

# THE SIGNALMAN'S JOURNAL

Volume 95 • Number 3

3rd Quarter 2014



JERRY C. BOLES  
Secretary-Treasurer



W. DAN PICKETT  
President

CONVENTION



SPECIAL REPORT





**DO BUY**

# Arts & ENTERTAINMENT

WHenever you go for a summer vacation, your family is likely to enjoy the services of union members—getting you to your destination safely, on time and comfortably; preparing and delivering food; keeping you safe and entertaining you. Check out the **Union Plus** website ([www.unionplus.org](http://www.unionplus.org)). Its travel and entertainment section offers exclusive discounts for union members.

When you take in a live performance, a concert or show, a major sporting event, stay in a comfortable hotel or take a meal in a classy restaurant—more than likely, union members will be part of the experience.

Did you know that the most successful U.S. theme parks are staffed by thousands of union members?

Disney's two major parks, Orlando and Anaheim, employ some 86,000 union members from 18 different unions—including musicians, actors, stage hands, hotel and restaurant personnel from **UNITE HERE**, Teamsters and many more. Likewise, Six World employs thousands of union members who interact with the public as well as others responsible for the care and feeding of the park's famous marine animals. Six Flags parks and Universal Studios Hollywood, among others, are also union-staffed amusement parks.

**AFL-CIO** represents thousands of municipal workers at city and state parks and zoos. U.S. Interior Department workers who staff national parks and monuments are also union-represented—by **NFFE**, an affiliate of the **IAM**. **AFL-CIO** represents many employees who build exhibits, conduct research and maintain the world-famous Smithsonian Institute Museum in Washington, D.C.

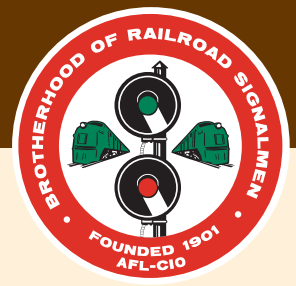
**AFL-CIO**, **UNITE HERE** and the **Service Employees International Union** represent employees working at Major League Baseball stadiums around the country. In addition to stadium workers belonging to a union, your favorite first baseman, pitcher or catcher are represented by the **Major League Baseball Players Association**.



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## 51ST REGULAR CONVENTION

*Brothers and Sisters: The following is the speech I presented at the opening of the Brotherhood of Railroad Signalmen's 51st Regular Convention on July 14, 2014. I know this is longer than my usual Journal article, but the information herein was too important not to share with all the members of our great Brotherhood.*

**G**ood morning, Grand Executive Council, Brothers and Sisters, family, honored guests. As we start this Convention, I ask that you remember why we are here. We will be electing officers and making decisions about our Organization's future, but, this is also a time to fellowship with our Brothers and Sisters from around the country. Gathering here gives us time to reflect on our rich history and look forward to a promising future.

The Brotherhood of Railroad Signalmen (BRS) was formed in 1901 in Altoona, Pennsylvania, by a group of Signalmen who considered themselves skilled workers. With the goal of receiving recognition for their hard work moving rail traffic in a safe and efficient manner and for this skilled work hoped to receive higher wages and a safer work place. Many of the decisions that delegates will make here at this Convention are based on that same premise that was valid when our Organization began and are still valid today.

The right for workers to organize, otherwise known as freedom of assembly, is a fundamental right protected by the United States Constitution. This right has been eroded over many decades, thanks to the increasing influence of rich, anti-union business owners who contribute heavily to political campaigns and then demand and receive

preferential treatment. As a consequence, the diminishing rights of workers and the vast privileges given to millionaires become ingrained features of American society. This, in turn, makes people feel more and more removed from politics, causing long-term damage to democracy.

Unions are an essential part of a democratic society. They are the only mechanism for bargaining for decent wages, better safety, and respectable working hours for employees. Private companies will not provide these basic worker needs on their own because of the cost involved, and I can tell you that this includes

our Nation's Railroads. All that we achieve is because of our solidarity as a union, and you can be certain of one thing: We would not be where we are today without our union. We would not have the compensation package, the benefits, or the recognition as industry leaders with-

***Unions are an essential part of a democratic society. They are the only mechanism for bargaining for decent wages, better safety, and respectable working hours for employees.***



out our officers who came before us and those who are serving us today.

When compared to other labor unions, the BRS is a small organization. But I'll tell you one thing: Don't let our size fool you. Because of our knowledge, involvement, and dedication, when Signalmen speak... people listen. It does not matter whether we are on Capitol Hill or speaking before the Railroad Safety Advisory Committee, Signalmen have earned the respect and attention of Congress, the Federal Railroad Administration, other unions, and the railroad industry.

What sets our Organization apart from others is our officers, reps, and staff being involved in every Signalman's issue. The reasons we are leaders in rail labor are clear. When Secretary-Treasurer Boles began his new position, he had to learn the health care agreements that cover the BRS, whether it was National, Amtrak, or Local agreements. Jerry is already recognized as a leader in the health care arena, and I can also tell you he is the person I discuss BRS issues with almost daily.

Our Vice Presidents are also heavily involved on a daily basis. Floyd Mason worked with his General Chairmen at CSX Transportation (CSX) and Norfolk Southern (NS) in the east so they could achieve Positive Train Control (PTC) agreements. The NS PTC agreement will reduce contracting on the former Southern and the CSX agreement almost assures no contracting on that property while increasing the pay for both CSX and NS members. Floyd hasn't given up on a consolidated agreement for CSX that will give our members better benefits and better representation.

Joe Mattingly handles and assists making agreements on Canadian National, Canadian Pacific, Wheeling & Lake Erie, and other small properties too numerous to name that help our members. Joe never gave up making an agreement for our Siemens' Shop even when our members rejected the first agreement. He and the Siemens Negotiating Committee went back in and achieved an agreement that will have great benefits for our members at Siemens.

Dennis Boston, along with the Amtrak General Chairman, led and involved this Organization in resolving the Amtrak dispute. I guess I should say we will resolve this dispute, and a special thanks to Dave Ingersoll for all your help. Dennis worked with rail labor in getting an agreement on the former Massachusetts Bay Commuter Railroad. Chairing the Coalition for Long Island Rail Road (LIRR), where we have gone to

two Presidential Emergency Boards (PEB), Dennis and I assure the Signal & Communication people on LIRR there will be an agreement, even if they force us to strike. We will last one day longer than Metropolitan Transit Authority and Governor Cuomo. A special thanks to Chris Natale and his group for all of your help during this LIRR dispute.

I want to thank Mark Ciurej for working every day to make the lives for our people on the Union Pacific, Burlington Northern Santa Fe, and Kansas City Southern properties better, and working with the respective committees through some very adverse conditions. The Headquarters Vice President Kelly Haley assists me in my everyday duties. The Arbitration Vice President John Bragg assists me and others in making certain we do a better job with our disputes, no matter if it is major or minor dispute. I could go on and on about our Reps, Staff, and our legal help, but my main intent is to let everyone here know this Organization is involved and **we lead, not just participate.**

Since we last came together as a decision-making body, we finalized the last round of national bargaining with a decision from a PEB. During that round of bargaining, I had the pleasure of representing our Organization not only as BRS President, but also as chair of the bargaining coalition that consisted of many rail labor unions representing many crafts. While we did not get everything we initially set out to accomplish in that round of bargaining, we did come away from the table with a decent wage package, and changes to our healthcare that we opposed, but have had minimal impact on our members.

One of the key elements of that PEB was the requirement for the carriers and the BRS to perform a joint study to determine the facts related to the level of responsibility of signal employees. This craft-specific requirement in the PEB recommendation resulted from the BRS submission presented at the PEB requesting a higher rate of pay for signalmen who perform maintenance and regulatory testing on signal systems. This request for higher pay for maintenance employees was initiated based on our survey that we send out before each round of national bargaining.

The responsibility study group is made up of members from both the railroad management ranks and your BRS leadership. As part of this fact-finding mission, we have visited different areas across the railroad, and are still scheduling more visits into the future. I can tell you that these visits have confirmed what we have been asserting all along, that signal employees have more responsibility

than ever before, and it is time that their wages reflect that responsibility!

We will be entering the next round of national bargaining at the end of this year. As I stated, we send out a survey to the membership to determine what the most important issues are. I am disappointed that out of a little over 8,200 surveys sent to members working for railroads in national bargaining, there was only about 30 percent participation. We must encourage our members to be involved in our future.

We have also been involved in collective bargaining with Amtrak and all of commuter lines since we last met. Negotiations with Amtrak and commuter railroads are often very different compared to freight railroads, and based on the current developments with high speed rail and the transportation issues that plague our country each and every day, they can be very complicated as well.

