



# THE SIGNALMAN'S JOURNAL

Volume 94 • Number 3

3rd Quarter 2013



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# THE SIGNALMAN'S JOURNAL

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## FEATURES:

### Fatal Accident Patterns — HOURS OF DAY ..... 4

Fatality Analysis of Maintenance-of-way  
Employees and Signalmen



The FAMES Committee analysis identified that a significant number of fatal incidents occurred in the one-hour period from 1:00 p.m. to 2:00 p.m.

### Frontline Worker Training at APTA Conference ..... 5

The panel was comprised of representatives from three active national industry committees convened by the Transportation Learning Center and composed of labor and management subject matter experts.

### Termination of Disability Annuities Notices — Long Island Rail Road ..... 6

### Introducing the New "Your Track to Health" ..... 7

### FRA Launches New Smartphone App — Highway-Rail Grade Crossings ..... 7

### Safety Procedures for Highway-Rail Grade Crossing Warning Systems ..... 8

### Statement by AFL-CIO President Richard Trumka — UFCW Affiliation ..... 8

### Signals Training Consortium Courseware ..... 9

### Did You Know? ..... 9, 11, 25

### Workers Die Every Day from Injuries or Occupational Diseases ..... 10

### In Memoriam — Arthur L. Strader, Jr. .... 11

### A Helping Hand — The Thomson Foundation ..... 12

### BRS Member Celebrates His 100th Birthday ..... 12

### FRA Delays Adjacent Track Safety Rule ..... 13

### Tips to Help Keep Your Health on Track — Lyme Disease ..... 16

### FRA Emergency Order — Unintended HAZMAT Train Movement ..... 17

### Facts and Interesting Information About VINS ..... 21

### United Signal — Help Wanted ..... 22

### AFL-CIO Do Buy List ..... 23

### Family Emergency Plan Cards ..... 27

### Ashley Beard-Fosnow, wife of Clint — Ironworkers Local 10 ..... 30

### AFL-CIO Don't Buy List ..... 36

### Member Photos — Retired Signalman Wins USPS Competition ..... 37

### Member Photos — BRS Local 119 Retirement Party ..... 37

### Photo Highlights from General Chairmen's Meeting ..... 38

### Photo Highlights from Local 226 Meeting ..... 39

### Photo Highlights from Local 188 Meeting ..... 39

### Member Photos — AFL-CIO Lawyers Conference ..... 40

### Labor 411 — Union Snack Food List ..... 40

### Union Sportsmen — USA and Carhartt Go Country ..... 42

## DEPARTMENTS:

### From the President ..... 2

### Washington Report ..... 14

### Railroad Retirement Questions & Answers ..... 18

### Designated Legal Counsel ..... 20

### Continuous Membership ..... 24



### Obituaries ..... 26

### Benefits Directory ..... 31

### Signalman's Store ..... 34

### Photo Contest Winners for Third Quarter 2013 ..... 41

**COVER:** Local 148 member, Kevin R. Lord, preparing new gate mechanism and flashers at a crossing on the CSXT, C&O Division, Richmond, Virginia. Photo submitted by Local 136 member, Cindy A. Hawkins.





## The Federal Railroad Administration

**W**ith the number of recent accidents and the impact train-related accidents can have on communities that railroads operate through and the negative attitude railroads have towards regulations, it is more important than ever that there be regulations in place to ensure the safety of BRS members and the public. And in order to make sure these regulations are followed, there must be a regulatory agency for oversight and enforcement.

In this issue of *The Journal*, I think it would be beneficial for our members to know the history of the Federal Railroad Administration (FRA) so that you could have a better understanding of why the FRA exists today and what role it plays within the Department of Transportation (DOT) and how it impacts our members.

Plans for a unified department of transportation, in the US government, date back to President Thomas Jefferson's administration. But no solid attempt came about to create a cabinet-level transportation department until the 1960s.

On October 22, 1965, a federal task force submitted recommendations that advocated for a department of transportation. President Johnson agreed and, after some modifications, sent Congress a bill to establish the DOT, which is charged with coordinating and managing transportation programs.

President Johnson hoped to increase transportation safety through the work of the DOT, which included not only existing agencies drawn from other federal departments but also new offices. One of the new offices within the DOT was the FRA, which was created to help improve safety in the railroad industry.

*The BRS' main concern is the safety and welfare of its members, and we are proud to be participating members of the RSAC Committee.*

The purpose of the FRA is to publish and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, provide for the rehabilitation of Northeast

Corridor rail passenger service, and consolidate government support of rail transportation activities.

The FRA's safety regulations target historical causal factors in order to prevent those same practices from causing additional accidents and employee injuries. Human error accidents are the greatest single

portion of all railroad accidents. Although newer regulations have been enacted to stem these human error accidents, their numbers have only been in slow decline over the past several years. The FRA also oversees distribution of funding to Amtrak and to the High Speed Rail initiatives currently under study in various states. The current Administrator of the FRA is Joe Szabo, and he is the first FRA Administrator to be chosen from the ranks of railroad employees and is a former union member.

The FRA is organized into six divisions, each with unique responsibilities. Each division operates through the offices of the administrator and deputy administrator. The six divisions are:

- **Railroad Development** is responsible for federal investment and assistance to the rail industry, as well as the development and implementation of administration policies related to passenger service and high-speed rail.
- **Safety** promotes and regulates safety throughout the nation's railroads. FRA inspectors operate out of eight regional offices and specialize in six safety disciplines, including: Signal and Train Control,

Track and Structures, Motive Power and Equipment, Operating Practices, Hazardous Materials, and Industrial Hygiene. The office also deals with Highway-Rail Grade Crossing Safety.

- **Administration and Finance** is responsible for directing and coordinating the administrative programs and service of the FRA. This office is also responsible for coordinating government-wide management reforms.
- **Chief Counsel** includes the Safety Law Division, which is responsible for developing and writing the agency's safety regulations, as well as assessing civil penalties for violations of safety regulations. The General Law Division provides legal advice to the FRA's various offices on topics such as the Freedom of Information Act, Federal Tort Claims Act, and the Surface Transportation Board.
- **Civil Rights** provides leadership, policy guidance, support and coordination of the FRA's various offices and external customers to ensure effective and consistent civil rights programs.
- **Policy and Communications** includes the Office of Policy and the Office of Public Affairs. Policy provides analysis and recommendations on railroad business matters, including mergers and restructuring, economic regulation, rail economics, financial health,

traffic patterns and network analysis, management issues, freight data and operations, intermodalism, environmental issues, and international programs. Public Affairs coordinates with other agency departments in developing information for release to a variety of print and electronic news outlets and to the general public.

There have been many regulations enacted since the creation of the FRA and in many cases the BRS has worked in conjunction with the FRA in order to ensure that the regulations would have the most safety impact. Some of the products of this work between the FRA and the BRS are: Roadway Worker Rules, Highway Grade Crossing Regulations, Hours of Service, Drug and Alcohol, and the list goes on. In each instance, the BRS remained focused on ensuring that our members' safety was at the forefront of the process.

In 1996, the FRA established the Railroad Safety Advisory Committee (RSAC) to develop new regulatory standards, through a collaborative process, with all segments of the rail community working together to fashion mutually satisfactory solutions on safety regulatory issues.

Today, the Full RSAC Committee is represented by 39 organizations including Labor, railroads, suppliers, states, chemical suppliers, and passenger advocates. In addition, advisors from Federal Transit Administration, National Transportation Safety Board, and the Transportation

Security

Administration participate in the RSAC process. The BRS has been a member of this committee from the beginning.

The RSAC provides advice and recommendations to the FRA regarding the development of railroad safety regulatory programs, including the issuance of new regulations, review and revision of existing regulations, and identification of non-



*continued on page 13*

# Fatal Accident Patterns — HOURS OF DAY

*Following the implementation of the Roadway Worker Protection (RWP) Rule in 1997, there have been a total of 42 fatal RWP accidents, in which 44 roadway workers have perished, as of January 1, 2012. The FAMES Committee was able to obtain data to analyze 39 fatal RWP accidents, which accounted for 41 of the 44 fatalities. The FAMES Committee analysis is based on the available data.*

The FAMES Committee analysis identified that a significant number of fatal incidents occurred in the one-hour period from 1:00 p.m. to 2:00 p.m. These fatalities occurred across multiple forms of On-Track Safety, different crafts, and on single and multiple track territories.

Although the data reviewed by the FAMES Committee was not definitive as to the reasons for this alarming spike, the data indicates an elevated number of fatalities occurred following a typical meal period.

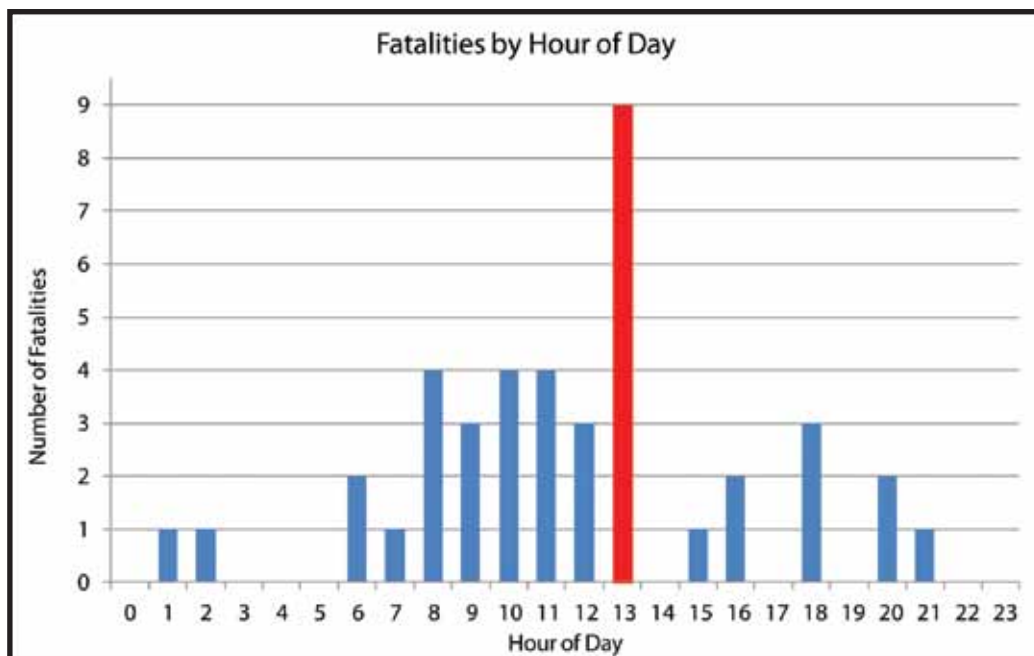
Several Class I railroads have identified a similar pattern on their properties and have developed programs to refocus roadway worker attention to the job demands prior to returning to duty from lunch and other periods of inactivity. Various methods can be employed to enhance the mental and physical readiness of roadway workers after periods of inactivity. The FAMES Committee believes one of the most important and effective of these is to conduct an on-track safety rebriefing before resuming activities foul of any track. Additional methods to enhance on-track safety awareness should also be considered.



## Recommendations:

- Roadway Workers should focus on the safety risk of transitioning from a sedentary period to an active work environment.
- Railroads should engage Roadway Workers in discussions concerning the spike of fatalities from 1:00 p.m. to 2:00 p.m. to raise awareness and gain a better understanding of the underlying causes.
- Roadway Workers should participate in a Job Safety Re-Briefing after extended periods of inactivity, such as meal periods, travel time, etc. ■

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants.



# Frontline Worker Training at APTA Conference

In June 2013, the Transportation Learning Center moderated two different panels at the America Public Transportation Association (APTA) Rail Conference in Philadelphia:

- Standards-Based Training Partnerships for Frontline Employees
- Quality Training Enhances Your State of Good Repair

The “*Standards-Based Training Partnerships for Frontline Employees*” panel was comprised of representatives from three active national industry committees convened by the Center and composed of labor and management subject matter experts (rail vehicle, transit elevator-escalator, and signals). The speakers explained how their work ties into a larger framework of turning transit locations into high-performing organizations. In a time of many retirements and changing technologies, participants were excited to find a consortium training model which would provide quality training for new employees, as well as career ladder training opportunities. All this will also save money by sharing the cost among many properties.

The following session on enhancing state of good repair took a broader look at the impact of training, specifically on how training offers a large return on investment through increasing mean distance between failures and opportunities for insourcing while lowering repair costs and safety accidents.

The Transportation Learning Center is the only national organization that focuses on the frontline workforce in public transportation and transportation in general. It is the only organization funded by the Federal Transit



PHOTO COURTESY OF THE TRANSPORTATION LEARNING CENTER

Dennis Boston, Vice President of the Brotherhood of Railroad Signalmen, speaks about the Signals Consortium. Other Panelists (left to right): Xinge Wang, Research Director at the Center; Kerry Kopp, Light Rail Maintenance Trainer at SacRTD; Brian Turner, Director of the Center; Jerome Moore, Elevator/Escalator Specialist at SEPTA/TWU 234; and Ed LaGuardia, Chief Engineering Officer of Buildings & Structures.

