake County News-
Sun
- » People's World
- » Chicago Reader
- » Hinsdale Doings
- » Dayton Daily News
- » CMGCS Dayton copy desk
- » Springfield, OH News Sun
- » Kenosha News
- » The Sheboygan Press
- » Freeport Journal-Standard
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- » Peoria Journal Star
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- » KSDK TV
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- » Duluth News-Tribune
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- » Longview Daily News
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- » Philly.com
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- » The Central Record
- » Pittsburgh Post-Gazette
- » Wilkes-Barre Citizens' Voice
- » Scranton Times-Tribune
- » Erie Times-News
- » Hazleton Standard-Speaker
- » Bakersfield Californian
- » East Bay Times
- » Fresno Bee
- » Hilo Hawaii Tribune-Herald
- » Honolulu Star-Advertiser
- » Modesto Bee
- » Monterey County Herald
- » Oakland Tribune (Part of Bay
Area Newspaper Group
- » Sacramento Bee
- » Sacramento Bee Editorial
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- » San Francisco Chronicle
- » San Jose Mercury News
- » Santa Rosa Press Democrat
- » Wailuku Maui News
- » Contra Costa Times/Weekly
- » Fremont Argus
- » Hayward Daily Review
- » Maui Bulletin
- » San Mateo County Times
- » Bay City News Service
- » Los Angeles Times
- » Omaha World Herlad

PHOTO CONTEST

WINNERS FOR 2nd Quarter 2019



Spokane signal crew setting a 10'x22' Bungalow for the new East Needles control point on the BNSF CA Division. Pictured from left to right: Wayne Newby, Ray Opfer, Steven Ayers, Carlos Soliz, and Pete Overbee, all members of Local 188.

Photo submitted by Local 188 Member and Financial-Secretary, Charles "Butch" Giles.



Tacoma Mobile Signal crew installing a new signal house, new cable, signal and switch, and updating slide fence circuits along the Columbia River, near Mt. Hood at the East Towal, Northwest Division, Fallbridge Sub Division. Pictured are Local 188 Members James Halbert, Brad Webb, Nick Aldridge, Steve Griffis, James Kyriss, Adam Minsker, John Carwile, Colby Holt, and Keith Dybdahl.

Photo submitted by Local Chairman and Member of Local 188 Johnny Velasco, Sr.



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