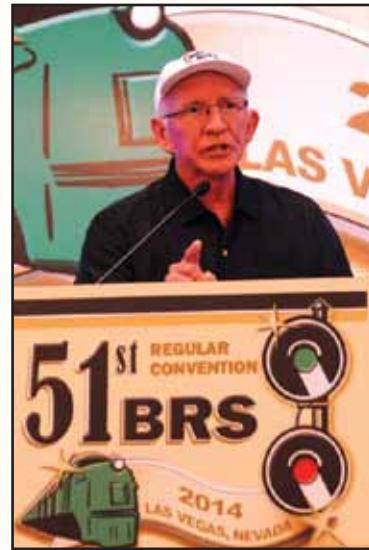
The State of California continues to move forward with its plans for high speed rail, despite great opposition. Governor Jerry Brown should be applauded for his continued efforts in thinking outside the box when it comes to funding for high speed rail. Lines in states such as Michigan and Illinois are now running Amtrak service at 110 mph. And the speeds on the Northeast Corridor continue to gradually increase. Without the hard work, determination, and high skill level of our brothers and sisters working on these railroads, the ability to install and maintain the advanced systems required to operate trains at these speeds would not be a reality! Our brothers and sisters working on Amtrak and commuter lines in these areas should be applauded for their knowledge and skills in taking on this challenge.

We must be prepared, however, to deal with some issues that have recently reared their ugly head in the area of passenger rail transportation. For example, in the State of Florida, a line sale of a piece of freight railroad to



Florida State Department of Transportation and the ensuing attack to remove railroad workers including BRS Signalmen has been a constant battle. Doing away with

Signalmen on this particular line was unacceptable to the BRS. I am proud to tell you the BRS did not back down and today Signalmen on Sunrail in Florida are the only represented group there, and our signal people are covered by the Rail Laws and that includes the Railroad Retirement Act. I want to add a special thanks to the Florida AFL-CIO President Mike Williams, Lori Weems, the lobbyist we hired to help us, Richard Edelman, the



attorney that helped guide us through all of this and continues to work with us daily in an effort to correct this for all rail workers. But most of all, our deepest thanks to our BRS Representatives that never gave up, people like Floyd Mason, Leonard Parker, and especially Gus Demott and John Gaige. The BRS is representing those people because

we care about railroad work staying railroad work.

Don't get me wrong, I strongly believe in building commuter rail transportation opportunities in every state as an alternative to highway congestion, crowded air travel, and over-costly highway building and repairs. But, when a quirk in a federal law allows the Surface Transportation Board (STB) to make a ruling that does not allow rail workers to stay rail workers, the BRS will fight every one of these cases until we get the language corrected. We **must** approach these fights head-on and that is what we will do.

We CANNOT afford to sit on the sidelines and watch what unfolds. We CANNOT afford to let others shape our future. We have got to be involved, and I encourage our locals to join their respective State AFL-CIO Federations. It is their involvement with state governments that can be our only means in fighting these issues. Encourage your locals to join the state federations, because the job you save may very well be your own.

The safety of America's railroads has been put under a microscope due to some recent accidents that have occurred involving both freight and passenger railroads. This in-depth look at rail safety is mostly a result of media coverage and outrage from the traveling public, who previously did not realize the sometimes dangerous

nature of the railroad and the possibilities of such catastrophic accidents. This has forced the Federal Railroad Administration to look at many areas of safety in the railroad industry.

Safety has always been a major concern for the BRS and its members, since its inception back in 1901. While the last four years have overall been good for BRS members, the hazardous environment we work in has become much too real for all of us. While none of our BRS brothers and sisters have lost their lives in roadway worker incidents, we did lose two of our BRS brothers to accidents not related to roadway worker fatalities since we last met. Each of us must do everything we can to prevent serious injuries and fatalities to our brothers and sisters. As BRS President, one of my greatest challenges and responsibilities is reminding our members of the hazardous and sometimes dangerous environment we work in every day.

This is why we continue to be involved in the Rail Safety Advisory Committee (RSAC). As a voting member of RSAC, I can assure you that the BRS has been, and will continue to be, fully engaged in the safety process of reviewing existing regulations and writing new ones that are undertaken by the RSAC. Since the passage of the Rail Safety Improvement Act of 2008, there have been many safety measures taken by Congress that have been addressed and closed with a final outcome. However, there is still much work to be done in completing what Congress has written into law.

RSAC is not the only venue through which the BRS has to stay on top of safety. There is a constant battle on Capitol Hill to ensure our elected leaders do not introduce bills that have the potential of hurting safety by taking steps backward in areas that may have taken years to establish in the first place. We are also continually working with other rail labor unions to push through new rail safety legislation that would not only provide a safer work environment for our members, but would also work towards protecting our jobs well into the future.

Many of you are not new to the term Positive Train Control (PTC). The National Transportation Safety Board has been asking that PTC be installed for many years, and that request finally came into existence with the passage of the Rail Safety Act in 2008. We owe a deep thanks to Chairman James Oberstar, who was a friend of all rail labor but was especially good for Signalmen. Chairman Oberstar recently passed on, but his leadership and friendship will truly be missed.

PTC has created much work for our craft, which in turn has given us the highest membership levels in the his-

tory of the BRS. This has been the largest installation of a signal system in the history of the rail industry. And the BRS and its members have been, and we will continue to be, at the forefront of this major

undertaking! I continue to believe that the safety benefits of PTC far outweigh the cost, especially when you cannot place a cost on human life! We will continue to push for the installation of PTC in a timely manner and insist that railroads not be given a blanket extension on the installation of these important safety-critical systems!

Over the past four years, and throughout my tenure as President of this great organization, I have always made it a point to attend as many General Committee and Local Lodge meetings as my schedule will allow. I am a Signaller at heart, and I find nothing more rewarding than spending time with and talking to my Brothers and Sisters in the BRS. This interaction allows me to stay connected to the issues we face today as Signalmen in the field, whether it is on a freight railroad, Amtrak, or a commuter railroad. You see, the future of this great Organization relies on the participation of its members at every level. Local Lodge meetings are the grass roots of our Organization and the labor movement as a whole. Everyone should be involved in the meetings of their respective Local Lodges. If each member becomes involved at every level possible, then it will significantly strengthen our Organization from within and give us an even stronger voice.

Many of you are old hands at being involved in the day-to-day functions of your Local, however, there are many new faces arriving on the railroads each day. I would ask, as seasoned union supporters, that you take these new members under your wing and let them know the importance of what our organization means to its members and the working class of America. The union movement has just as much purpose in today's society as it did in 1901 in Altoona, Pennsylvania. Our membership is the back-



bone of our Organization and without quality leadership from people like you and I, who are willing to share what we have learned over our careers as Signalmen and BRS officers, that backbone will become weak.

This is a very important week for the Brotherhood of Railroad Signalmen. We are gathered here to choose our Grand Lodge officers and determine our goals for the future of this Organization. As delegates representing Local Lodges and General Committees from all across the United States, it is up to you to help guide this Organization through the challenges that lie ahead. We will build on the foundation left by those that preceded us and lay out our own groundwork for those who take our place. Our predecessors understood that success is measured not by what they achieved for themselves, but what they have left for those that follow. We have an obligation to ensure that the decisions we make this week are not for our benefit as individuals, but are for the benefit of all our Brothers and Sisters today, tomorrow, and well into the future.

It is tempting to look back at our accomplishments and assume that our continued success is simply destiny or fate. But I can assure you that our success can only be attributed to hard work and a lot of determination. We

must continue the tradition of placing the betterment of the Brotherhood above all else. Working together, I am confident that we will do just that.

Brothers and Sisters, I look forward to working with you in accomplishing everything that we have before us this week. We will be successful by remembering the efforts of our past leaders, by continuing to advance a pro-worker agenda, and most importantly by keeping unity within our ranks as we tackle and overcome the challenges that lie ahead. I believe that the action of the delegates at this convention will enable our organization to not only survive but thrive through the coming years, and I welcome you to the 51st Regular Convention of the Brotherhood of Railroad Signalmen. Thank you.