Administration, the U.S. Department of Labor, and the Transit Cooperative Research Program to develop and support technical training partnerships for today's and tomorrow's front-line work force. ■

## 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. ■



# Termination of Disability Annuities Notices

**IN RESPONSE TO A FRAUD PROBE, THE RAILROAD RETIREMENT BOARD (RRB) WILL ISSUE TERMINATION OF DISABILITY NOTICES TO SOME 600 ANNUITANTS.**

**A**n investigation, which targeted Long Island Rail Road (LIRR) disability annuitants, was initiated on October 27, 2011, by the United States Attorney for the State of New York. This investigation followed a *New York Times* story that alleged that the Railroad Retirement System was being abused and defrauded because of a higher than normal number of disability claims from that property.

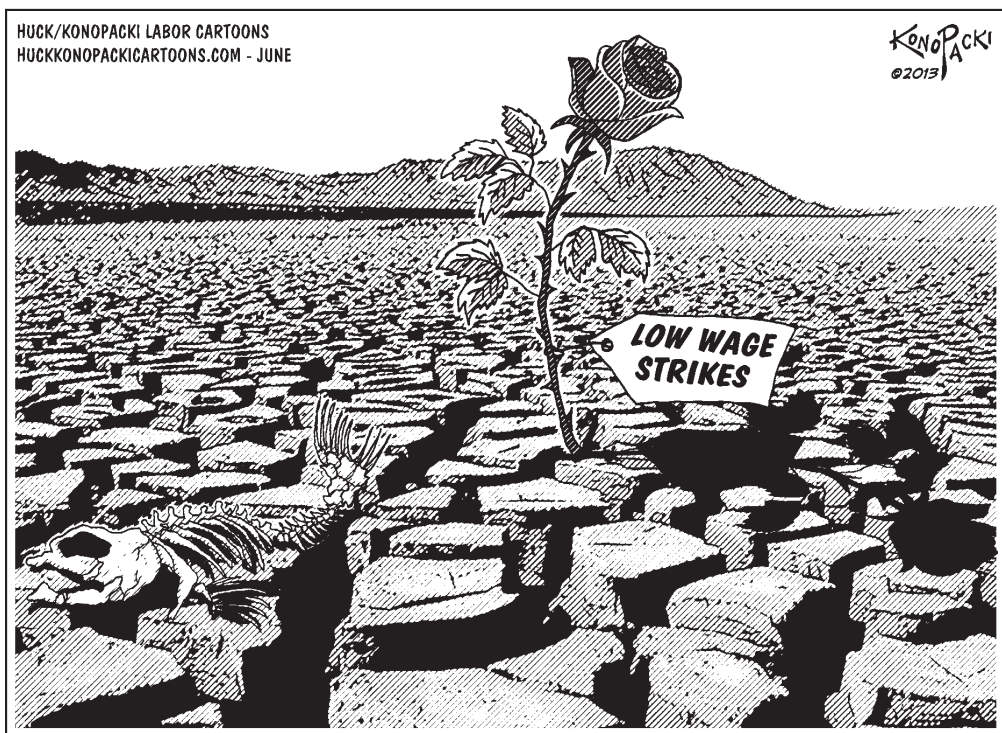
One of the doctors charged with fraud by the United States Attorney admitted under oath that he had misclassified a number of LIRR employees as being disabled when, in fact, they were not. This misclassification paved the way for those employees to qualify for occupational disability payments under Railroad Retirement and to draw money from their LIRR early retirement plan simultaneously.

The RRB voted June 27, 2013, to terminate the disability benefits for those annuitants who received their disability classification from that doctor. The RRB is not planning to go after those annuitants to recover any benefits previously paid and is not accusing anyone of fraud or wrongdoing. All affected annuitants may reapply for their disability benefits with current medical evidence from a different healthcare provider.

*All affected annuitants may reapply for their disability benefits with current medical evidence from a different healthcare provider.*

*"The response from the [Railroad Retirement] Board is fair,"* stated Brotherhood of Railroad Signalmen President W. Dan Pickett. *"It makes certain that our retirement system is no longer being taken advantage of and creates a path for those who are truly disabled to continue receiving the benefits to which they are entitled."* President Pickett also serves as the Chairman of the Railroad Retirement Committee for Rail Labor.

The affected LIRR employees were covered by a private pension plan which provided for early retirement with a full pension at age 50 with 20 years of LIRR service. That early retirement plan has since been superseded by a different plan. It is not believed that this is a widespread problem because most railroad employees are covered only by Railroad Retirement and do not have an additional employer-based pension system. ■





# Introducing the New “Your Track to Health”

**T**he new website “*Your Track to Health*” represents the wide array of health and welfare benefits and resources available to eligible Railroad employees and their dependents.

Whenever you see the “*Your Track to Health*” brand used on communications and in materials, you can know and trust that the information is important and is being provided to help you and your dependents better understand and optimize your health and welfare benefits.



**Your Track to Health**  
Total health and welfare benefits for Railroad members

**The new website:** [www.yourtracktohealth.com](http://www.yourtracktohealth.com)

This new and improved site replaces the previous Railroad Information Depot ([www.rrinfodepot.com](http://www.rrinfodepot.com)). Be sure to bookmark the new website address for easy future access.

Learn about your health and welfare benefits and access the available tools and resources on [www.yourtracktohealth.com](http://www.yourtracktohealth.com), or at [www.brs.org](http://www.brs.org)

click the “*Your Track to Health*” button located on the lower right-hand side of the home page. ■

## FRA Launches New Smartphone App to Raise Awareness of Highway-Rail Grade Crossings

The Federal Railroad Administration (FRA) recently announced the launch of an iOS smartphone mobile application, the Rail Crossing Locator, which provides the public with easy access to safety information about the nation’s more than 200,000 highway-rail grade crossings.

*“Safety is our highest priority, and at the Department of Transportation, we believe that giving people better information leads to smarter and safer travel,”* said then U.S. Transportation Secretary Ray LaHood. *“With the Rail Crossing Locator, individuals can use a mobile app to access information wherever they are to improve neighborhood safety and make better personal travel choices.”*

The Rail Crossing Locator app works by prompting users to enter a specific location, which then allows them to locate highway-rail grade crossings in their area and retrieve important information, such as the physical characteristics of a crossing and the type of traffic control devices used. The app allows users to report information about grade crossings to the FRA to ensure the most accurate and up-to-date information is available. This new app is free through Apple’s App Store and can be used on any iPhone or iPad.

Over the past decade, highway-rail incidents have declined by 34 percent, and deaths resulting from these events have fallen 30 percent. However, while the total number of incidents has been trending downward, collisions at highway-rail crossings remain a challenge to safety. Last year alone, highway-rail crossing collisions accounted for nearly 20 percent of all reportable rail accidents and incidents and represented nearly one-third of all rail-related fatalities.

*“While we’ve made significant progress in the reduction of highway-grade crossing incidents over the last decade, much more work remains to be done,”* said Federal Railroad Administrator Joseph C. Szabo. *“This technology will be one more tool to help us reach our goal of zero fatalities.”*

The continuing decline in crossing incidents, injuries and fatalities is attributable to ongoing multifaceted public education efforts, engineering approaches to improve grade crossing safety, and enforcement efforts carried out by the FRA, railroads, states, localities, Operation Lifesaver, Inc. (OLI) and other partners. ■

# Safety Procedures for Highway-Rail Grade Crossing Warning Systems and Wayside Signal Systems

**I**n response to a National Transportation Safety Board recommendation, the Federal Railroad Administration (FRA) issued Safety Advisory 2013-04. Its purpose is to reemphasize the importance of clear and precise railroad procedures to ensure the safety of the traveling public and railroad employees when highway-rail grade crossing warning systems and wayside signal systems are temporarily removed from service for purposes of testing, inspection, maintenance, or repair. The FRA previously made related recommendations to railroads regarding the importance of clear safety procedures to ensure the safety of highway-rail grade crossing warning systems and wayside signal systems in Safety Advisory 2002-01.

Over the past year, two serious incidents have resulted from the failure of railroad personnel to follow appropriate safety procedures when removing grade crossing warning devices and wayside signal systems from service for repair. A brief review of these incidents may help illustrate the critical importance of railroads having clear and precise safety procedures in place when testing, inspecting, maintaining, or repairing highway-rail grade crossing warning systems and wayside signal systems. It is our responsibility as Signalmen to ensure these procedures are followed.

The first incident involved a fatal collision between a southbound passenger train and an automobile that was eastbound at a highway-rail grade crossing. The warning system had been removed from service and did not activate as the train approached the crossing. The train was equipped with a forward-facing video camera that recorded (1) that the gate arms were in the upright position, and (2) that the grade crossing warning lights were deactivated as the train traveled through the highway-rail grade crossing and struck the automobile. The automobile driver was fatally injured as a result of the collision.

The second incident involved the derailment of a passenger train that had entered a yard track from the main track. Locomotive video and event recorder data show that the passenger train was proceeding on a clear signal through a power-operated switch that had been aligned in the reverse position toward the yard. After traveling at a speed of 61 mph through a turnout that was limited to 15 mph for movement onto a 5 mph yard track, the passenger train derailed about 254 feet beyond the power-operated switch. Four cars and two locomotives derailed upright and emergency responders reported that 14 people were injured, eight of whom were transported to area hospitals. ■

## STATEMENT BY AFL-CIO PRESIDENT RICHARD TRUMKA ON AFFILIATION OF

The decision by the UFCW to unite with the broader labor movement is great news for workers living in the 'new normal' of the low wage economy — working women, young part-time workers, retail workers, immigrant workers and so many more. A stronger, more unified grass roots movement of working men and women is exactly what's needed to raise wages for workers and rebuild an American middle class. Together we are stronger — it's as simple as that. Together working people have a stronger voice and the power to defend their rights on the job. Together we have a stronger voice in the global economy — the power to counter the excesses

of CEOs and the ravages of inequality.

What's exciting is that many workers are already speaking out and taking action to build power together, so UFCW's affiliation to build a stronger movement couldn't be more timely.

This is a bold, important step by the UFCW. I have great respect for the members and leaders of UFCW — and especially for the innovative, courageous leadership of Joe Hansen. I look forward to a strong partnership that can make a real and growing difference for today's workers. ■



# Signals Training Consortium Courseware

**SIGNALS COURSEWARE DEVELOPMENT TEAMS IN NEW JERSEY TRANSIT'S  
SIGNALS TRAINING LAB IN NEWARK, NEW JERSEY**



**F**rom July 16–18, 2013, signal maintenance subject matter experts from all over the country, including BRS Grand Lodge Representative Tim Tarrant, came together as part of the Signals Training Consortium to work on courseware on three different topics:

- Switches
- Train Stops
- Grade Crossings

The group worked with instructional designers to create content on these topic areas, ranging from introduction and overview to inspection and maintenance and even

started working on troubleshooting of grade crossing systems. Being able to use New Jersey Transit's training facility made the meeting more efficient as the groups were able to operate the mechanisms at the training center to demonstrate instructional concepts.

The signals training materials will be supplemented with photos and videos of the equipment in use as well as animated sequence of operations related to real world electrical prints. The final training program will include a suite of instruction-ready materials including course books, PowerPoint presentations, instructor guides, on-the-job learning task sheets, and assessment tools. ■

## DID YOU KNOW?

### Title 49: Transportation

#### § 236.301 WHERE SIGNALS SHALL BE PROVIDED

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

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



# Workers Die Every Day from Injuries or Occupational Diseases

**I**n 2011, 4,693 workers were killed on the job, according to a new AFL-CIO report, *"Death on the Job: The Toll of Neglect."* That is an average of thirteen workers every day. In addition, another estimated 50,000 die every year from occupational diseases — an average of 137 a day, bringing the total worker fatalities to 150 a day. North Dakota, Wyoming, Alaska, and Arkansas had the highest workplace fatality rates, while New Hampshire, Rhode Island, and Washington had the lowest. Latino workers, especially those born outside of the United States, continue to face rates of workplace fatalities fourteen percent higher than other workers, the same as last year.

In 2011, 3.8 million workers across all industries experienced work-related illnesses and injuries. The true toll is estimated to be two to three times greater, but lack of reporting in this area results in lower official figures.

The job fatality rate had been declining steadily for many years, but in the past three years the rate has essentially been unchanged, at 3.5 fatalities per 100,000 workers. Similarly, for the past two years, there has been no change in the reported workplace injury and illness rate (3.5 per 100 workers). If we are to make progress in reducing job injuries and deaths, we will need more concerted efforts and additional resources.

This year's report comes on the heels of a horrific explosion at a fertilizer plant in West, Texas, which killed 15 people, injured hundreds more and caused widespread destruction, as well as the tragic collapse of a building that housed garment factories in Bangladesh, which led



***"In 2013, it is unacceptable that so many hardworking men and women continue to die on the job,"***

— AFL-CIO PRESIDENT, RICHARD TRUMKA

to the death of over six hundred workers.

The report also examines the role of the Occupational Safety and Health Administration (OSHA), 43 years after its creation. It finds that OSHA remains underfunded and understaffed, and that penalties are too low to deter violations. Because of the underfunding, federal OSHA inspectors can only inspect workplaces once every 131 years on average and state OSHA inspectors would take 76 years to inspect all workplaces.

OSHA penalties are too low to be taken seriously, let alone provide deterrence. The average penalty is only \$2,156 for a serious federal health and

safety violation, and only \$974 for a state violation. Even in cases involving worker fatalities, the median total penalty was a paltry \$5,175 for federal OSHA and \$4,200 for the OSHA state plans. By contrast, property damage valued between \$300 and \$10,000 in the state of Illinois is considered a Class 4 felony and can carry a prison sentence of 1 to 3 years and a fine of up to \$25,000.