In Solidarity,

*W. Dan Pickett*

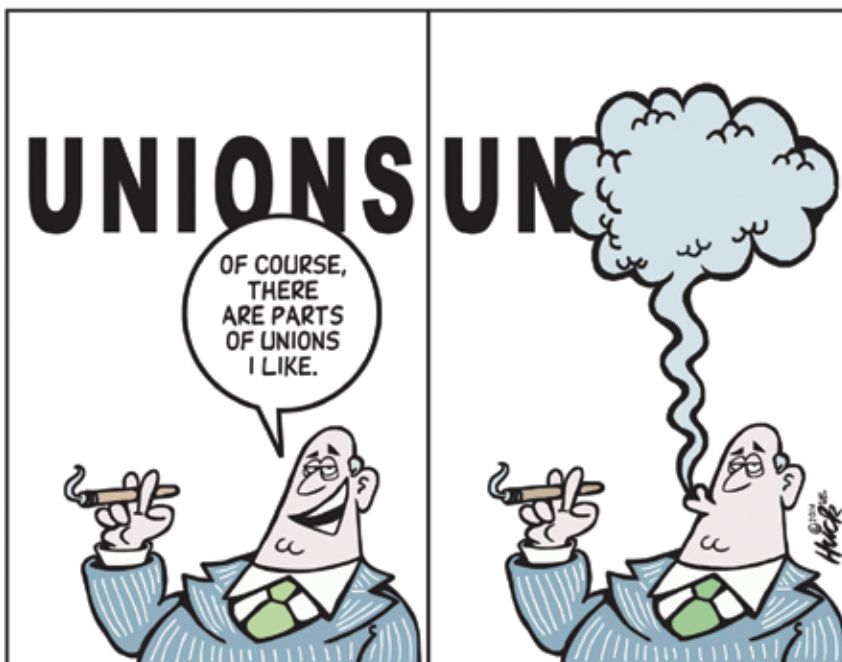
W. Dan Pickett  
*BRS President*



# Local 56 Members Ratify New Contract

**F**ollowing four years of negotiations and two Presidential Emergency Boards, the BRS-represented employees on the Long Island Rail Road agreed to a 6-1/2 year agreement. The agreement comes only three days before the Signalmen, along with its coalition partners, would have had the opportunity to strike. Local 56 members overwhelmingly ratified the new contract.

General Chairman Chris Natale stated, *"We are blue collar guys who deserve a fair contract. The solidarity and resolve of my union Brothers and Sisters enabled us to hold out for a fair agreement; I thank them for hanging tough and sticking it out."* ■



## DID YOU KNOW?

### Title 49: Transportation

§ 236.312 MOVABLE  
BRIDGE, INTERLOCKING  
OF SIGNAL APPLIANCES  
WITH BRIDGE DEVICES

When movable bridge is protected by interlocking the signal appliances shall be so interlocked with bridge devices that before a signal governing movements over the bridge can display an aspect to proceed the bridge must be locked and the track alined, with the bridge locking members within one inch of their proper positions and with the track rail on the movable span within three-eighths inch of correct surface and alinement with rail seating device on bridge abutment or fixed span. Emergency bypass switches and devices shall be locked or sealed. ■



## A Special Report to BRS Members



*The Brotherhood of Railroad Signalmen held its 51st Regular Convention the week of July 14, 2014, in Las Vegas, Nevada. More than 270 delegates attended the Convention — the union's highest policy-making body — representing their members on various matters brought before the delegates.*

### CONVENTION DAY 1

President Pickett welcomed AFL-CIO President Richard Trumka, and related some of the events during that historical era of the late 1980s when the United Mine Workers were embroiled in its strike against Pittston Coal Company. President Pickett recalled the unprecedented power and show of solidarity during that strike and the impact it had on future generations of not only mine workers, but all workers. Since then, Brother Trumka has proven to be a true friend of not only Rail Labor but all working men and women.

#### Guest Speaker Richard Trumka PRESIDENT, AFL-CIO



Brother Trumka thanked President Pickett for his commitment to solidarity — 25 years ago during the strike until today. “*When the fight heats up, it feels good to have Dan and the BRS standing next to me.*” He also applauded the BRS for making safety a national priority.

The central point of his message was the impor-

tance of building the union movement, adding new members, and enabling workers to achieve a better standard of living. “*When America needs defending, workers and their children are the ones who go out and fight for it,*” he said, not political parties, not politicians, and not CEOs.

Political action is going to be a top priority this year, and that means getting people — members, non-members, friends and neighbors — to the polls this year. Another goal for America is



W. DAN PICKETT  
President



JERRY C. BOLES  
Secretary-Treasurer

to build and upgrade our infrastructure, which is sorely lacking compared to other countries. Such projects would in turn spur American manufacturing and make our country more competitive in areas such as roads, bridges, our ports, as well as rail transportation.

A third priority is to end “*politics of cruelty*” that keep our minimum wage so low that hardworking people are still buried in debt and can’t get ahead. “*We must give America back to the people who built it,*” he said, and stop the huge wealth gap in our country. The fate of future generations is at stake.

Trumka closed by reminding everyone of a quote by the late renowned poet Maya Angelou who wrote “*Still I Rise,*” which carried a powerful message of how every job has value and dignity, and that we must all stand in solidarity, no matter what.



## President’s Address

Secretary-Treasurer Jerry Boles addressed the Convention and described his union values, stressing the importance of sacrifice and solidarity in the labor movement. Brother Boles then introduced President W. Dan Pickett, the permanent Chair of the Convention, whose career as a union leader spans 35 years. His work in coalition-building in Washington has helped expand the power and voice of signalmen during his tenure.

President Pickett thanked the delegates for their attendance and reminded them that Conventions are not just about electing officers and mapping out the future; they

also provide an opportunity of fellowship with Brothers and Sisters from around the Country and reflect on the proud 113-year history of the BRS.

## BIG NEWS FOR UNION MEMBERS



EARN UNLIMITED

**1.5% CASH  
REWARDS**

ON EVERY PURCHASE

### INTRODUCING THE NEW AND IMPROVED BRS CREDIT CARDS

The BRS Rewards Card is one of the 40 Union Plus benefits designed to meet the needs of hard-working union members. Cardholders can earn unlimited, no-hassle 1.5% cash rewards and after just 3 months as a cardholder you may be eligible for unique assistance in times of need. This card comes with:

- ✓ Improved assistance benefits for eligible cardholders, including job loss, strike, disability and hospital grants
- ✓ 24/7 U.S.-based customer service
- ✓ Low intro APR for 12 months
- ✓ Competitive rates
- ✓ \$0 fraud liability if your card is lost or stolen

Get the full details at [UnionPlus.org/New](http://UnionPlus.org/New)  
or call 1-800-522-4000

Another card option is available. Credit approval required. Terms & Conditions apply.

The delegates who formed the BRS in 1901 with the goal of being recognized for their hard work, in ensuring that rail traffic moved in a safe and efficient manner, and in return they would achieve higher wages and a safer workplace, valid goals that were the same today. But the rights of workers had begun to erode over many decades, due to increasing influence of rich anti-union business owners seeking preferential treatment from politicians.

Over the years, the vast privileges given to the rich were now features of American society and made workers feel more and more removed from politics, leading to long-term damage to democracy.

That's where the role of unions came in. They were the only mechanism for bargaining for decent wages and hours, and better safety on the job. Companies would not provide those basic worker needs on their own.

Though the BRS may be small in numbers, the knowledge, involvement and dedication of its officers and members make people on Capitol Hill and the Railroad Safety Advisory Committee listen. Signalmen have earned the respect of Congress, the FRA, other unions and the entire railroad industry.



For instance, Jerry Boles is recognized as a leader in the health care arena. BRS Vice Presidents are involved on a daily basis. Each agreement with every railroad across the country has been designed to give members better benefits and representation. In



fact, each and every Vice President, Rep, and staff member of the BRS plays a critical role in making sure disputes are settled quickly and fairly. In all aspects of the organization, *"we lead, not just participate,"* Pickett said. President Pickett also referenced the dispute on the LIRR and stated *"We will last one day longer than MTA and Governor Cuomo."*

Since the last Convention, the last round of national bargaining was finalized with a decision from the PEB, and the BRS came away from the table with a decent wage package, and changes in healthcare benefits, which we opposed. The next round of national bargaining will begin at the end of this year.

However, more participation from members is needed and we must encourage them to be involved in their own future. And that future includes planning for high speed rail in several states, including California, Michigan, and Illinois. These advanced systems require hard work and a high level of skill to install and maintain. *"Our brothers and sisters working on Amtrak and other commuter lines should be applauded for their knowledge and skills with regard to this challenge,"* Pickett said.

Unfortunately, in the area of passenger rail, other issues have emerged. In Florida, the sale of a piece of freight railroad to the Department of Transportation brought about an attempt to remove railroad workers, including Signalmen. However, Pickett was proud to announce that the BRS did not back down and today BRS workers on Sunrail are the only represented group and would be covered by Railroad Laws, including the Railroad Retirement Act.

Pickett issued a special thanks to the Florida AFL-CIO President Mike Williams, lobbyist Lori Weems, and attorney Richard Edelman for their help in guiding the BRS through that process, as well as Vice President Floyd Mason, Leonard Parker, John Gaige, and Gus Demott for their tenacity in seeing the process through.

On a more troubling note, recent accidents have put America's freight and passenger railroads under a microscope. These events again put the spotlight on safety. And while the last four years had been safe for BRS members overall, the hazardous work environment in which everyone works is an issue. Pickett urged every member to do everything they could to prevent injuries to their brothers and sisters. Safety is always the number one priority.

*"The future of this great organization relies on the participation of its members at every level,"* Pickett said, as he encouraged members to attend Local Lodge meetings and get involved with local issues. He asked that long-time union members reach out to the many new faces arriving on the railroads every day. These members were looking for quality leadership and the BRS should be there to foster new members.

He closed his remarks by urging everyone to continue the tradition of placing the betterment of BRS members above all else and always advance a pro-worker agenda within the rank-and-file.



CONGRESSMAN  
Steven Horsford (D-NV)



CONGRESSMAN  
Nick Rahall (D-WV)

## Greetings

Video greetings from Nevada Congressmen Steven Horsford and Nick Rahall of West Virginia were also shown, and several letters of congratulation were announced.

## Remarks by Walt Barrows LABOR MEMBER, Railroad Retirement Board

Former BRS Secretary-Treasurer Walt Barrows was



appointed to the RRB by President Obama in 2011 upon the retirement of Butch Speakman. Walt's extensive career within the Signal Department made him uniquely qualified for the job, especially since the BRS had been a leader in protecting and improving Railroad Retirement for more than 50 years.

These efforts included lowering the retirement age, improved survivor benefits and placing the trust fund in the best financial position ever.

The BRS has long been a guardian of railroad retirement. In 2001, many signalmen went to Washington to lobby for improvements. However, *"now is not the time to let our guard down,"* he added. Defined benefit pension plans are again under attack all across America, and workers are losing the battle.

Since 1985, over 80,000 pension plans in America have been ended by employers. Pensions are disappearing quickly, leaving many Americans with no sense of security or dignity. They are being replaced by tax-deferred 401(k) plans and other less desirable substitutes. All industries are being affected, including manufacturing, steel, airlines, and the auto industry.

After a lifetime of work, *"Don't let anybody deny that you earned every penny of your retirement,"* Barrows said. Politicians regard retirement plans as some kind of overly generous gift to workers. These benefits are hard-won and political leaders need to be reminded of that — reminded of the work, the sacrifice, and the sweat that earns retirement dollars for the workers.

During the '70s and early '80s, railroad retirement faced major funding crises brought on by high inflation and a rapidly shrinking workforce. Between 1981 and 1983, employment in the industry declined by 24 percent. By 1983, the fund was down to four months of reserves. The Reagan administration called for the end of railroad retirement and the rail industry called to privatize it.

However, Signalmen and a strong united labor movement saved the retirement system. It now manages \$27 billion in assets and has transferred over \$14 billion to the RRB for the payment of benefits.

Barrows related the history of the pension system since the 19th century, through the Great Depression, and even survived Supreme Court challenges. Since the mid 1930s, improvements have come about, such as spousal and survivor benefits, and disability benefits. He gave examples of workers' benefits who can now retire at age 60 with 30 years of service. The amount of benefits accrued is impressive. Now the challenge is to educate new generations of workers who have little or no knowledge of the value that labor unions can have to them as they face dwindling retirement assets saved up on their own.

Barrows described some of the proposed changes being talked about in Washington for Medicare and Social Security, such as increasing the minimum retirement age, as well as Medicare effective dates.

President Pickett thanked Brother Barrows for his hard work, and commented that the BRS leadership was in the forefront of saving RRB benefits which were second to none in the country.

## CONVENTION DAY 2



### Ed Wytkind, President, AFL-CIO TRANSPORTATION TRADES DEPARTMENT

Ed Wytkind, who oversees TTD's legislative, public policy and regulatory programs, thanked the BRS for its ongoing support on issues affecting all transportation unions, and Dan Pickett especially for his "dogged advocacy" on safety and security issues.

The TTD now has over 30 international union affiliates. Social media is the new way to connect with all of them



Secretary-Treasurer Jerry Boles, RRB Labor Member Walt Barrows, President Dan Pickett

with real-time updates. This is important so that the word can get out about politicians who would like nothing better than to see unions weakened.

A lot of TTD's work has paid off over the last few years, but there is still \$3 trillion in unmet investment needs in transportation, such as decades-old equipment, the need for high speed trains, and the dredging of ports which sends shippers to other more accommodating countries. Also, over 60,000 bridges in America are structurally unsound. Brother Wytkind noted that if such construction projects could get off the ground, it would boost job creation.

Brother Wytkind pointed out that challenges remain intense. Some lawmakers seek to kill Amtrak with bankruptcy budgets and reckless privatization mandates. The right-wing attacks here in America have stopped investing in transportation, while China is trying to bring 300 mph trains online. Also, our 1950s era air traffic control system and airports cannot handle the ever-growing number of travelers in the U.S.

Yet in Washington, it's as though none of these problems exist. No urgency. No action. Just endless political games which end up helping deep-pocketed extremists.

A lot has changed over the last four years, but some things have not. Efforts by companies to crush unions continue. The Highway Trust Fund is facing insolvency

and could soon run out of money as our federal gas tax mechanism has been frozen since the early '90s.

Also, with a Congress filled with lawmakers who don't understand that a powerful civilized economy needs a mature passenger rail system, the future of Amtrak is again at issue. Congress keeps insisting that passenger rail should be given over to the private sector. In fact, we are now faced with a rewrite of the Amtrak law, known as PRIIA. Some in Congress want to slash Amtrak funding to zero. Some want to break it up and give it to private investors, mostly foreign. *"We must mobilize against the extremists that would kill-off or sell-off Amtrak,"* Wytkind said.

Besides passenger rail, we are also fighting to maintain and expand the freight rail industry. This means stopping the railroad executives that want to tamper with federal Hours of Service rules, tactics that could jeopardize safety. Cutting corners on safety is dangerous and irresponsible. One need only to recall the tragedy in Lac-Mégantic where 47 people died and an entire town was destroyed because of such policies.

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***"We must mobilize against the extremists that would kill-off or sell-off Amtrak."***

ED WYTKIND, PRESIDENT TTD

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Another area that needed attention was the ongoing fight to kill the Railroad Retirement system that the BRS and all of rail labor had upheld for 100 years. And it wasn't just the railroads. Other public sector workers are at risk, such as teachers in Wisconsin, Florida, and Ohio.

These vicious attacks are designed to destroy unions as one of the last remaining forces of justice and fairness for workers. No wonder the nation is facing a declining rate of unionization in America. At only 7 percent of public sector workers, America is experiencing the lowest rate of unionization found among the world's 21 richest nations. *"That cannot happen, Brothers and Sisters,"* he said.

In closing, Wytkind repeated his belief that there is only one winning formula for workers. *"We need to organize more, partner more with our allies, strengthen our foundation with activism on the ground by calling out politicians and demanding that this crisis end. The list of challenges is long, so let's get down to work."*



## United Healthcare Explains FSAs

Secretary-Treasurer Boles introduced Ken Krampitz and Charlene Payne who explained that open enrollment for Flex-Spending Accounts (FSA) would begin in October. The goal is to enroll at least 7.5% of workers in order to keep the plan.

Both speakers explained some lesser-known benefits of the plan, such as reimbursement for out-of-pocket expenses, prescriptions, etc. There is also a grace period of 30 days beyond December 31st in some cases to as late as March 31st. In addition, claims can be submitted online. FSAs are a tax-free benefit available to all BRS members. They encourage anyone who wants more information to call (888)298-9754.

## Announcements

President Pickett announced that BRS member Ken Collins, 38 years old, of the UP General Committee in Louisiana lost a leg in a work-related accident. He asked that the delegates keep him in their prayers.

In other news, he had been advised that Staples and UPS had moved all temporary post office kiosks out of their facilities. This is good news for USPS workers. He recognized Vice President Mark Ciurej for his hard work on that campaign.

## Committee Reports

Les Miller, delegate-at-large (United General Committee), Chair of the Rules Committee, reported that the word *"International"* in Rule No. 2 and No. 21 was removed from the words *"International President"* and *"International Secretary-Treasurer"* per instructions by the delegates at the Convention in 2010. The report was accepted as presented.