Criminal penalties under OSHA are also weak. While there were 320 criminal enforcement cases initiated under federal environmental laws and 231 defendants charged in fiscal year 2012, only 84 cases related to worker deaths have been prosecuted since 1970.

In the face of an ongoing assault on regulations by business groups and Republicans in Congress, progress on many new important safety and health rules has stalled. The White House Office of Management and Budget has delayed needed protections, including OSHA's draft

*continued on page 11*

# In Memoriam

## Arthur L. Strader, Jr. • 1942–2013

**A**rthur L. Strader, Jr., passed away on June 30, 2013. Brother Strader began his career as an Assistant Signalman for the Richmond, Fredericksburg & Potomac Railroad in 1969. Brother Strader retired in 2002 as a Signalman for CSX Transportation headquartered at Doswell, Virginia. Brother Strader served as General Chairman for the RF&P Committee. ■



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*The BRS is immensely grateful to Brother Strader for his service and leadership in our Organization.*

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**Arthur L. Strader, Jr.**  
**1942–2013**

## Workers Die Every Day from Injuries or Occupational Diseases

*continued from page 10*

proposed silica rule, which has been held up for more than two years.

*"In 2013, it is unacceptable that so many hardworking men and women continue to die on the job,"* said AFL-CIO President and third-generation coal miner Richard Trumka. *"No one should have to sacrifice his or her life or health and safety in order to earn a decent living. Yet, elected leaders, business groups and employers have failed to provide adequate health and safety protections for working families. At the same time, too many politicians and business leaders are actively working to dismantle working people's right to collectively bargain on the job and speak out against unsafe, unjust working conditions. This is a disgrace to all those who have died. America's workers deserve better."*

*"Death on the Job: The Toll of Neglect"* was released after hundreds of Workers Memorial Day vigils, rallies and action were held across the country to commemorate all those workers who died and were injured on the job. ■

## DID YOU KNOW?

### Title 49: Transportation

#### § 236.2 GROUNDS

Each circuit, the functioning of which affects the safety of train operations, shall be kept free of any ground or combination of grounds which will permit a flow of current equal to or in excess of 75 percent of the release value of any relay or other electromagnetic device in the circuit, except circuits which include any track rail and except the common return wires of single-wire, single-break, signal control circuits using a grounded common, and alternating current power distribution circuits which are grounded in the interest of safety. ■

# A Helping Hand — The Thomson Foundation

## *Financial Assistance for Daughters of Deceased Railroad Employees*

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

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

Today, the Foundation continues its objective by providing aid to a substantial number of girls throughout the United States in the form of financial assistance and healthcare benefits. To be eligible, the employee must have been actively employed by any United States railroad at the time of his or her death; the cause does not need to be work related. Eligibility is also dependent

on the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

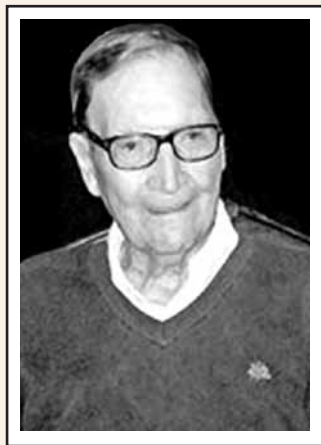
The monthly allowance made under the grant may cover the period from infancy to high school graduation, and in some circumstances to age 24, to assist the grantees that are pursuing a higher education. The Foundation also offers special healthcare benefits.

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

### **Further information and applications may be obtained by writing to:**

Sheila Cohen, Director  
The John Edgar Thomson Foundation  
201 S. Eighteenth Street, Suite 318  
Philadelphia, PA 19103  
Telephone: (215) 545-6083  
Fax: (215) 545-5102  
Toll free: (800) 888-1278  
Email: [sjethomson@aol.com](mailto:sjethomson@aol.com)

## **BRS Member Celebrates His 100th Birthday**



**H**appy Birthday to Leonard D. Thompson of Harvey, West Virginia, who celebrated his 100th birthday on June 16, 2013.

Mr. Thompson, a retired member of Local 89, received a congratulatory letter from the Railroad Retirement Board (RRB) commending him on his 37 years of service with the Chesapeake and Ohio (CSX) Railroad which stated, *"To attain such a landmark age is a most notable achievement and greatly deserves recognition."*

Sixty-four people joined Thompson for his celebration, including his daughter, Dorothy Arnold, and her husband, Bill, of Pennsylvania.

Brother Thompson attributes his longevity to his Lord and to marrying a wonderful woman. His wife, Mamie, passed away in 2011 at the age of 99.

The BRS and the RRB send Brother Thompson our congratulations and warmest wishes on this monumental achievement. ■



## FROM THE PRESIDENT

*continued from page 3*

regulatory alternatives for improvement of railroad safety.

The RSAC regulatory viewpoint is that federal agencies should promulgate only regulations that are required by law, are necessary to interpret the law, or are made necessary by compelling public need, such as material failures of private markets to protect or improve the health and safety of the public, the environment, or the well-being of the American people. In deciding whether to regulate and how, agencies should assess costs and benefits of available regulatory alternatives, including the alternative of not regulating.

The rules that come about through the RSAC process must be reasonable, clear, effective, and enforceable; impose as small a burden as is practicable; and shall, to the extent feasible, specify performance objectives, rather than specifying the behavior or manner of compliance that regulated entities must adopt.

It is FRA's policy to utilize consensus recommendations of the RSAC as the basis of proposed and final agency action, whenever possible, consistent with applicable law, including guidance from the President. In considering whether to adopt RSAC recommendations, the Administrator weighs the interests of the public at large and the ability of the agency to administer, and enforce any requirements that would result from final agency action.

The RSAC provides advice and recommendations on specific tasks assigned to it by the FRA. Whenever possible, the FRA will consult with the RSAC prior to assigning a task to the committee. As each task is assigned, the RSAC may elect to accept or reject the task or to recommend that the task be restructured. When a task is assigned, the FRA sets a target date for the presentation of the RSAC's recommendations to the Administrator. The target date is based on consultation with the RSAC and may be adjusted by the FRA based on further consultation. The FRA may withdraw a task from the RSAC at any time, and will provide the RSAC an explanation when it does so.

The BRS' main concern is the safety and welfare of its members, and we are proud to be participating members of the RSAC Committee. As the fight for rail safety continues, the BRS will continue to be engaged with the FRA in any regulatory efforts it undertakes.

In Solidarity,



W. Dan Pickett  
BRS President

## The FRA Delays Adjacent Track Safety Rule

The Federal Railroad Administration (FRA) announced an action delaying the effective date of the final rule regarding Adjacent Track On-Track Safety for Roadway Workers until July 1, 2014. This final rule was originally published on November 30, 2011, (76 FR 74586) and had been scheduled to take effect on July 1, 2013. The final rule mandates that roadway workers comply with specified on-track safety procedures that railroads must adopt to protect those workers from

the movement of trains or other on-track equipment on "*adjacent controlled track*." The FRA is still reviewing two petitions for reconsideration, as well as comments received on the petitions for reconsideration. Accordingly, the FRA has delayed implementation of the final rule, "*in order to accommodate railroads' normal training schedules and to allow railroads to incorporate any amendments that FRA's response to the petitions and comments on the petitions may make to the final rule.*" ■



- **Amtrak Service Attacked by Proposed Amendment**
- **Transportation Funding Bill Pulled from Consideration**
- **Entitlement Reform • Anthony Foxx Confirmed**

## **Amtrak Service Attacked by Proposed Amendments**

The Senate and Republican-controlled House offered amendments to their transportation funding bills that would cut Amtrak funding. Rail Labor lobbied to stop these amendments; the bills were pulled from consideration and Congress is expected to continue the debate in September. Rail Labor will continue to monitor the transportation bills.

- Amendment 1788, offered by Senator Chris Coons (D-DE) bolstered the original bill, increasing the proposed level of Amtrak funding to \$1.57 billion, an increase of \$130 million.
- Amendment 1764, offered by Senator Jeff Flake (R-AZ) was damaging, and would ban federal funds from being used *“to subsidize costs related to food and beverage and first class services.”*

1,125 Amtrak jobs involve providing food and beverage service. Amtrak estimates that the elimination of food service would cut ridership by 4.5% and ticket revenue by 9.9%. The loss of food and beverage service would result in a net loss of \$184 million — which would leave Amtrak in a situation where its dependence on federal and state funding is larger than it is today.

## **Transportation Funding Bill Pulled from Consideration**

On July 31, 2013, the House of Representatives pulled the Fiscal Year 2014 Transportation, Housing and Urban Development bill from consideration from the floor. Support for approval of the bill is dwindling and it is becoming more apparent that another continuing resolution will be in store for September.

*“The prospects for passing this bill in September are bleak at best, given the vote count on passage that was apparent this afternoon. With this action, the House has declined to proceed on the implementation of the very budget it adopted three months ago,”* said Hal Rogers, Chairman of the Appropriations Committee (R-KY). *“Thus, I believe that the House has made its choice: Sequestration — and its unrealistic and ill-conceived discretionary cuts — must be brought to an end.”*

The Senate’s version of the bill provided higher funding for the Federal Transit Administration (FTA) Capital Investment Grants, WMATA Grants, Amtrak, and TIGER Grants, \$10 billion more than the House proposal. Chairman Rogers’ response to the Senate’s funding levels is that they *“...are also simply not achievable in this Congress.”*

Rogers’ opinion may have some unfortunate truth to it; the cloture vote on the appropriations bill failed, 54-43. A successful vote would have precipitated a vote on the substance of the bill. Cloture is the only procedure by which the Senate can vote to place a time limit on consideration of a bill or other matter, and thereby, overcome a filibuster. Under the cloture rule (Rule XXII), the Senate may limit consideration of a pending matter to 30 additional hours, but only by vote of three-fifths of the full Senate, normally 60 votes.

To keep the U.S. Department of Transportation open and transportation routes running on course, Congress will likely have to pass a continuing resolution when members return from the summer recess in September.

## **Entitlement Reform**

Last year, in response to the *“Ryan Budget,”* the BRS and all of rail labor lobbied on Capitol Hill. With that effort, it became apparent that few lawmakers understood the Railroad Retirement System and its interrelationship with the Social Security System. And fewer understood how the *“Ryan Budget”* changes to our benefits system would not result in any taxpayers savings. We lobbied hard to educate the Senate so they would understand why rejecting that proposal was the right choice. We were successful in that the *“Ryan Budget”* failed to pass, but our work is not done. Our current fiscal year is coming to a close and Congress has a new budget to pass.

While rail workers do have a separate retirement system, our Tier 1 benefits are paid out at the same level as Social Security benefits. Because of this interrelationship, any changes to Social Security benefits ultimately affect Railroad Retirement benefits.

*“Entitlement Reform”* seems to be a rhetoric staple when budget talks arise. The security of a good quality of life

in retirement years is perpetually on the chopping block in the minds of our Representatives. They want to raise the qualifying age for Medicare from 65 to 67; they want to privatize Social Security; they want to nickel and dime the way our cost of living is calculated. These “entitlements” are hard-earned by our brothers and sisters and contributed to by our employers; these “entitlements” are not a gift or a donation from the taxpayers’ general fund; these so-called “entitlements” represent a return to those railroad workers who have spent their careers paying into their retirement system.

Our retirement system works well, and if the government needs a model for “privatization,” they should look in our direction. Over the years, as conditions have changed, labor and management have worked together to negotiate solutions and lobbied Congress to enact them. Whether the solvency of the fund was questionable, or maintaining its solid foundation was threatened, the rail industry has proved that “bipartisan” collaboration can get the job done. In fact, in 2001, when the Railroad Retirement Trust Fund had fully recovered, because of previous bipartisan collaboration, labor and management worked together to adjust the retirement age downward while simultaneously lowering the Railroad Retirement tax rate; these changes also included an automatic ratchet mechanism to address any future shortfalls or excesses. Today, the Railroad Retirement System is solvent and secure, and its future is solid. Our dollars and our employers’ contributions fund it. Railroad workers deserve, at the end of their careers, to receive a return on their investment.

Recently, Railroad Retirement Board Labor Member Walt Barrows addressed attendees at the SMART Transportation Division’s regional meeting and spoke about workers’ benefits and “entitlement reform.” His words establish clearly why Rail Labor deserves the benefits they have earned:

*“... every time there was an issue threatening the integrity and stability of the system, rail labor has met the challenge. That speaks volumes to the strength and solidarity of the rail labor movement. ... We are entitled because we worked for it. We are entitled because we sacrificed for it. We are entitled because we contributed to it. We are entitled because the profits enjoyed by the railroad industry came from our blood and sweat. Nobody gave us anything. We earned it.”*

## **Anthony Foxx Confirmed as 17th Department of Transportation Secretary**

On June 27, 2013, the Senate unanimously confirmed Charlotte, North Carolina, Mayor, Anthony Foxx, as the 17th Secretary of the Department of Transportation (DOT). Former DOT Secretary Ray LaHood announced in January 2013, that he would step down when a successor was named. As Mayor, Foxx was a strong advocate for public transportation in Charlotte and demonstrated that he understands the critical role public transportation plays in our communities.

In a press release, Secretary Foxx spoke about his personal connection to public transportation and its tangible impact on his life and the lives of Americans:

*“I’m talking about the millions of Americans in the past who used our transportation system to connect with the economic promise our nation offered them. I’m talking about the millions of Americans who use our transportation system today to connect with jobs, education, medical services, and all of the resources that help make our lives so abundant. And I am talking about the millions of Americans in the next generation who will use our transportation system to connect with tomorrow’s opportunities.*

*Because throughout our history, improved transportation has been one of the best examples of what one generation can leave to the next.*

*And that is why it is so important that we at the Department of Transportation work harder than ever before to give the American people what they demand when it comes to infrastructure:*

- *Americans want their time back — not hours of traffic.*
- *Americans want transportation that expands — not hinders — business capacity.*
- *Americans want 21st century jobs — jobs that they will only find through 21st century infrastructure.*
- *Americans want safety — and sustainability.*

*The work we do at DOT matters. It matters to those who do it; it matters to the American people we serve. We will continue to do it well.” ■*



# LYME DISEASE: SYMPTOMS, PREVENTION, TREATMENT

## Tips to Help Keep Your Health On Track!



**I**n the summertime, it is important to know about Lyme disease and how you can prevent it and treat it.



Deer ticks are generally the size of a sesame seed.

### What is Lyme disease?

Lyme disease is caused by the bacterium *Borrelia burgdorferi* and is transmitted to humans and animals through the bite of a *deer tick* or *blacklegged tick*.

**If left untreated, Lyme disease can cause:**

- Chronic joint inflammation (Lyme arthritis), particularly of the knee
- Neurological symptoms, such as facial palsy and neuropathy
- Cognitive defects, such as impaired memory
- Heart rhythm irregularities

### Symptoms of Lyme disease

The first sign of Lyme disease is often a rash where the tick bite occurred. The rash may start as a small red spot and get larger over a couple of days or weeks. The rash may be circular or oval-shaped and may look like a bull's eye. As the infection spreads, the rash can appear on different areas on the body.

**Along with the rash, you may also experience flu-like symptoms:**

- headache • fever • fatigue • body aches • stiff neck

### Preventing Lyme disease

**Here are some useful tips to prevent Lyme disease:**

- **Avoid tick-infested areas.** This includes wooded areas and shady grasslands where ticks are common.
- **Cover up.** Wear long pants, sleeves and socks to keep ticks off your skin.
- **Use a tick repellent on yourself, your children and your pets.** You can find an effective tick repellent containing permethrin at most lawn and garden stores.

## TAKE NOTE

**Three things to remember about Lyme disease:**

1. Avoid tick-infested areas. Cover up and use tick repellent when in grassy or heavily wooded areas.
2. Check yourself, your children and your pets for ticks.
3. Contact your doctor as soon as possible if you have a rash or any other symptoms of Lyme disease.

- **Check for ticks on yourself, your children and your pets.** Be sure to check the hairy areas of the body and wash all clothing once you are back inside.

### Removing ticks

If you find a tick, remove it by using fine-tipped tweezers; do not use petroleum jelly, a hot match, nail polish or other products. Make sure all parts of the tick are removed, and clean the area with rubbing alcohol or soap and water.

### Treatment of Lyme disease

If you have been, or think you have been bitten by a tick and have any of the symptoms listed above, see your doctor as soon as possible. Your doctor can perform an exam and order tests to diagnose if you have Lyme disease. If diagnosed, you may be prescribed antibiotics. A complete recovery from Lyme disease is possible with appropriate treatment.

**For more information about Lyme disease, visit any of the following websites:**

- U.S. Department of Health and Human Services/ Centers for Disease Control
- Mayo Clinic

Information provided by U.S. Department of Health and Human Services and the National Institutes of Health and the Mayo Foundation for Medical Education and Research.

# FRA Issues Emergency Order to Prevent Unintended Hazardous Materials Train Movement

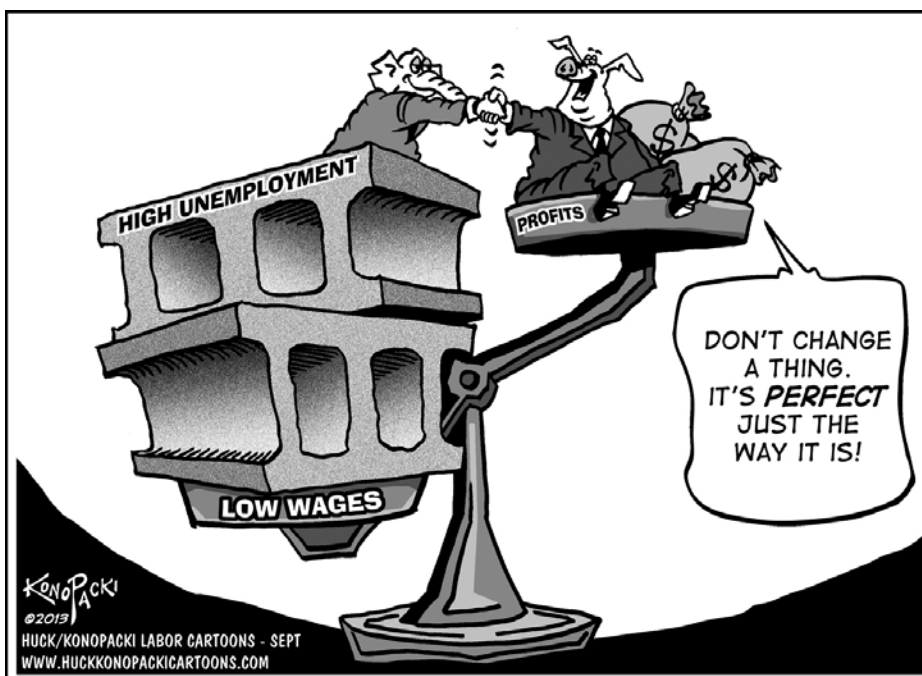
**T**he U.S. Department of Transportation's Federal Railroad Administration (FRA) issued an Emergency Order and Safety Advisory to help prevent trains operating on mainline tracks or sidings from moving unintentionally. The FRA's announcement was made in response to the July 6, 2013, derailment in Lac-Mégantic, Quebec, Canada, as it awaits additional data once the investigation into the crash is complete. The actions announced build on the success of FRA's rigorous safety program, which has helped reduce train accidents by 43 percent over the last decade, and made 2012 the safest year in American rail history.

The Emergency Order is a mandatory directive to the rail industry, and failure to comply will result in enforcement actions against violating railroads.

*"Safety is our top priority," said U.S. Transportation Secretary Anthony Foxx. "While we wait for the full investigation to conclude, the Department is taking steps today to help prevent a similar incident from occurring in the United States."*

The Emergency Order outlines measures that all railroads must undertake within the next 30 days:

- No train or vehicles transporting specified hazardous materials can be left unattended on a mainline track or side track outside a yard or terminal, unless specifically authorized.
- In order to receive authorization to leave a train unattended, railroads must develop and submit to the FRA a process for securing unattended trains transporting hazardous materials, including locking the locomotive or otherwise disabling it, and reporting among employees to ensure the correct number of hand brakes are applied.
- Employees who are responsible for securing trains and vehicles transporting such specified hazardous material must communicate with the train dispatchers the number of hand brakes applied, the tonnage and length of the train or vehicle, the grade and terrain features of the track, any relevant weather conditions, and the type of equipment being secured.
- Train dispatchers must record the information provided. The dispatcher or other qualified railroad employees must verify that the securement meets the railroad's requirements.



- Railroads must implement rules ensuring that any employee involved in securing a train participate in daily job briefings prior to the work being performed.
- Railroads must develop procedures to ensure a qualified railroad employee inspects all equipment that an emergency responder has been on, under or between before the train can be left unattended.

*continued on page 29*



# New Benefit Year for Railroad Unemployment and Sickness Benefits

*A new benefit year under the Railroad Unemployment Insurance Act begins July 1, 2013. Administered by the Railroad Retirement Board (RRB), this Act provides two kinds of benefits for qualified railroaders: unemployment benefits for those who become unemployed but are ready, willing and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time when they are unable to work because of pregnancy and childbirth.*

*The following questions and answers describe these benefits, their eligibility requirements, and how to claim them. It also addresses how those benefits are affected by the Federal Government budget sequestration.*

## **1 What is the daily benefit rate payable in the new benefit year beginning July 1, 2013?**

Almost all employees will qualify for the new maximum daily benefit rate of \$68, which increased from \$66 under indexing provisions reflecting the growth in average national wages. Benefits are generally payable for the number of days of unemployment or sickness over four in 14-day claim periods, which yields \$680 for each two full weeks of unemployment or sickness. Sickness benefits payable for the first 6 months after the month the employee last worked are subject to tier I railroad retirement payroll taxes, unless benefits are being paid for an on-the-job injury.

## **2 Is this daily benefit rate affected by the Federal Government budget sequestration?**

Yes. Under a sequestration order filed by President Obama on March 1, 2013, in accordance with the requirements of the Budget Control Act of 2011, the RRB must reduce railroad unemployment and sickness insurance benefits by 9.2 percent. This reduction will lower the maximum daily benefit rate from \$68.00 to \$61.74. As a result, the total maximum amount payable in a 2-week period covering 10 days of unemployment or sickness will drop from \$680.00 to \$617.44. In addition, as noted in the answer to question 1, certain sickness benefits are reduced for regular tier I railroad retirement taxes of 7.65 percent. Applying the additional 9.2 percent reduction to these benefits will result in a daily benefit rate of \$57.02 and a maximum 2-week payment of \$570.21.

## **3 How long will this reduction remain in effect?**

The total sequestration is actually spread out over nine years. The initial reduction amount is based, in part, upon projected claims and benefits for the fiscal year ending September 30, 2013. Congress will determine the amount of any reductions in the fiscal year beginning October 1, 2013, and subsequent years.

## **4 What are the eligibility requirements for railroad unemployment and sickness benefits in the new benefit year?**

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$3,412.50 in calendar year 2012, counting no more than \$1,365 for any month. Those who were first employed in the rail industry in 2012 must also have at least five months of creditable railroad service in 2012.

Under certain conditions, employees who do not qualify on the basis of their 2012 earnings may still be able to receive benefits in the new benefit year. Employees with 120 or more cumulative months of service who received normal benefits in the benefit year ending June 30, 2013, may be eligible for extended benefits, and employees with 120 or more cumulative months of service might qualify for accelerated benefits if they have rail earnings of at least \$3,512.50 in 2013, not counting earnings of more than \$1,405 a month.

In order to qualify for extended unemployment benefits,



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

To be eligible for accelerated benefits, a claimant must have 14 or more consecutive days of either unemployment or sickness; not have voluntarily retired or, if claiming unemployment benefits, quit work without good cause; and be under age 65 when claiming sickness benefits.

### **5 How long are these benefits payable?**

Normal unemployment or sickness benefits are each payable for up to 130 days (26 weeks) in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings in calendar year 2012, counting earnings up to \$1,763 per month.

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

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

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

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

If a worker is unemployed because of a strike conducted in accordance with the Railway Labor Act, benefits are

not payable for days of unemployment during the first 14 days of the strike, but benefits are payable during subsequent 14-day periods.

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

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

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

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

### **9 Can extra-board employees receive unemployment benefits between jobs?**

Yes, but only if the miles and/or hours they actually worked were less than the equivalent of normal full-time work in their class of service during the 14-day claim period. Entitlement to benefits would also depend on the employee's earnings.

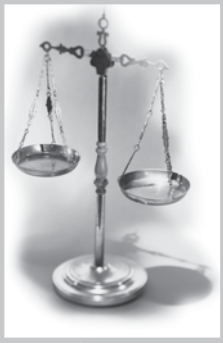
### **10 How would an employee's earnings in a claim period affect his or her eligibility for unemployment benefits?**

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

Earnings include pay from railroad and nonrailroad work, as well as part-time work and self-employment. Earnings

*continued on page 32*

# 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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See Colorado

# Facts and Interesting Information About VINs (VEHICLE IDENTIFICATION NUMBERS)

**T**he Vehicle Identification Number, commonly abbreviated as VIN, is a 17-character number composed of both alpha and numeric characters used by the automotive industry to identify individual motor vehicles built after 1981.

Smart car buyers are recognizing that “VIN” or “*vehicle identification numbers*” can provide essential information to help them make better decisions about cars, old and new. Just as fingerprints, a car’s VIN or vehicle identification number can provide information a car buyer can use to confirm the true history of the car.

VINs are used to record everything that will ever happen to a car. Whenever your vehicle is sold, involved in an accident, insurance claim, or recalled, bureaus such as CARFAX record that information in databases. VINs display a car’s uniqueness and manufacturer and provides a method to trace a car from the factory to the junkyard. Your VIN can be used to track recalls, registrations, warranty claims, thefts and insurance coverage.

American automobile manufacturers have used VINs (sometimes called chassis numbers) since 1954, but it was with the introduction of the 1981 model year that the National Highway Traffic Safety Administration required that all motor vehicles, trailers, motorcycles, and mopeds carry VINs in a fixed format. Actually, the earliest VIN was on the 1953 Chevrolet Corvette. These were four digit numbers beginning with 1000. Nowadays, once decoded, these VINs can provide vehicle specifications such as year, make, model, body style, and place of manufacture.

Look over the car and make sure that all the VINs you find are the same within the car. The VIN is normally engraved or on a sticker in numerous places in the car.