## Committee Reports — Committee on Laws

*The Committee on Laws chaired by Grand Lodge Trustee Mike Owens, put forth the following Amendments recommended by the Committee:*

- **Adopt Resolution A**, a proposal to amend Article III, Section 12, of the Constitution to provide that a Vice General Chairman's position and a General Secretary-Treasurer's position can be combined if provided in the General Committee Bylaws. **Adopted.**
- **Adopt Resolution B**, a proposal to amend Article I, Section 179, of the Constitution by adding a new paragraph regarding the collection of dues by members who have changed the location or other conditions of employment. **Adopted.**
- **Adopt Resolution C** which would add a new paragraph requiring that in order to be in good standing, persons working under a Committee's Agreement apply for membership and pay applicable dues and fees. **Adopted.**

*The Chair then turned to Recommendations by the Laws Committee:*

- **No. 1** — A clarifying technical amendment to Article I, Section 63. **Adopted.**
- **No. 2** — Another technical amendment to Article I, Section 64, regarding review of disputes, was recommended in order to remove possible ambiguity and add clarity to the intent of the Article. **Adopted.**
- **No. 3** — Delete Article I, Sections 119 & 120, which were no longer relevant or in practice. **Adopted.**
- **No. 4** — Amend Article II, Elections, Section 16, by incorporating the portion designated as "NOTE" into the main body of the Article. **Adopted.**
- **No. 5** — Amend Article II, Section 61, requiring written notification of local union meetings. **Adopted.**
- **No. 6** — Amend Article II, Section 38 & Article III, Section 20, regarding handling funds of the General Committee by adding the words "*other than a General Committee Trustee, designated by the General Committee*" to subsections (b) and (c). **Adopted.**

## Letters of Intent

*Letters were received at BRS headquarters from the following indicating their intent to run for office:*

- President \_\_\_\_\_ W. Dan Pickett
- Secretary-Treasurer \_\_\_\_\_ Jerry Boles
- VP East \_\_\_\_\_ Floyd E. Mason
- VP Headquarters \_\_\_\_\_ Kelly Haley
- VP Midwest \_\_\_\_\_ Joe Mattingly
- VP Commuter, Passenger, Transit & Political Director \_\_\_\_\_ Dennis Boston
- VP West \_\_\_\_\_ Mark Ciurej
- VP NRAB \_\_\_\_\_ John Bragg
- Grand Lodge Trustee \_\_\_\_\_ Mike Owens
- Grand Lodge Trustee \_\_\_\_\_ Gus Demott
- Grand Lodge Trustee \_\_\_\_\_ Bill L. Duncan



## CONVENTION DAY 3



President Dan Pickett and retired Vice President Witt Harwell.

Before proceeding with the nomination process, Pickett wanted to clarify an announcement made on Tuesday regarding Staples. Though Staples was withdrawing current USPS kiosks, the company was planning to bid on the work later this year. *"We will be vigilant and see what happens in that regard for the remainder of the year,"* he said.

The first order of business was the election of BRS President. Retired Vice President Witt Harwell assumed the Chair for purposes of conducting the nominations. Kurt Mullins, General Chairman, elective delegate-at-large (Norfolk Southern), placed the name of current President W. Dan Pickett in nomination. A Vietnam veteran with almost 50 years in the railroad industry, Pickett is a passionate advocate for the union and has served the BRS well for many years. He has the respect of his peers and works tirelessly for all members.

The nomination was seconded by delegate Mike Efaw, Local 31, as well as many other delegates. There being no further nominations, **Dan Pickett** was elected by accla-



mation for another four-year term. He was very proud to be a six-term President, a milestone for the BRS. He thanked his wife and daughters for all of their support. He also thanked the officers, saying, *"This is not a*



*one-man show."* He was extremely proud of the hard work done by the Executive Council, Reps, and Staff, as well as the dedicated retirees in the union.

The floor was then open for nominations for the office of Secretary-Treasurer. Greg Vincent, Local 67, placed the name of **Jerry C. Boles** in nomination, which was seconded by Dave Noland, Local 161. There being no further nominations, Jerry Boles was elected by acclamation. Brother Boles thanked his family and the delegates for their support.



Nominations were then open for the office of Vice President — Headquarters. Mike Efaw, Local 31, nominated Kelly Haley, which was seconded by Mike Foster, Local 42, and Donnie Tamplen, Local 121. There being no other nominations, **Kelly A. Haley** was elected by acclamation. He said he was humbled by the words of praise by his peers, but it was *"the work of everyone as a team that makes us strong."*



The next office to be decided was that of Vice President — National Railroad Adjustment Board, a position currently held by John Bragg. Keith Richmond, Local 89, placed Bragg's name in nomination, which was seconded by Mike Efaw, Aaron Carter, Steve Higgins, and Gary Craig. There being no further nominations, **John D. Bragg** was elected by acclamation. A fourth-generation union member, Bragg said there was no greater honor than being elected to office by one's peers.



The next office to be filled was Vice President — West, a position currently held by Mark Ciurej, a former Local Chairman, BNSF General Committee member, NTSB investigator and a member of the AFL-CIO Veterans Council. Troy McBroom, Local 185, nominated Ciurej for another

term, seconded by Michael Vincent, Aaron Carter, Eldon Luttrell, and others. There being no further nominations, **Mark Ciurej** was elected as Vice President — West.

The next office to be decided was for Vice President — Commuter, Passenger, Transit/ Political Director. Jon Young, Local 56, placed the name of Dennis Boston into nomination. Seconding the nomination was Kevin Lavin, Jason Worcester, Terry Maher, Ryan Roberts, and Bill Kirkpatrick.

There being no other nominations, **Dennis Boston** was elected by acclamation. Boston thanked his wife and family, and also wanted to thank the delegates, especially the younger delegates in attendance, for all their hard work.

Nominations were then open for the office of Vice President — East, currently held by Floyd Mason. delegate Eldon Luttrell placed Mason's name in nomination, citing his stellar career which spanned four decades. Besides being an outstanding officer and rep, Mason had an impressive academic background, including being a graduate of the National Labor College and now working towards a Master's degree at Harvard. His nomination was seconded by Mike Efaw, Local 31, Jason Harkleroad, Local 2, Kurt Mullins, elective delegate-at-large — Norfolk Southern, and several other delegates. There being no other nominations, **Floyd E. Mason** was elected by acclamation. He thanked his nominators and his wife Sandy for her patience and for her presence in the hall.



Vice President — Midwest was the next office to be filled. delegate Butch Hillila, Local 239, placed the name of Joe Mattingly in nomination. delegate Gary Maxwell, Local 132, seconded the nomination along with eight other delegates. There being no other nominations, **Joe Mattingly** was elected by acclamation. He thanked his nominator and seconders, and also the entire Grand Executive Council.



The final offices to be filled were for the three Grand Lodge Trustees, beginning with the Trustees Chair, a position currently held by Mike Owens. Owens' name was placed in nomination by Kevin Lavin, Local 183, who reminded the delegates of Owens' service as a combat veteran during the Vietnam War. He also held a Bachelor's Degree from Missouri State and a current FCC license. The nomination was seconded by Alex Burgos, Bob Shanahan, Jim Hansen, Bill Kirkpatrick, and Jerry Moore. There being no other nominations, **Mike Owens** was elected by acclamation. Owens thanked the delegates for honoring him with another term as Grand Lodge Trustee. He also thanked his wife Linda for her life-long support.



Grand Lodge Trustees L-R: William L Duncan, Mike Owens, and R.G. "Gus" DeMott

Nominations were then open for the office of Secretary of the Grand Board of Trustees, a position currently held by Gus DeMott. delegate John Gaige, Local 16, placed DeMott's name in nomination, which was seconded by Eldon Luttrell, Bill Yates, and Mike Efaw. There being no other nominations, **R.G. "Gus" DeMott** was elected by acclamation. He stated he was very proud of his 38 years on the railroad. DeMott thanked Brother Gaige and his other nominators. He also thanked his wife and three daughters for their dedication and understanding throughout his years with the railroad.

Nominations were then open for the final office of Trustee, a position currently held by Bill Duncan. Doug Vanderjagt placed Duncan's name in nomination, seconded by Joe Clark, Mike Schmidt, Bill Tackett, and several others. There being no further names put forth, nominations were closed and **William L. Duncan** was elected by acclamation. He thanked his wife Kathi his predecessor Kim Poole, and also Eldon Luttrell, who is planning to retire. He pledged to keep the training and safety in the forefront of his efforts.

With the election process at a close, President Pickett commented that this was the first year in his memory that the entire Executive Council and Board of Trustees were elected by acclamation. He again thanked the families of not only the officers but all BRS members for their support, and the delegates arose and applauded, thanking the families with a standing ovation.

The final order of business was the Site Selection process for the next BRS Convention in 2014. In accordance with the Constitution, seven cities were researched, which were then placed on the ballot for the delegates' consideration. They included Boston, Las Vegas, New York, Portland, San Diego, San Francisco, and Seattle. After several rounds of voting, the City of Boston received 163 votes and was named as the next convention site.

## CONVENTION DAY 4

The Convention reconvened at 9:00 a.m., President Pickett presiding. The delegates arose and applauded as Pickett announced that a tentative agreement had been reached with the Long Island Rail Road.

### Robert Scardelletti, President Transportation Communications Union

The guest speaker, Bob Scardelletti, President of the TCU and Chairman of the Cooperating Railway Labor



Organizations (CRLO), congratulated the BRS on Wednesday's re-election of its entire slate of officers. He spoke about the ongoing cooperation within the group that works for the mutual benefit of all rail workers covered by the National Health

& Welfare Plan. The plan covers over 151,000 railroad employees plus their dependents. The CRLO constantly monitors all legislation concerning healthcare which may affect the members covered by the plan. He thanked Leonard Parker for his work on Capitol Hill every single day protecting workers.

Health insurance coverage is one of the most important benefits an individual can have. A serious illness can easily bankrupt the average worker. For railroad workers, these benefits did not come easily and they did not come overnight. They are a product of years of collective bargaining. To date, the premium cost to the freight railroads is over \$2.1 billion per year. The carriers pay monthly premiums totaling \$1,364 per member, while employee contributions are around \$198.