States use the VIN to track a car’s status. Protect yourself by thoroughly checking the VINs on used cars you want to buy.

VIN databases on the web, available from such firms as Experian and Consumers Reports can provide a VIN “*background check*” on a car and alert a potential buyer to such problems as: damage from flood or fire, manufacturer buybacks of lemons, odometers that

have malfunctioned or been rolled back, major accidents and crashes, emission problems, gray market or crash test vehicles, changes in title or ownership, salvaged or rebuilt vehicles, car thefts, recalls, and high usage vehicles previously used as taxis or rental cars.

Increasingly, consumers are using free VIN check and CARFAX on the Internet to get a free check of the current status of the VIN and to determine whether their vehicle has recalled parts by checking their car manufacturer’s web site.

## **The locations of vehicle identification numbers (VIN) vary but the following are the common places to find them:**

- Firewall of the vehicle
- Radiator support bracket
- Dash by windshield
- Left hand inner wheel arch
- Steering column
- Guarantee & maintenance book
- Machined pad on front of engine
- Drivers door or post on passenger side
- Component parts as listed above,  
e.g. — engine, frame, etc.

## **Later model years most common locations of the VIN:**

- Left instrumentation panel
- Dash plate by window
- Drivers door or post
- Firewall

*continued on page 28*

# HELP WANTED

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The railroad industry is facing a talent shortage. So if you've got the experience, it's time to talk to United Signal. We are a unique, all-American hybrid company that's figured out how to meet several industry challenges — and we can give you a good career and benefits to boot.

### **BENEFITS INCLUDE:**

- Railroad Retirement
- Nationally negotiated BRS collective bargaining agreement
- Wage & benefits comparable to The Railroad Employees National Health and Welfare Plan

United Signal is driven to create lasting careers in this industry, from talented signal and communications construction crews to maintenance teams. We do it by merging grizzled signalmen with new apprentices, and by selecting each crew or maintainer to fit the job. Get your career on track. Apply here.



*United Signal — owned by Madison Terminal Railway, LLC — has partnered with the Brotherhood of Railroad Signalmen to create the industry's first apprenticeship program.*

United Signal is an equal opportunity/affirmative action employer.





If your kids are among the luckiest students in the nation, they will have a union teacher to guide their studies, union members who provide custodial and support services, possibly a union principal and their school bus drivers may be union. When they pledge allegiance to the flag, most likely, it will be union made by workers at the Annin Flag Co.

**Editors note:** as with all Do Buy lists this list does not include all available union-made products and services. We welcome your suggested additions and invite you to add your products to our online database at [www.unionlabel.org](http://www.unionlabel.org)

## BACK TO SCHOOL

Send them back to school with these union-made products and services from members of the USW, CWA-PPMWS, UAW and UFCW.

### Paper products:

- International Paper Company
- Mead Lined Paper
- Roaring Spring Wirebound Notebooks
  - **Sub brands:** Environotes, Imagine, Genesis, Enviroshades, Emoticons, Lifenotes, Maxim
- Roaring Spring Environotes Filler Paper, Translucent Paper and White Paper
- Roaring Spring Legal Pads
  - **Sub brands:** Boardroom, Enviroshades, WIDE, Enviropads, Envirogold
- Roaring Spring Environotes Index Cards

### Notebooks and Binders:

- Acco/Mead
- Day-Timer Organizers
- Roaring Spring Composition Books

### Pens:

- Sharp
- Shaeffer
- Parker

### Student and Teacher Supplies:

- Martin Weber Art Supplies
- Roaring Spring Art Supplies
- Master Lock
- Kleenex and Puffs Tissues
- Clauss Scissors

**\*Not all Kleenex and Puffs products are union made.**

### These stores are staffed by union employees:

- Office Max
- Safeway
- Giant
- Albertson's
- Ralph's
- Vons



# 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 members who recently received Continuous Service pins in recognition of their years as BRS Members:

## 45 YEARS OF SERVICE

WD Pickett	77
HI Storie	152

## 40 YEARS OF SERVICE

LA Lillquist	5
KD Stewart	8
WJ Durso	14
JC Crews	16
H Hersey	16
AC Joyner	16
WF Lee	16
JR Mills	16
CW Stotts	16
CD Upchurch	16
CD Whitfield	16
KE Naslund	20
RC Davis	24
GJ Bodyl	57
RA Ort	72
GA Young	72
LE Bingman	81
WC Robinson, Jr.	93
MD Cline	94
D Leal, Jr.	99
RL Lyons	99
VA Glenn	111
DP Watt	111
RD Harms	119
JF DeLong	129
JR Padgett	129
TW Jones	130
MS Barton	132
RD Wise	138
RG Carter	147
GN Anderson	155
DJ Watson	162
RT Davis	183
JW Hofstetter	206
WH Hendrickson	228

## 40 YEARS OF SERVICE

GL Hite	228
TC Sparks	228

## 35 YEARS OF SERVICE

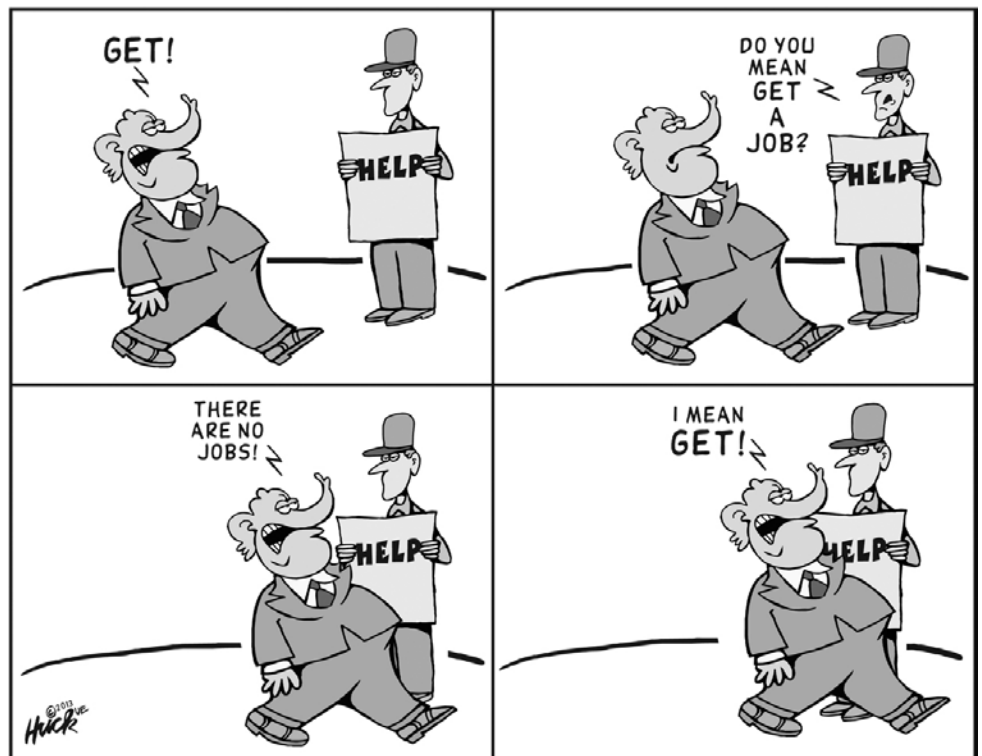
DN Feaster	1
JE Toia	2
RE Swan	5
RP Bohan	8
BA Brinker	8
AW Kalskett	8
DL Seematter	8
RB Walz	8
RL Welch	8
CL Ziegler	8
AH Dembski	10

## 35 YEARS OF SERVICE

WE Windham	11
WI Boos	16
RL Cooper	16
E Hadden, Jr.	16
AL Medders	16
GS Powell	16
DO Rogers	16
R Timmons	16
DK Clayton	19
MJ Lawson	19
DE Cavanah	20
JL Hale	20
TJ O'Brien	20
EA Jarvis	25
RL Howell	33
JB Nickel	33
PC Mahlke	39
JR Schirling	48
JE Boyce, Jr.	49
JN Mosley, Jr.	49

## 35 YEARS OF SERVICE

CW Tatum, Jr.	52
DS Barbett	57
E Egurrola	60
T Hopf	60
J Ortiz	60
WE Altis, Jr.	72
SR Blanton	72
EL Cline	72
WC Dinwiddie	72
TB Huber	72
AJ Wiemer, Jr.	72
BD Jude	77
BC Staples	77
GO Bryson	87
RL Rudio	87
MJ Patrick	93
G Hagen	94
DK Ray	94
C Minix	99
KN Pavlica	99



### 35 YEARS OF SERVICE

CG Reyna, Jr.	99
ME Wade	99
JP Shott	108
LD Spurk	109
CG Everett	110
JR Everhart, Jr.	110
RC Lance	110
WP Montgomery	110
EA Gandara	121
KE Strickland	121
BR Nixon	126
RL Newton	129
C Guerra	130
GM Maxwell	132
DL Bottroff	133
TL Cox	136
JL Lowrance	141
MD Espinosa	155
DT Chaparro	161
LE Riley	161
DL Cassidy	178
HA Douglas	179
NR Gregory	183
DB Ross	183
JM McDonald	185
LE Broyles	198
JB Gunn, Jr.	208
BE Taylor	213
DJ Guntsch	216
DE Hogan	216
MA Mattison	226
MJ Hessler	228
MM Dawson	229

### 30 YEARS OF SERVICE

RE Perkins	5
MA Addis	20
MD Eubank	21
GA Graham	24
ET Frazier	31
RR Mathews	42
DC Francis	55
FT Middlecamp, Jr.	65

### 30 YEARS OF SERVICE

R Barksdale	84
JH Geteles	84
RC Malachowski	84
RJ Stabio	87
GA Amerman	94
DJ Spoore	94
RL Swetnam	94
RJ Mihok	102
R Bensin	106
CJ Ferich	106
BN Mandeville	120
CD Nickel	136
TG Sienkiewicz	141
MR Prowell	152
RH Sell	183
MB Jolly	206
JW Sanders	206

### 25 YEARS OF SERVICE

TJ Joyce	5
E McIntosh	5
W McMahan	5
PV Tracey	5
JT Wheelock	5
TM Feeney	8
RL Duckett	18
LR Hurlburt	18
EM Leeson	20
WA Hall	29
MR McFarland	33
DD Oliver	48
F Febus	56
L Simmonds	56
JM Young	56
T Fonden	60
S Quigley	84
TR Fontaine	87
JE Schultz	87
GR Szymoniak	97
EM Nava	99
RJ Morris	120
RL Pawelski	120
LB Burns	126

### 25 YEARS OF SERVICE

DP Kulzer	147
TL Crisp	148
LW Johnson	154
JP Strang	154
GP Williams	156
ML Holloway	157
RR Taylor	157
DL Burch	161
DL Noland	161
DB Sheets	172
JD Randolph	178

### 25 YEARS OF SERVICE

KR Downs	183
JW Price	183
JB Cowling	185
RH Ware, Jr.	185
MD Ogrin	188
JR Wurzauf	188
DA Lyon	206
AR Tullos	206
SE Fisher	229
RL Gage	229
DL Pierce	236

## 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. ■



# OBITUARIES

**MAX Y. ADAMS**—retired member of **LOCAL 158**. Brother Adams retired in 1990 after 43 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Adams was a Signal Maintainer at Fairmount, Georgia, at the time of his retirement.

**N. ANTHONY ADAMS**—active member of **LOCAL 16**. Brother Adams had 11 years of service with CSX Transportation on the former Atlanta & West Point and Seaboard Coastline Properties. Brother Adams was a Communications & Signal Maintainer at Social Circle, Georgia, at the time of his passing.

**HARRY A. BLUME**—retired member of **LOCAL 16**. Brother Blume retired in 1992 with 29 years of service with CSX Transportation. Brother Blume was a Signal Maintainer at Mullins, South Carolina, at the time of his retirement.

**JOHN N. CALVIN, JR.**—retired member of **LOCAL 117**. Brother Calvin retired in 1984 after 15 years of service with Conrail. Brother Calvin was a Signalman at Ashtabula, Ohio, at the time of his retirement.

**PAUL M. CARUSO**—active member of **LOCAL 56**. Brother Caruso had 19 years of service with the Long Island Rail Road. Brother Caruso was a Radio Technician at Babylon, New York, at the time of his passing.

**MICHAEL A. COONEY**—retired member of **LOCAL 14**. Brother Cooney retired in 1975 after 27 years of service with the Grand Trunk Railroad. Brother Cooney was a Lead Signalman at Durand, Michigan, at the time of his retirement.

**BRADLEY K. CUSHMAN**—retired member of **LOCAL 42**. Brother Cushman retired in 1999 after 20 years of service with Conrail. Brother Cushman was a Signal Maintainer at Greencastle, Indiana, at the time of his retirement. Brother Cushman is a U.S. Army Veteran who served from 1972–1973.

**FLOYD “TOBY” A. DEVERICK**—retired member of **LOCAL 41**. Brother Deverick retired after a long career with the Pennsylvania and Penn Central Railroads and Conrail. Brother Deverick was a Signal Maintainer at Vandalia, Illinois, at the time of his retirement. Brother Deverick is a U.S. Army Veteran who served during WWII.

**D. L. ELLISON**—retired member of **LOCAL 121**. Brother Ellison retired in 1987 after 22 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Ellison was a Signal Foreman at Temple, Texas, at the time of his retirement.

**ARIEL H. FREUND**—retired member of **LOCAL 108**. Brother Freund retired in 1992 after 46 years of service with the Chicago North Western Railway. Brother Freund was a Signal Maintainer at Elburn, Illinois, at the time of his retirement. Brother Freund served as Local President.

**JOSEPH R. FUNK**—retired member of **LOCAL 206**. Brother Funk retired in 1993 after 40 years of service with the Union Pacific Railroad. Brother Funk was a Communications Maintainer at San Antonio, Texas, at the time of his retirement. Brother Funk served as Recording-Financial Secretary.

**GEORGE W. GIBSON**—retired member of **LOCAL 100**. Brother Gibson retired in 1985 after 36 years of service with the Southern Pacific Railroad. Brother Gibson was a Signal Maintainer at Los Angeles, California, at the time of his retirement.

**EDMUND H. GOFORTH**—retired member of **LOCAL 141**. Brother Goforth retired in 2006 after 41 years of service with the Union Pacific Railroad. Brother Goforth was a Signal Maintainer at Tulsa, Oklahoma, at the time of his retirement. Brother Goforth served as Local Chairman.

**FRED F. GRAVES**—retired member of **LOCAL 123**. Brother Graves retired in 1984 with 25 years of service with the Chesapeake & Ohio Railroad. Brother Graves was a Signal Maintainer at Ridgetown, Ontario, at the time of his retirement.

**PAUL HAMMOND, JR.**—retired member of **LOCAL 208**. Brother Hammond retired in 1972 after 26 years of service with the Louisville & Nashville Railroad. Brother Hammond was a Lead Signal Maintainer at Bruceton, Tennessee, at the time of his retirement. Brother Hammond served as Recording-Financial Secretary and Local Chairman.

**WILLIAM E. HILLIARD**—retired member of **LOCAL 23**. Brother Hilliard retired in 1978 after 30 years of service with the Chicago, Rock Island & Pacific Railroad. Brother Hilliard was a Signal Maintainer at Belknap, Iowa, at the time of his retirement.

**JAMES L. JOHNSON**—retired member of **LOCAL 45**. Brother Johnson retired in 1995 after 43 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Johnson was a Signal Inspector at Anderson, Indiana, at the time of his retirement. Brother Johnson served as Recording-Financial Secretary and Local Chairman.

**RONALD C. LAGERSTROM**—retired member of **LOCAL 168**. Brother Lagerstrom retired in 1991 after 37 years of service with the Chicago North Western Railway. Brother Lagerstrom was a Signal Maintainer at Menomonie, Wisconsin, at the time of his retirement.

**ROBERT E. LEE**—retired member of **LOCAL 229**. Brother Lee retired in 1987 after 38 years of service with the Western Pacific and Union Pacific Railroads. Brother Lee was a TCS Maintainer at Salt Lake City, Utah, at the time of his retirement.

**WALTER J. MALIFF**—retired member of **LOCAL 7**. Brother Maliff retired in 1998 after 28 years of service with the New Haven and Metro-North Railroads. Brother Maliff was a Foreman at Stamford, Connecticut, at the time of his retirement.

**C. I. MCDANIEL**—retired member of **LOCAL 77**. Brother McDaniel retired in 1985 after 43 years of service with the Norfolk & Western Railroad. Brother McDaniel was a Signal Maintainer at Winston-Salem, North Carolina, at the time of his retirement.

**MAX W. MCNEESE**—retired member of **LOCAL 174**. Brother McNeese retired in 1984 after 43 years of service with the New York Central, Penn Central, and Missouri Pacific Railroads and Conrail. Brother McNeese was a Signal Maintainer at Pana, Illinois, at the time of his retirement.

**ALVIN L. MCVAY**—retired member of **LOCAL 8**. Brother McVay retired in 1987 after 30 years of service with the Union Pacific Railroad. Brother McVay was a Signal Maintainer at Sterling, Colorado, at the time of his retirement.

**JOHN R. MELLOR**—retired member of **LOCAL 40**. Brother Mellor retired in 1999 after 40 years of service with the Pennsylvania and Penn Central Railroads and Conrail. Brother Mellor was a C&S Maintainer at Brownsville, Pennsylvania, at the time of his retirement.

**ARTHUR “RED” L. PLATT**—retired member of **LOCAL 16**. Brother Platt retired in 1993 after 40 years of service with CSX Transportation. Brother Platt was a Signal Maintainer at Rice Yard at Waycross, Georgia, at the time of his retirement. Brother Platt served as Local Chairman.

**NORMAN C. RADOSEVIC**—retired member of **LOCAL 183**. Brother Radosevic retired in 2001 after 32 years of service with the Rock Island Railroad and Metra. Brother Radosevic was the First Shift Signal Maintainer on the Polk Street Territory at Chicago, Illinois, at the time of his retirement.



# OBITUARIES

**WILLIAM F. RICHARDSON**—retired member of **LOCAL 25**. Brother Richardson retired in 1981 after 37 years of service with the Cambria & Indiana and Louisville & Nashville Railroads. Brother Richardson was a Communications Maintainer at Princeton, Indiana, at the time of his retirement. Brother Richardson served as Local President.

**CURTIS M. RILEY**—retired member of **LOCAL 129**. Brother Riley retired in 1987 after 42 years of service with the Frisco and Burlington Northern Railroads. Brother Riley was a Signal Maintainer at Amory, Mississippi, at the time of his retirement.

**JOHN J. RYAN, JR.**—retired member of **LOCAL 33**. Brother Ryan retired in 1990 after 42 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Ryan was a Signal Inspector at Emporia, Kansas, at the time of his retirement.

**JACK J. SMITH**—retired member of **LOCAL 28**. Brother Smith retired in 1987 after 46 years of service with Conrail. Brother Smith was a Signal Maintainer at Trenton, Michigan, at the time of his retirement. Brother Smith served as Local President.

**THOMAS E. SMITH**—retired member of **LOCAL 49**. Brother Smith retired in 1977 after 27 years of service with the Georgia Railroad. Brother Smith was a Telephone Maintainer at Camak, Georgia, at the time of his retirement.

**WALTER D. SMITH**—retired member of **LOCAL 229**. Brother Smith retired in 1985 after 39 years of service with the Western and Union Pacific Railroads. Brother Smith was a TCS Maintainer at Elko, Nevada, at the time of his retirement.

**ROBERT L. WALTON**—active member of **LOCAL 19**. Brother Walton had 16 years of service with the Southern Pacific and Union Pacific Railroads. Brother Walton was an Interlocking Repairman at West Colton Classification Yard in Colton, California, at the time of his passing.

**TIMOTHY D. YEAGER**—active member of **LOCAL 226**. Brother Yeager had 22 years of service with the Soo Line Railroad. Brother Yeager was a Signal Maintainer at Buffalo, Minnesota, at the time of his passing.

**DANIEL P. ZUBKO, SR.**—active member of **LOCAL 109**. Brother Zubko had 14 years of service with the Norfolk Southern Railroad. Brother Zubko was a Section Maintainer at Rockside, Ohio, at the time of his passing. Brother Zubko served as Local Trustee.

**FRANK J. ZUROSKI**—retired member of **LOCAL 8**. Brother Zuroski retired in 1986 after 39 years of service with the Union Pacific Railroad. Brother Zuroski was a Signal Maintainer at Omaha, Nebraska, at the time of his retirement. Brother Zuroski served as Local Trustee.

## *Editor's Note:*

*Please notify Grand Lodge of the passing of retired BRS members. Email: [membership@brs.org](mailto:membership@brs.org)*

Make sure your family has a plan  
in case of an emergency.

Fill out these cards, and give one to each member of your family to make sure they know who to call and where to meet in case of an emergency. For more information on how to make a family emergency plan, or for additional cards, go to [ready.gov](http://ready.gov)

Ready 



### Family Emergency Plan



EMERGENCY CONTACT NAME: \_\_\_\_\_  
TELEPHONE: \_\_\_\_\_

OUT-OF-TOWN CONTACT NAME: \_\_\_\_\_  
TELEPHONE: \_\_\_\_\_

NEIGHBORHOOD MEETING PLACE: \_\_\_\_\_  
TELEPHONE: \_\_\_\_\_

OTHER IMPORTANT INFORMATION: \_\_\_\_\_

DIAL 911 FOR EMERGENCIES

Ready 

### Family Emergency Plan



EMERGENCY CONTACT NAME: \_\_\_\_\_  
TELEPHONE: \_\_\_\_\_

OUT-OF-TOWN CONTACT NAME: \_\_\_\_\_  
TELEPHONE: \_\_\_\_\_

NEIGHBORHOOD MEETING PLACE: \_\_\_\_\_  
TELEPHONE: \_\_\_\_\_

OTHER IMPORTANT INFORMATION: \_\_\_\_\_

DIAL 911 FOR EMERGENCIES

Ready 



## Facts and Interesting Information About VIN's (VEHICLE IDENTIFICATION NUMBERS)

*continued from page 21*

*The following VIN Character Decoding information is only a partial guide.*

### **1st Character: Country of Origin.**

**1** = US                      **9** = Brazil                      **V** = France\*

\* 2nd Character = F may indicate that the vehicle was manufactured in France, unless it is a Ford. Example: The first 2 Characters of a Peugeot or a Renault are both: VF

**2** = Canada              **J** = Japan                      **V** = Yugoslavia  
**3** = Mexico              **K** = Korea                      **W** = Germany  
**4 & 5** = US              **L** = Taiwan                      **Y** = Sweden  
**6** = Australia              **S** = England                      **Z** = Italy

### **2nd Character:**

**Here is a partial list of common manufacturers:**

**A** = Audi, Mitsubishi, Range Rover, American Motors, Sterling, Alfa Romeo, Maserati, and Jaguar  
**B** = Dodge  
**C** = Chrysler, Checker, Delorian, some Geo Metros and Trackers  
**D** = Daihatsu and Mercedes  
**E** = Eagle  
**F** = Ford, some Subaru's i.e. Forrester and Impreza, Fiat, Peugeot, Renault and Ferrari. Note regarding Subaru, Fiat Peugeot, Renault and Ferrari, the 2nd Character = F, means the vehicle was manufactured in France.  
**G** = General Motors (Chevrolet, Oldsmobile, Buick, Cadillac, GMC, Saturn, and some Geo Metros and Trackers)  
**H** = Honda and Acura  
**J** = Jeep  
**L** = Lancia, Daewoo and Lincoln  
**M** = Hyundai and Mini  
**N** = Infinity, Nissan, Kia and Ford Aspires, possibly Ford Festiva, and possibly some Toyotas  
**P** = Porsche and Plymouth  
**S** = Isuzu, Saab, some Subarus (i.e. Baja and Legacy) and Suzuki  
**T** = Toyota and Lexus  
**U** = Aro  
**V** = Volkswagen and Volvo  
**X** = Yugo

**Y** = Mazda and Geo Prizm

**Z** = Mercury

**2** = Avanti

**3** = American General (Hummer)

**8** = Chevrolet Luv and Geo Storm

**9** = Acura

### **3rd through 8th Characters: Allocated to Manufacturer.**

They use these digits to reflect body type, Car line, restraint system, engine, braking system, etc. All Domestic Manufacturers use 8th Character for the engine.

### **9th Character: Check Digit.**

It is determined by carrying out a mathematical computation developed by the Department of Transportation (DOT). \**Einstein's Theory of the Check Digit.*

### **10th Character: Year of Manufacture.**

**B**=1981    **G**=1986    **M**=1991    **T**=1996    **1**=2001    **6**=2006

**C**=1982    **H**=1987    **N**=1992    **V**=1997    **2**=2002    **7**=2007

**D**=1983    **J**=1988    **P**=1993    **W**=1998    **3**=2003    **8**=2008

**E**=1984    **K**=1989    **R**=1994    **X**=1999    **4**=2004    **9**=2009

**F**=1985    **L**=1990    **S**=1995    **Y**=2000    **5**=2005    **A**=2010

### **11th Character: Final Assembly Plant.**

This Character represents the Manufacturer's final assembly plant.

**NOTE:** There are no I's or O's in a VIN, only 1's and 0's. There are no Q's in a VIN. Also, there are no U's in the 10th digit of the VIN — so as not to be confused with V's. The year 1980 was assigned the letter A, and subsequent years follow the letters of the alphabet. The years after 2000 are assigned numbers, and the years 2010 onward are assigned letters in alphabetical order again. There is no Z in the 10th digit, because after the year 2000, the 10th digit sequence started over from alpha to numeric, and the Z was not used. ■

## FRA Issues Emergency Order to Prevent Unintended Hazardous Materials Train Movement

continued from page 17

- Railroads must provide this EO to all affected employees.

*"Today's action builds upon a comprehensive regulatory framework we have had in place for some time," said FRA Administrator Joseph C. Szabo. "The safe shipment of all cargo is paramount and protecting the safety of the American public is fundamental to our enforcement strategy and we are encouraged by the industry's willingness to cooperate with this approach going forward."*

In addition to the Emergency Order, the FRA, together with the Pipeline and Hazardous Materials Safety Administration (PHMSA), issued a Safety Advisory detailing a list of recommendations railroads are expected to follow. U.S. DOT believes that railroad safety is enhanced through the use of multiple crew members, and the Safety Advisory recommends railroads review their crew staffing requirements for transporting hazardous material and ensure that they are adequate. Other recommendations in the Safety Advisory include: conducting system-wide evaluations to identify particular hazards that may make it more difficult to secure a train

or pose other safety risks and to develop procedures to mitigate those risks.