*"We have the best plan in the country,"* President Scardelletti said, and also applauded Walt Barrows for his appointment to the RRB by President Obama and confirmation by the U.S. Senate. He also said that Dan Pickett was one of the most effective protectors of Railroad pensions, another negotiated benefit enacted into law. The changes made in 2001 resulted in perhaps the greatest accomplishment of a lifetime, with early retirement available at age 60, while Social Security is set at age 67.

Other unions that offer a pension are experiencing a pension crisis, while Railroad Retirement will be financially solvent for the next 75 years. In addition, an analysis of the benefits to members amounts to over \$2 million over a worker's lifetime, but the investment per member is around \$17,000. That represents an incredible 23,573 percent return on investment.

President Scardelletti concluded by commenting on

the Long Island Rail Road struggle saying, *“As of today, Governor Cuomo finally broke down under pressure with the knowledge that workers were prepared to strike, which would paralyze transportation in New York.”* Workers cannot rely on the company which is only interested in profits. The union gives workers dignity and power.

### **Leslie Tolf, President UNION PRIVILEGE**

Leslie Tolf, President of Union Privilege since 2000, spoke about the many consumer benefit programs available to all members of the AFL-CIO. *“We all make choices in life, both big and small,”* she said. And selecting stores, businesses, services, and products which are union-related is one of the easiest choices a person can make. For instance, with a Union Privilege card, a member will enjoy the best interest rate in the country.

The Mortgage program backed by Wells Fargo offers lower interest rates and a \$1,000 cash back signing bonus. They would also suspend payments when a member is on strike. Also, she recommended switching to AT&T, the only all-union wireless carrier in the country for even more benefits. She asked each delegate to send a text that would result in a \$5 donation for families of deceased railroad workers. She encouraged everyone to check out the many other benefits of Union Privilege.

### **Larry Mann, Attorney THE WHISTLEBLOWER LAW**

Attorney Larry Mann, who has represented the BRS in Washington, D.C., spoke briefly about the Whistleblower Protection Act adopted in 2007. This was a sensitive issue, but has been improved over the years to become an ally for those suffering serious condemnation after reporting unfair practices in the workplace. Some of the changes included in the provision are: if an employee is injured on the job and testifies against the railroad resulting in disci-



plinary action, he or she is entitled to lost wages, punitive damages, and attorney fees; in addition, if a worker is receiving medical care, the railroad cannot interfere with the care in any way; if injured, a worker is entitled to treatment immediately and does not have to wait for paperwork, etc. OSHA administers the Whistleblower provisions, not the FRA. They have been doing a great job for workers over the last five years. Brother Mann encouraged anyone with questions to contact the BRS and then contact him in Washington.

### **Committee on Laws**

Mike Owens, Chairman of the Laws Committee, continued with his report, as follows:

Recommendation No. 7 – Article I, Section. 39 – Amend to add under Duties of President, *“He shall enforce strict obedience to the laws, rules, and regulations of the Brotherhood of Railroad Signalmen.”* Delete Article I, Sections 92 and 122 in their entirety. Delete Article II, Section 7 in its entirety. Delete Article III, Sections 15 and 16 entirely, and reword Article III re: Local Grievance Committee, Section 3, to read: *“Each Local Chairman shall represent the seniority district of territory on the General Committee that has jurisdiction over the system of railroad on which his Local Lodge is located.”* Also, delete Article IV, Section 15, in its entirety.

Delegate Watson, Local 162, spoke against the amendments and wanted to leave Article III, Sections 3, 15, and 16 intact. The amendment failed, and the Committee’s Report was adopted. The Laws Committee, having completed its work, was dismissed with the thanks of the Convention body.

### **Resolutions Committee**

Chairman Kelly Portlock, reported on behalf of the Committee that it had deliberated on three resolutions and recommended the following:

- **Resolution No. 1** sought to change Rule 37 and Appendix M of the national agreement to disallow accumulation of seniority for non-members paying a seniority retention fee. The Committee’s recommendation of rejection passed.
- **Resolution No. 2** sought a change to require an employee to be covered under group policy GA-23000 for six of the prior 12 months to be eligible for coverage under group policy GA-46000. The Committee’s recommendation of rejection passed.



- **Resolutions No. 3** sought to bestow upon Past President Virgil M. “Butch” Speakman the title of President Emeritus of the BRS. delegate Steve Higgins, Local 71, objected and defined the word “*Emeritus*.” Since Brother Speakman only served one term as President before President Pickett was elected, he felt that the term was inappropriate because it denoted long-term service. Nevertheless, the Committee’s recommendation of adoption passed.

### Officers’ Report Committee

Chairman James Glasser, elective delegate-at-large (UP) reported on behalf of the Committee the following corrections to the Officers’ Report: on Page 24, right-hand column, paragraph 3 — change “6 full time” to “7 full time.” In addition, the roster of members of the Committee should be corrected by substituting Steve Mitchell, Local 11, for Greg Burns as committee members, and also correcting the Local number for Hugh



Campbell from 10 to 18. The Officers’ Report Committee was adopted with the thanks of the Convention body.

Prior to closing for the day, President Pickett called on delegate John McArthur, UPGC, who reported that the wife of Buddy Sanders, one of his members, has recently been diagnosed with cancer. Contributions for the family are being accepted and a special golf outing was being held to raise money for them on August 23. Contributions can be sent to:

#### ***Sanders Benefit Fund***

c/o Kimberly L. Tanner

110 East 5th Street, Sedalia, Missouri 65301

## CONVENTION DAY 5

President Pickett welcomed the many first-time delegates in attendance and said they represented the future of the Organization. He also recognized and thanked those who would be retiring before the next Convention.

### **Joseph C. Szabo**

#### **FEDERAL RAILROAD ADMINISTRATOR**

The final guest speaker at the Convention was Joseph Szabo, the first Federal Railroad Administrator to come out of the ranks of rail labor. He reflected on the fact that 50 years ago a rail worker was killed on the job almost every other day. By 1976, one-third of the nation’s railroads were in bankruptcy, another third were on the edge of bankruptcy, and the rest were barely making a profit. Conditions were so bad there were standing derailments because the

tracks were so old they simply gave way under cars sitting in the yard. Rail was a dying mode of transport.

But, the rail industry has emerged from those struggles and is now in a position to help the transportation system move more people and more goods than ever before, and they do it safely. Train accidents and fatalities have decreased to new lows over the last five years. Amtrak is now



*continued on page 26*



- **Signalmen's Political League At Work**
- **BRS Congressional Supporters — Murray, Rahall, and Booker**
- **Congress 'Kicks the Can' for Highway Trust Fund**

## Signalmen's Political League At Work

Participation in the political process is at the forefront of everyone's mind these days and continues to be a fundamental tradition of the Brotherhood of Railroad Signalmen. Throughout our 113-year history, Signalmen have recognized the great importance of supporting political candidates for public office. The BRS, now more than ever, understands the value of continued support of the candidates that work for the strength and integrity of the rail industry and advance the ideals of working families.

In 1972, the Brotherhood of Railroad Signalmen established a Political Action Committee (PAC) called the Signalmen's Political League (SPL) in an effort to coordinate and expand the participation of individual members in political activities, as well as in the legislative process. The funds in the PAC are made up solely of voluntary contributions made by active or retired BRS members.

There are many aspects of the legislative and political process ranging from working with Congress in order to achieve legislation that will promote Signalmen's issues to protecting collective bargaining agreements. Over the years, the BRS, through the SPL, has received the support of members of Congress. The following members are only a snapshot of friends the Signalmen have made in Congress thanks to our commitment to our craft and our SPL contributions.

## Senator Patty Murray



Patty Murray (D-WA) has a proven track record spanning more than two decades of fighting for what she believes in the United States Senate. Serving as a member of Senate Democratic leadership since 2007, Senator Murray has established herself as a tireless and effective leader on education, transportation, budget issues, port security, healthcare, women, and veterans' issues. In addition to being the first female Senator from Washington State, Patty served as the first female Chair of

the Senate Veterans' Affairs Committee during the 112th Congress and currently serves as the first female Chair of the Senate Budget Committee. Patty also serves as the Chairwoman for the Transportation, Housing and Urban Development, and Related Agencies (THUD) Senate Subcommittee. At a recent THUD Hearing focused on the safety of transporting crude oil by rail, Senator Murray stressed that, *"Federal oversight must adapt to these rapid changes in domestic energy production. We need to have the right policies in place to prevent accidents and respond to emergencies when they do happen."* She put pressure on the U.S. Department of Transportation Secretary to set a deadline for investigations and findings to be completed. The safety of our Signalmen, as well as the general public, is one of the BRS' main priorities; we are pleased to support senators like Patty Murray that make rail safety a priority.