*"When PHMSA talks about the transportation of hazardous materials, safety is a prerequisite to movement," said PHMSA Administrator Cynthia Quarterman. "We are taking this action today and we will be looking hard at the current rail operating practices for hazardous materials to ensure the public's safety."*

As the FRA continues to evaluate safety procedures following the recent crash, it will convene an emergency meeting of its Railroad Safety Advisory Committee to consider what additional safety measures may be required. The FRA plans to develop a website that will allow the public to track industry compliance with the Emergency Order and Safety Advisory issued. The FRA has developed a plan that outlines six major actions that have occurred or will occur to further ensure that our regulatory response to the Canadian rail accident remains transparent.

Under current DOT regulations, all freight railroads are required to develop and implement risk assessments

and security plans in order to transport any hazardous material, including a plan to prevent unauthorized access in rail yards, facilities and trains carrying hazardous materials. Railroads that carry hazardous materials are required to develop and follow a security protocol while en route; railroad employees are subject to background checks and must complete training. Training programs and protocols are reviewed and audited by the FRA routinely and generally designed to be progressive so as the level of risk increases so does the level of security required. ■



\*Across the Nation Republicans move to Cut Aid to the Unemployed

## Ashley Beard-Fosnow, wife of Clint IRONWORKERS LOCAL 10

**M**y name is Ashley and I am a housewife. I live in Missouri with my husband and three babies. My husband, Clint, is an Ironworker and I love to brag to anyone I meet that he is a member of the Ironworkers Local 10. Before we met, my knowledge of organized labor was based exclusively on the Disney film “*The Newsies*.” Over the last 10 years, Clint has filled me in on a lot of the details.

As a member of a Union family, I have experienced all the benefits of the association and literally thank God every day for Clint’s union.

He works long days doing grueling work. Every morning, I pack his lunch and set out his sunscreen, but what really keeps him protected throughout the day are the safety standards enforced on the job and education he received as an apprentice in the Union.

While he is at work, I tend the children, take them to doctor’s appointments, clean our house, take the car in to have the oil changed, grocery shop, cook meals for our family, etc.

We go without a lot of the “*wants*” of the world — I coupon like crazy, we don’t have cable, we shop at garage sales and thrift stores — but Clint is able to provide for a family of five without going into debt or accepting government assistance because his union bargained for him to earn a living wage.

Clint has been saving for retirement for 18 years because he’s in a union. We can afford to take our kids to the doctor because his insurance through Local 10 is great. Thanks to the labor movement, Clint’s usual workday is only eight hours, which means I get him on a few hours of R&R each evening before going to bed, waking up, and doing it again.

Ironworkers dangle — usually from great heights — to weld steel for buildings and other erections, all while

wearing belts and harnesses so heavy I can’t lift them.

Ironworkers are American Heroes. They have built all of the iconic structures in the country. They make bridges safe. At great personal danger, they worked in the recovery after 9/11.

I could go on and on.

At home, family is always number one. With the Ironworkers at Clint’s company — it’s the same. They are family. They all look out for one another at work and off the job.

Clint fell and sustained a serious neck injury that left him unable to work for several months. His co-workers pooled a fund to send us for

Christmas that year. I bawled my eyes out with gratitude at the time, but it’s just what you do when you’re part of a family. Now we feel so fortunate to be able to pay it forward to others in need.

Today, the Labor Movement is one of my passions. In addition to being my husband’s biggest cheerleader, I love being a part of a cause that brings working class families together to increase the quality of life for everyone. Union values are synonymous with what we teach our children at home: work hard, stick together, be nice, share, be safe. The Labor movement is our lifestyle because it has blessed our family in so many ways. I am passionate about organizing as many workers as possible so that every working family can enjoy the same quality of life. God bless working class families — we’re all in this together! ■

2013 REPRINTED WITH PERMISSION.

The Ironworkers Local 10 article was originally published under the section heading of ‘Walk in my shoes’, which may be found on page 3 of the JULY-AUGUST 2013 LABEL LETTER. The Union Label and Service Trades Department, AFL-CIO, was founded in 1909 to promote the products and services produced in America by union members — especially those products and services identified by a union label, shop card, store card and service button.



# BENEFITS DIRECTORY

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

## UnitedHealthcare

### **National Plan** — GA-23000

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

**1-800-842-9905**

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

### **Retiree Claims** — GA-46000

UnitedHealthcare

P.O. Box 30985

Salt Lake City, UT 84130-0985

**1-800-842-5252**

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

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

**1-800-842-5252**

## Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

**1-800-842-4044**

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

## Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381

Camp Hill, PA 17089-0381

**1-866-267-3320**

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

## Life Insurance

MetLife

P.O. Box 6122

Utica, NY 13504-6122

**1-800-310-7770**

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

## Vision Service Plan

EyeMed

Member Support

**1-855-212-6003**

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

## Union Plus

Mortgage (Wells Fargo) • AT&T Discount

Credit Card • Scholarships and much more

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

## Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

United Behavioral Health

**1-866-850-6212**

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

Access code: Railroad

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

Aetna

P.O. Box 189145

Plantation, FL 33318-9145

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

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

Company identifier: RR

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

Aetna

P.O. Box 14094

Lexington, KY 40512-4094

**1-877-277-3368**

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

## Managed Pharmacy Benefit Express Scripts

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

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medication for chronic, long-term care.

UnitedHealthcare Plans GA-23000 and  
GA-46000

**1-800-842-0070**

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

## Railroad Retirement Board

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

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

## Railroad Info — Your Track to Health

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

(Note: Information on this site does not  
apply to Amtrak employees)

## RRB Q & A — New Benefit Year for Railroad Unemployment and Sickness Benefits

*continued from page 19*

also include pay that an employee would have earned except for failure to mark up or report for duty on time, or because he or she missed a turn in pool service or was otherwise not ready or willing to work. For the benefit year that begins July 2013, the amount will be \$1,365, which corresponds to the base year monthly compensation amount used in determining eligibility for benefits. Also, even if an earnings test applies on the first claim in a benefit year, this will not prevent the first claim from satisfying the waiting period in a benefit year.

### **11** How does a person apply for and claim unemployment benefits?

Claimants can file their applications for unemployment benefits, as well as their subsequent biweekly claims, by mail or online.

To apply by mail, claimants must obtain an application from their labor organization, employer, local RRB office or the agency's website at [www.rrb.gov](http://www.rrb.gov). The completed application should be mailed to the local RRB office as soon as possible and, in any case, must be filed within 30 days of the date on which the claimant became unemployed or the first day for which he or she wishes to claim benefits. Benefits may be lost if the application is filed late.

To file their applications — or their biweekly claims — online, claimants must first establish an RRB online account at [www.rrb.gov](http://www.rrb.gov). For security purposes, first time users must apply for a Password Request Code (PRC), which they will receive by regular mail in about 10 business days. To do this, they should click on “Request Password Request Code (PRC) be mailed to your home address” in the “Benefit Online Services” section on the home page. Once they establish their online accounts, they will be able to file their applications and biweekly claims for unemployment benefits, as well as conduct other business with the RRB, over the Internet. Employees are encouraged to establish online accounts while still employed so the account is ready if they ever need to apply for these benefits or use other select RRB Internet services. Employees who have already established online accounts do not need to do so again.

The local RRB field office reviews the completed application, whether it was submitted by mail or online, and notifies the claimant's current railroad employer, and base-year employer, if different. The employer has the right to provide information about the benefit application.

After the RRB office processes the application, biweekly claim forms are mailed to the claimant, and are also available on the RRB's website, as long as he or she remains unemployed and eligible for benefits. Claim forms should be signed and sent on or after the last day of the claim. This can be done by mail or electronically. The completed claim must be received by an RRB office within 15 days of the end of the claim or the date the claim form was mailed to the claimant or made available online, whichever is later. Claimants must not file both a paper claim and an online claim form for the same period(s).

Only one application needs to be filed during a benefit year, even if a claimant becomes unemployed more than once. However, a claimant must, in such a case, request a claim form from an RRB office within 30 days of the first day for which he or she wants to resume claiming benefits. These claims may then be filed by mail or online.

### **12** How does a person apply for and claim sickness benefits?

An application for sickness benefits can be obtained from railroad labor organizations, railroad employers, any RRB office or the agency's website. An application and a doctor's statement of sickness are required at the beginning of each period of continuing sickness for which benefits are claimed. Claimants should make a special effort to have the doctor's statement of sickness completed promptly since no claims can be paid without it.

The RRB suggests that employees keep an application on hand for use in claiming sickness benefits, and that family members know where the form is kept and how to use it. If an employee becomes unable to work because of sickness or injury, the employee should complete the application and then have his or her doctor complete the statement of sickness. Employees should note that they must indicate on the application whether they are

applying for sickness benefits because they were injured at work or have a work-related illness. They must also indicate whether they have filed or expect to file a lawsuit or claim against a third party for personal injury. If a claimant receives sickness benefits for an injury or illness for which he or she is paid damages, it is important to be aware that the RRB is entitled to reimbursement of either the amount of the benefits paid for the injury or illness, or the net amount of the settlement, after deducting the claimant's gross medical, hospital, and legal expenses, whichever is less.

If the employee is too sick to complete the application, someone else may do so. In such cases, a family member should also complete Form SI-10, "*Statement of Authority to Act for Employee*," which accompanies the statement of sickness.

After completion, the forms should be mailed to the RRB's headquarters in Chicago by the seventh day of the illness or injury for which benefits are claimed. However, applications received after 10 days but within 30 days of the first day for which an employee wishes to claim benefits are generally considered timely filed if there is a good reason for the delay. After the RRB receives the application and statement of sickness and determines eligibility, biweekly claim forms are mailed to the claimant for completion and return to an RRB field office for processing. The RRB also makes claim forms available for completion online by those employees who establish an online account as described in question 11. The claim forms must be received at the RRB within 30 days of the last day of the claim period, or within 30 days of the date the claim form was mailed to the claimant or made available online, whichever is later. Benefits may be lost if an application or claim is filed late.

Claimants are reminded that while claim forms for sickness benefits can be submitted online, applications and statements of sickness must be returned to the RRB by mail.

### **13 Is a claimant's employer notified each time a biweekly claim for unemployment or sickness benefits is filed?**

The Railroad Unemployment Insurance Act requires the RRB to notify the claimant's base-year employer each time a claim for benefits is filed. That employer has the

right to submit information relevant to the claim before the RRB makes an initial determination on the claim. In addition, if a claimant's base-year employer is not his or her current employer, the claimant's current employer is also notified. The RRB must also notify the claimant's base-year employer each time benefits are paid to a claimant. The base-year employer may protest the decision to pay benefits. Such a protest does not prevent the timely payment of benefits. However, a claimant may be required to repay benefits if the employer's protest is ultimately successful.

The RRB also conducts checks with other Federal agencies and all 50 States, as well as the District of Columbia and Puerto Rico, to detect fraudulent benefit claims, and it checks with physicians to verify the accuracy of medical statements supporting sickness benefit claims.

### **14 How long does it take to receive payment?**

Under the RRB's Customer Service Plan, if a claimant filed an application for unemployment or sickness benefits, the RRB will release a claim form or a denial letter within 10 days of receiving his or her application. If a claim for subsequent biweekly unemployment or sickness benefits is filed, the RRB will certify a payment or release a denial letter within 10 days of the date the RRB receives the claim form. If the claimant is entitled to benefits, benefits will generally be paid within one week of that decision.

However, some claims for benefits may take longer to handle than others if they are more complex, or if an RRB office has to get information from other people or organizations. If this happens, claimants may expect an explanation and an estimate of the time required to make a decision.

Claimants who think an RRB office made the wrong decision about their benefits have the right to ask for review and to appeal. They will be notified of these rights each time an unfavorable decision is made on their claims.

Claimants with questions about unemployment or sickness benefits should contact the RRB office by calling toll free at 1-877-772-5772. Field office locations can also be found by visiting [www.rrb.gov](http://www.rrb.gov). ■

# SIGNALMAN'S STORE



**SPALDING TOP FLITE XL® GOLF BALLS** with the BRS logo. \$7.50 for a box of 3 or \$26.25 per dozen.

**LAPEL PIN/TIE TACK** has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

The **BRS MOUSE PAD** features a colorful artistic rendition of the BRS logo. The foam pad is 8½" wide X 7½" high, and has a non-skid backing.

**DECALS** have the BRS searchlight logo and are available in three diameter sizes. The 2" decals have a reflective image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a non-reflective image of the BRS searchlight signal and are the perfect size for windows and bumpers. The 3" inside window decals have a non-reflective image of the BRS searchlight signal and can be placed inside to resist the elements. These pressure-sensitive decals are long lasting and easy to apply.

**KLEIN TOOLS — 8-POCKET TOOL POUCH** is made of double-layered Cordura® Plus. Constructed of puncture-resistant Cordura® Plus with reinforced bottom, heavy-duty, nylon webbing keeps pocket open for easy access to supplies and tools, double nylon-stitched and rivet reinforced for durability, versatile pouches and holders are removable and interchangeable with PowerLine™ padded belt.