## Congressman Nick Rahall



Nick Rahall (D-WV) currently serves as the Ranking Member on the House of Representatives' Transportation and Infrastructure Committee, and served as a Member of the House Natural Resources Committee for 34 years, the last four as Chairman between 2007 and 2011. Congressman Rahall is a tireless proponent of transportation appropriations legislation that will ensure the integrity of our nation's infrastructure and boost our economy. Rahall's viewpoint on our aging infrastructure: *"When I first came to Congress and secured a seat on the all-important-to-West Virginia Transportation and Infrastructure Committee, we had a motto: 'There are no Democratic or Republican bridges, just American bridges.' I now serve as the top Democrat on that Committee. From that vantage point, I appreciate that extreme politics is a good attention grabber, but then you have to roll up your sleeves and go to work. The far ends of the political spectrum need to appreciate that compromise is not capitulation; it is a fundamental part of the process that gets things done. When*

*we address our physical infrastructure, we provide a solid foundation for the twin pillars of education and innovation to rise above and help Americans reach new heights. These initiatives I am advocating are nothing new. In fact, they are tried and true tonics for ailing economies and proven job producers. It is not too late for Congress to recall its successes of the past to pave a solid roadway for our Country's future."*

### **Senator Cory Booker**

Cory Booker (D-NJ) is the former Mayor of Newark, New Jersey, and now serves on the Senate Committee on Commerce, Science, and Transportation. He is dedicated to improving the safety of rail transportation and investment in the nation's infrastructure.



*"The toxic chemical spill and train derailment in Paulsboro underscores the need to make rail safety a primary concern,"* said Senator Booker. *"Given the increase in toxic substances traveling through New Jersey over the past two years, our residents and first responders deserve to know when, and what is moving through their community so they can prepare for potential risks. I will continue working with my colleagues on the Senate Commerce Committee to fight for improved transportation and rail safety policies."* Senator Booker has asked the DOT to lay out which changes the agency can make more quickly on their own and which changes require congressional action to address. He is proactive in effecting change that produces positive results for rail employees and the public.

### **Congress 'Kicks the Can' for Highway Trust Fund**

The Highway Trust Fund is a transportation fund that is supported from fuel tax dollars that are incurred when Americans gas-up their vehicles every day. Created in 1956, its original function was to finance the Interstate Highway system, now added to that is mass transit, and in 1986, Congress created the Leaking Underground Storage Tank (LUST) Trust Fund. This was to address petroleum releases from federally regulated underground storage tanks (USTs). In 2005, the Energy Policy Act expanded eligible uses of the Trust Fund to include certain leak prevention activities. The LUST Trust Fund provides money to: oversee cleanups of petroleum releases by responsible parties; enforce cleanups by recalcitrant par-

ties; pay for cleanups at sites where the owner or operator is unknown, unwilling, or unable to respond, or which require emergency action; and conduct inspections and other release prevention activities.

The Congressional Budget Office has stated that although vehicles will travel more miles in the future (resulting in more taxable fuel consumed), rising fuel efficiency standards and congressional refusal to increase the fuel tax or tie it to the rate of inflation means that the fund receives less money. Transit agencies and state departments of transportation depend on timely distributions from the U.S. Department of Transportation (USDOT) to fund crucial projects. The U.S. DOT estimates that the nation has an \$87 billion backlog of bus and rail projects that require funding, one in four bridges in need of repair or replacement, and simple road deterioration costing drivers, on average, an extra \$324 annually. These are the types of projects that will slow down or halt without a solution. If the problem continues into next year, the revenue shortfall could also lead to reductions of service for those agencies that use significant Federal funding for operations and preventive maintenance.

H.R. 5021: Highway and Transportation Funding Act of 2014 was introduced on July 8, 2014, and signed by the President on August 8, 2014. The bill transfers \$10.8 billion into the Highway Trust Fund, allowing the Trust Fund to stay solvent through May 2015, and extends MAP-21 funding authorization and policies for highway, mass transit, and safety programs through May 31, 2015.

Edward Wytkind, President of the Transportation Trades Department, AFL-CIO (TTD), issued the following statement about Congress' passage of H.R. 5021:

*"...Congress acted to treat the insolvency of the Highway Trust Fund as little more than a pothole needing a quick patch. While the legislation passed yesterday was urgently necessary, it does nothing to help America rebuild our deteriorating transportation infrastructure and our economy over the long term. More than anything, what Congress demonstrated yesterday is that the dysfunction in Washington has become even more pervasive, spreading into one of the most basic duties of government: investing in and making possible the freight and passenger transportation network that a modern economy demands. Especially as millions of Americans still suffer from chronic joblessness and — as today's jobs report reminds us — the employment rate remains anemic, it is*

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## WASHINGTON REPORT

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*disappointing that too many elected officials once again neglected to pass a multi-year surface transportation bill that modernizes the arteries of our economy and creates the jobs the U.S. needs.”*

Senator Corey Booker (D-NJ) said, “We are long overdue for a substantial multi-year transportation bill that will provide reliable funding, create thousands of jobs, and allow businesses to thrive. While I plan to support this critical funding patch, it is a temporary fix. We must take long-term action and stop kicking the can down the road.”

“Congress must do more than simply hit the snooze button again and again on passing a long-term funding solution for our nation’s highways and bridges,” said U.S. Transportation Secretary Anthony Foxx. “Our states deserve the reliability of a true federal partner to repair our nation’s transportation network and our drivers who use

*bridges and roads like I-80 each day to get to work and deliver freight to customers deserve a safe and reliable way to get there.”*

“Neglecting our transportation needs doesn’t save us money—it comes with a cost in lost jobs, in time wasted in traffic, in lives lost on outdated and obsolete roads and transit systems,” Senator Menendez (D-NJ) said. “It’s time for the naysayers to stop pretending that by ignoring the problem, it will go away. It’s time to act and govern and plan for the long-term. It’s time to invest in our future.”

There are legislators that do see the value and imperative need for investment in the nation’s infrastructure; Congress MUST come together as a whole and pass a long-term funding bill that strengthens and improves our current transportation infrastructure. Action is vital for the prosperity of our nation.

## BMWED Convention Delegates Elect National Board

Freddie N. Simpson was re-elected to a four-year term as President of the Brotherhood of Maintenance of Way Employees Division (BMWED) at the unions third Regular Convention. Simpson, who has served as BMWED President since 2004, is also an International Vice President of the International Brotherhood of Teamsters.

The convention delegates additionally voted to elect five vice presidents and six members of the Executive Board to four-year terms: Perry Geller, Secretary-Treasurer; David Joynt, Vice President At-Large; Roger Sanchez, Vice President South; Bruce Glover, Vice President Northwest; David Scoville, Vice President West; Sean Gerie, Vice President Northeast; Jack David, Executive Board At-Large; Staci Moody-Gilbert, Executive Board At-Large; Roy Miller, Executive Board Northwest; Gary Marquardt, Executive Board West; Dennis Albers, Executive Board South; and Jedd

Dodd, Executive Board East.

As part of the days proceedings, delegates discussed the merits of proposed resolutions to the BMWED bylaws and heard a presentation on Whistleblower Protection Regulation given by Rick Inclima, BMWEDs Director of Safety, and Harry Zanville, special counsel to the BMWED.



# BRS Members Ratify New Agreement with Siemens Rail Automation Corporation

**T**he BRS-represented members employed by Siemens Rail Automation Corporation (Siemens) have overwhelmingly ratified a new five-year contract. The Agreement was ratified on May 30, 2014, in Louisville, Kentucky, during a Special Meeting called by BRS Local 234 President, T. J. Wendeln. The new agreement became effective June 1, 2014, and terminates on May 31, 2019.

The new contract provides annual wage increases for the year 2014 – 2.5 percent, 2015 – 2.5 percent, 2016 – 2.5 percent, 2017 – 2.5 percent, and 2018 – 2.5 percent.

Two additional paid holidays were also won. The first was a floating holiday. This increased the number of floating holidays allowed from four per year to five per year. The second was the observance of New Year's Eve.

The Negotiating Committee was able to maintain the status-quo on employee health and welfare benefits. BRS members continue to enjoy the same benefits as Siemens company officials at the plant. The shift differential pay was increased for 3rd shift work and a cap was also negotiated for mandatory overtime assignments.

Local 234 members negotiate under the terms of the National Labor Relations Act. They integrate Siemens signal component into prewired systems for Class I, Regional, Shoreline, Commuter, and Transit Rail operations. BRS members wire each system to precise requirements in order to meet each customer's specifications and application. All systems assembled at the Louisville Plant are carefully tested under simulated field conditions prior to delivery to assure a system or sub-system's flawless operation upon delivery and installation in the field.

BRS General/Local Chairman Garry Harrod along with BRS Local 234 President T. J. Wendeln, and Trustee Kenny Hartlage negotiated the final terms of the new contract. Midwest Vice President J. L. (Joe) Mattingly assisted the Bargaining Committee throughout the nego-

tiations and ratification process.