**BRS WATCHES** have a gold BRS logo traced on the faces.

**BASEBALL CAPS** have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.

**SIGNAL GRAPHIC T-SHIRTS** are made of quality 100% cotton.

**GOLF SHIRTS** made of a cotton/polyester blend; each has the BRS logo embroidered in red and green on either the shirt front or left sleeve. The white golf shirt has embroidered one-color BRS emblem on front. The gray (laser logo) golf shirt is made from 100% polyester with the BRS logo laser etched on chest.

**CANVAS COAT** made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in black or brown.

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

**WINDSHIRT** made of a medium-weight polyester/cotton blend material, elastic wrist and waistbands. Embroidered two-tone blue BRS emblem. Available in blue only.

**SWEATSHIRT** (blue-hooded) is made of 80% cotton and 20% polyester. Features hood, full zip front, embroidered two-tone blue BRS emblem. **SWEATSHIRT** (black) Tackle twill, tri-tone quarter zip with white BRS lettering on front.

Make check or money order payable to:  
Brotherhood of Railroad Signalmen  
Mail payment and order to:  
Brotherhood of Railroad Signalmen  
917 Shenandoah Shores Road  
Front Royal, VA 22630-6418

UNION-MADE



## ORDER FORM

ITEM	QUANTITY	PRICE	TOTAL
Lapel Pin/Tie Tack		4.75	
BRS Flag (3' x 5')		103.00	
BRS Flag (2'x3')		39.00	
Golf Balls (3)		7.50	
Golf Balls (12)		26.25	
Reflective Decals (2 inch)		.35	
Non-Reflective Decals (4 inch)		.45	
Inside Window Decals (3 inch)		.50	
Coffee Mug		8.50	
Set of 4 Coffee Mugs		31.50	
Pocket Watch		94.50	
Wrist Watch		115.50	
Mantle/Desk Clock		132.00	
8-Pocket Tool Pouch		52.00	
BRS Mousepad		3.25	

### BASEBALL CAPS

Pink		16.00	
Black w/colorlight on brim		18.00	
Black w/BRS lettering on brim		14.00	
White		11.00	
Black		11.00	
Blue		11.00	
Gray		11.00	

### T-SHIRTS

	S	M	L	XL	2X	3X	
Signal Graphic							13.00

### SWEATSHIRTS

	S	M	L	XL	2X	3X	
Blue (hooded)							37.00
Black (quarter zip)							42.00

### GOLF SHIRTS

	S	M	L	XL	2X	3X	
Blue (Logo on sleeve)							37.00
Blue (Logo on front)							37.00
Gray (Laser Logo)							37.00
Beige (Logo on sleeve)							37.00
Beige (Logo on front)							37.00
White							37.00
Wind Shirt							34.00

### JACKETS

	S	M	L	XL	2X	3X	
Blue							63.00

### COATS

	S	M	L	XL	2X	3X	4X	
Black Wool & Leather								175.00
Black Canvas								69.00
Brown Canvas								69.00

Available sizes in un-shaded boxes only

**TOTAL**

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STREET \_\_\_\_\_

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Coffee Mugs are available individually or in a set of 4

Coffee Mug



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



Gray Golf Shirt



Hooded Sweatshirt



Black w/BRS lettering on brim  
Pink w/BRS lettering on brim  
Black w/colorlight on brim

Large  
Selection

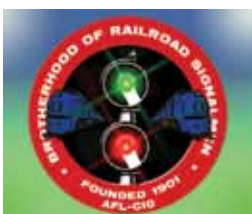


Baseball caps have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.



Tool Pouch

Baseball Caps



Mousepad



Mantle Clock



Pocket Watch



Wrist Watch



Flag

# AFL-CIO NATIONAL BOYCOTTS

## JULY-AUGUST 2013 >>>>>>>>>>



### HOSPITALITY, TRANSPORTATION & TRAVEL

#### SUBMITTED BY UNITE HERE!

- > **GLOBAL**, Hyatt Hotels  
(\*with exceptions, see box, below)
- > **ANCHORAGE, AK**, Hilton; Sheraton
- > **ARLINGTON, VA**, Hilton, Crystal City; Sheraton Crystal City
- > **BALTIMORE**, Sheraton Baltimore
- > **CHICAGO**, Congress Plaza; Westin Chicago Northwest; Wyndham Suites
- > **IRVINE, CA**, Embassy Suites Irvine
- > **LONG BEACH, CA**, Hilton Long Beach;
- > **LOS ANGELES**, Wilshire Plaza
- > **SACRAMENTO**, Arden West, Hilton Sacramento
- > **SAN DIEGO**, Le Meridien
- > **WASHINGTON, D.C.**, Westin City Center

#### SUBMITTED BY United Steelworkers (USW)

- > **PALERMO PIZZA**

### ENTERTAINMENT & RECREATION

#### SUBMITTED BY Communications Workers of America

- > **ECHOSTAR DISHNETWORK**  
Satellite Television Service

#### SUBMITTED BY International Brotherhood of Electrical Workers (IBEW)

- > **SINCLAIR BROADCASTING**  
55 stations in 33 U.S. Markets.  
Go to [www.unionlabel.org](http://www.unionlabel.org) and click "Boycotts" to find the stations in your area

### LEGAL

#### SUBMITTED BY American Federation of State, County & Municipal Employees

- > **GLEASON, DUNN, WALSH & O'SHEA**
- > **HARDIN, LAZARUS AND LEWIS, LLC**
- > **MCDONALD, LAMOND, CANZONERI AND HICKERNELL**

### OTHERS

#### SUBMITTED BY Bakery, Confectionery, Tobacco Workers & Grain Millers International Union

- > **AMERICAN CRYSTAL SUGAR**

#### > R.J. REYNOLDS TOBACCO CO.

Camel (cigarettes, snus, orbs, strips and sticks), Pall Mall, Winston, Salem, Doral, Kool, Misty, Capri. Santa Fe Natural Tobacco Co. is a non-union sister company of RJR producing Santa Fe Natural American Spirit cigarettes

**– The call to 'Boycott Hyatt' – DOES NOT include hotels with current ILWU agreements or those with current UNITE HERE agreements**

**Current ILWU hotels:** Hyatt Regency Maui Resort & Spa and the Grand Hyatt Kauai, which have current collective bargaining agreements with the International Longshore and Warehouse Union.

**Current UNITE HERE! hotels:** Hyatt Hotel (Highway One Monterey); Hyatt Regency Monterey; Hyatt Penn's Landing (Philadelphia); Hyatt Regency Dearborn (Michigan); Hyatt Regency Denver at the Colorado Convention Center; Hyatt Regency Washington on Capitol Hill; Hyatt Regency Atlanta; Hyatt Regency Mission Bay Spa and Marina; Hyatt Regency on King (Toronto); Park Hyatt Toronto; Hyatt Regency Vancouver; Grand Hyatt New York; Hyatt Rosemont; Hyatt Place San Jose; Andaz 5th Avenue; Andaz Wall Street; Hyatt Place Braintree (Mass.); Hyatt Regency Long Beach; Hyatt Pike Long Beach

### 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.)

# MEMBER PHOTOS

## Retired Signalman Wins USPS Competition



**J**ames Shelak of Cape Coral, Florida, has been named as the winner in the U.S. Postal Service's "Extreme Mailbox Makeover" contest, which was held in May 2013. Brother Shelak, a retired Local 57 Signal Foreman for Norfolk Southern Railroad, said he "wanted a mailbox different from everybody else, but something that reflected back to me." Shelak hand-built his contest winning battery operated train mailbox. When the mailbox door is opened the lights flash, bells ring, and a train whistle blows.

Postal customers had the opportunity to "spiff up" their mailboxes and enter the competition. The winner was selected by the Postal Service's Consumer Advisory Council based on creativity and compliance with postal regulations.

Shelak will receive two sheets of First-Class mail customized photo postage stamps. ■

The U.S. Postal Service delivers more mail to more addresses in a larger geographical area than any other post in the world. The Postal Service delivers to more than 150 million homes, businesses and Post Office boxes in every state, city, town and borough in this country. Everyone in the United States and its territories has access to postal products and services and pays the same postage regardless of their location.

## BRS Local 119 Retirement Party

**L**ocal 119 members held a "Steak Cookout" retirement party, with all the trimmings, in honor of two of their recent retirees, Richard D. Harms and David L. Kehm.

During the celebration, Local Chairman Jack D. Scott presented retirement plaques to both men.

Brother Harms was Lead Signal Maintainer on the Lincoln, Nebraska Terminal, with over 39 years of service with BNSF Railway.

Brother Kehm was a Signal Maintainer on the Lincoln, Nebraska Terminal, with over 35 years of service with BNSF Railway.

Photo submitted by fellow Local 119 retiree, Rodney J. Turner. Brother Turner, a former BNSF Signal Maintainer, retired in 2010 after 42 years of service with BNSF Railway. ■



**PICTURED:** (left to right) Richard D. Harms, Jack D. Scott, and David L. Kehm.



# MEETING PHOTOS

## General Chairmen's Meeting

Dawson, PA



★★★★★★★★★★★★  
**BUY AMERICAN**





# MEETING PHOTOS



## Local 226 Meeting Alexandria, MN

**PICTURED:** (left to right) Kim Poole, Grand Lodge Trustee; Leon Scanlon, retired member of Local 226, and W. Dan Pickett, President of the Brotherhood of Railroad Signalmen. President Pickett presented Brother Scanlon with a union-made, BRS mantle clock in celebration of Brother Scanlon's recent retirement.



## Local 188 Meeting Seattle, WA



# MEMBER PHOTOS



## AFL-CIO Lawyers Conference

Pittsburgh,  
Pennsylvania



**JUNE 2, 2013** — BRS General Counsel Bill Phillips meets Senator Elizabeth Warren (D-MA) at the AFL-CIO Lawyers Conference. Bill urged the Senator to seek an up-or-down vote on pending nominations to the National Mediation Board. Senate Republicans have stalled voting on many presidential nominations, including the NMB, other agencies, and federal judgeships. ■

# Labor 411

[www.LALabor411.org](http://www.LALabor411.org)

### WEEKLY UNION PRODUCT LIST: UNION SNACK FOOD

We're watching our waistline, so we prefer Rold Gold pretzels. But let's be honest, we're not immune to the draw of a Pecan Sandie or two. Whether you're craving sweet or salty, there's something on our union-made snack list that will quench your craving.

Barnum Animal Crackers	Lorna Doone
Better Cheddars	Munchos
Cheese Nips	Oreo's
Cheez-It	Pecan Sandies
Chex Mix	Planters Peanuts
Chips Ahoy	Quaker Oats Granola Bars
Chips Deluxe	Rainbow Chips
Cracker Jack	Rice Krispy Treats
Ding Dongs	Rold Gold Pretzels
Fig Newtons	Saltines
Frito-Lay Chips & Snacks	See's Candies
Funyuns	Slim Jim
Honey Maid Graham Crackers	Snyders Of Berlin
Hostess Brands	Soft Batch
Kraft Foods	Stella D'oro
Lay's Potato Chips	Sun Chips





# PHOTO CONTEST

## WINNERS FOR 3rd Quarter 2013



*Members of Local 239 work on a signal upgrade during a rain storm on the Canadian National/Wisconsin Central Railroad, Lomond control point, Mundelein, Illinois.*

*Photo submitted by Local 239 member John F. Friel.*



*Baltimore and Ohio East Region Signal Construction Team, Lansdowne Interlocking, Baltimore Terminal — Lead Signalman Matt Chesshir and Signalman Bill Van Veen align signal heads after renewing the Signal Bridge following a June train derailment in Lansdowne, Maryland. Both are members of Local 31.*

*Photo submitted by Local 31 Chairman and Trustee Nick Freesland.*



*John J. Chloupek, member of Local 119, and BNSF Railway Signal Maintainer, at Lincoln, Nebraska Terminal, performs a monthly power switch adjustment inspection on Switch #142. In the backdrop of the photo lies the Nebraska Capitol, and new University of Nebraska Sports Arena.*

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

### ENTER TO WIN

Submit a photo or photos to:  
**[tme@brs.org](mailto:tme@brs.org)**

If we use your photo in the Signalman's Journal, you will be automatically entered in the yearly Photo Contest.

**PRIZES AWARDED:**  
Three gift certificates to the Signalman's Store valued at \$50-\$100.



# USA AND CARHARTT GO COUNTRY AND YOU CAN GO TOO!

## ENTER TO WIN AN ALL-EXPENSE-PAID TRIP TO "THE 47TH ANNUAL CMA AWARDS"

Carhartt is launching the ONLY line of U.S./Union made camouflage gear in the Realtree Xtra<sup>®</sup> pattern and, to celebrate, they're inviting one USA member and a friend to be VIP guests on an all-expense-paid trip to "The 47th Annual CMA Awards" show in Nashville this fall as the Country Music industry comes together for "Country Music's Biggest Night"<sup>™</sup> LIVE. The grand prize and 2nd place winners will receive a complete set of the new Carhartt camo gear in the Realtree Xtra<sup>®</sup>, and 25 additional members will receive the new Carhartt Camo Active Jac.




**[www.UnionSportsmen.org/carhartt-BRS](http://www.UnionSportsmen.org/carhartt-BRS)**

Promotion available to active USA members. To enter, visit our contest page and complete a simple form for your first entry and learn how to earn additional entries.



TUNE IN

**CMA**<sup>47</sup> AWARDS

NOVEMBER 

[CMAawards.com](http://CMAawards.com)



carhartt