When asked about the contract negotiations, BRS Vice President Mattingly stated, *"All Local 234 members are to be commended for their input, participation, and support of the Local Bargaining Committee from the shop floor to the meeting hall. It was the Local members' work skills, customer support, and systems knowledge that allowed BRS General Chairman Garry Harrod and BRS Local 234 President T. J. Wendeln, and Trustee Kenny Hartlage to address the outstanding issues in the shop with the company. The Local's backing was evident through the persistence, patience, and*

***"All Local 234 members are to be commended for their input, participation and support of the Local Bargaining Committee from the shop floor to the meeting hall."***

— J.L. (JOE) MATTINGLY, MIDWEST VICE PRESIDENT

*professionalism demonstrated in negotiating the final terms of this Agreement."* Mattingly added, *"The members were faced with many tough bargaining issues during this round of bargaining*

*which included the rising cost of health & welfare benefits. Many key issues including longevity and job security were resolved in an acceptable manner for our members."*

The final terms of the BRS- Siemens Rail Automation Corporation Agreement run until May 31, 2019, and will continue for one-year periods thereafter unless either party provides at least a 60-day written notice prior to contract expiration or the annual expiration date thereafter to the other party of a desire to terminate or modify the Agreement.

## DID YOU KNOW?

### Title 49: Transportation

#### § 236.104 SHUNT FOULING CIRCUIT

Shunt fouling circuit shall be inspected and tested at least once every three months.



## Unemployment and Sickness Benefits for Railroad Employees

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

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

### **1 What are the eligibility requirements for railroad unemployment and sickness benefits in July 2014?**

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$3,512.50 in calendar year 2013, counting no more than \$1,405 for any month. Those who were first employed in the rail industry in 2013 must also have at least five months of creditable railroad service in 2013.

Under certain conditions, employees who do not qualify on the basis of their 2013 earnings may still be able to receive benefits in the new benefit year. Employees with at least 10 years of service (120 or more cumulative months of service) who received normal benefits in the benefit year ending June 30, 2014, may be eligible for extended benefits, and employees with at least 10 years of service (120 or more cumulative months of service) might qualify for accelerated benefits if they have rail earnings of at least \$3,600 in 2014, not counting earnings of more than \$1,440 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.

### **2 What is the daily benefit rate payable in the new benefit year beginning July 1, 2014?**

Almost all employees will qualify for the new maximum daily benefit rate of \$70. Benefits are generally payable for the number of days of unemployment or sickness over four in 14-day claim periods, which yields \$700 for each two full weeks of unemployment or sickness. Sickness benefits payable for the first 6 months after the month the employee last worked are subject to tier I railroad retirement payroll taxes, unless benefits are being paid for an on-the-job injury. (Claimants should be aware that as a result of a sequestration order under the Budget Control Act of 2011, the RRB will reduce unemployment and sickness benefits by 7.2 percent through September 30, 2014. As a result, the total maximum amount payable in a 2-week period covering 10 days of unemployment or sickness will drop from \$700 to \$649.60. The maximum amount payable for sickness benefits subject to tier I payroll taxes will be \$599.91 over two weeks. Future reductions, should they occur, will be calculated based on applicable law.)

### **3 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 2013, counting earnings up to \$1,815 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).

#### **4 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.

#### **5 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.

#### **6 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.

#### **7 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.

#### **8 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 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 2014, the amount will be \$1,405, 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.

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

Claimants with questions about unemployment or sickness benefits, or who are seeking information about their claims and benefit payments, can contact an RRB office by calling toll free at 1-877-772-5772. Claimants can also access an online service, "View RUIA Account Statement" on the "Benefit Online Services" page at [www.rrb.gov](http://www.rrb.gov), which provides a summary of the unemployment and sickness benefits paid to them. To use this service, claimants must first establish an online account.

Persons can find the address of the RRB office serving their area by calling 1-877-772-5772, or by visiting [www.rrb.gov](http://www.rrb.gov). Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays.

## A SPECIAL REPORT TO BRS MEMBERS

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the nation's fastest-growing major travel mode, setting ridership records in 10 out of the last 11 years. *"But I'm not satisfied with that,"* he said, because there were still 14 unnecessary deaths in 2013, and two so far in 2014.

Although record investments have been made in passenger rail during the Obama Administration, dedicated rail funding is still not up to par. The DOT recently sent a bill to Congress, entitled GROW AMERICA, which would tackle the funding issue and provide \$19 billion to advance a high-performing freight and passenger rail network and also advance rail safety. In addition, for the first time ever, rail would achieve predictable and dedicated funding, just like all other transportation modes.

GROW AMERICA would invest in both a current passenger rail program to fully fund Amtrak and a rail service improvement program which would provide grants to build new corridors, improve existing ones, and address choke points that delay passenger services. Other efforts include Positive Train Control technology, which would be installed and maintained by signalmen and would help save lives. Another proposal is the confidential Close Call Reporting System, which would allow the carriers and their employees to analyze close calls and take corrective action before any harm occurs. To date, the program has seen remarkable results, including a 70 percent reduction in certain types of accidents and a 90 percent reduction in discipline.

In 1997, the Switching Operations Fatality Analysis Group, SOFA, was formed to analyze accidents, gather facts, and educate workers. Twenty years earlier, in 1977, switching operations killed nearly four employees per month. Last year, through the efforts of SOFA, there was only one switching fatality. Both SOFA and Fatality Analysis of Maintenance-of-way Employees and Signalmen (FAMES), which analyzes fatalities of maintenance-of-way and signal employees while on duty, have proven to be effective in saving lives.

In closing, Szabo said that rail funding is still not on par with other transportation modes. He asked the delegates to *"raise your voices in unison through your union"* to let Congress know the importance of supporting GROW AMERICA which would keep signalmen safe, grow the economy, and create jobs.

### Final Credentials Committee Report

The Credentials Chair, Secretary-Treasurer Boles, reported that 250 delegates, 7 Elective delegates-at-large, and 13 delegates-at-large were present, for a total of 270. Having completed their business and reports, President Pickett dismissed the Convention committees.

President Pickett asked Brother John Gaige, Local 16—Florida, to come to the stage and report on the latest happenings in that state. Brother Gaige told the delegates that the Maintenance of Way workers have joined the BRS in the fight for work in Florida, which is a big accomplishment in rail unity. The expansion of commuter lines is important, but some carriers are selling freight tracks to states in order to establish commuter lines, thus eliminating signal and track maintenance by railroad employees who are covered by rail laws. The result, in some cases, is that good union jobs are lost and taxpayers are paying for the maintenance. The fight against these slash-and-burn tactics is ongoing and, if necessary, we will launch a public campaign to let taxpayers and ridership know what is going on.

Other delegates wanted to honor those retiring for their hard work over the years, including 44-year member Ted Stirling, Local 98; Jack Scott, Local 119; Dana Decknadel, Local 52; Steve Higgins, Local 71; and several others. Eldon Luttrell wanted to make sure everyone welcomed Rachel Jones, Local 52, the first female president of a BRS local.

President Pickett thanked those behind the scenes who helped make the Convention and the BRS organization a success — Leonard Parker for his legislative work; Mike Baldwin, Director of Research and also the Convention coordinator; Jillian Lasky, his assistant; BRS headquarters staff; and Bally's hotel staff.

In closing, Pickett thanked the delegates for their professionalism and participation on the various committees and on the Convention floor. He reminded everyone that *"The membership is what counts. It's our backbone..."* It is most rewarding that the entire Grand Executive Council has been re-elected by acclamation. President Pickett stated, *"We need to stay unanimous as we walk out these doors."* ■



## Elizabeth Lewis

### WINNER OF UNION PLUS SCHOLARSHIP

**U**nion Plus recently awarded \$150,000 in scholarships to 116 students representing 39 unions, including one winner representing the Brotherhood of Railroad Signalmen (BRS), in the 2014 Union Plus Scholarship Program. In this 23rd year of the program, more than 5,300 applications were received from union members and families in all 50 states.



**This year's BRS winner is: Elizabeth Lewis** of Guide Rock, Nebraska, whose father Barry Lewis is a member of BRS Local 8, has been awarded a \$750 scholarship.

*"There are a lot of benefits to being a union member. Economic security is number one, and education is the first building block. Education sets up our kids for success, leadership and happiness,"* said Leslie Tolf, president of Union Privilege, the organization behind Union Plus benefits and the scholarship program. *"By awarding these scholarships we level the playing field — everyone deserves an equal shot at a quality education. We help union families feel just a little more secure in embarking on successful lives."*

### Meet the 2014 BRS Honoree — Elizabeth Lewis

Elizabeth's father, a longtime BRS member, has taught his daughter *"the importance of a person's rights and value,"* she says. Guided by her own values and strong faith, Elizabeth raised money to pay for her trip and then, along with her brother, joined her pastor and his wife for a mission trip to Kenya. For some it might have been something to put on a college application; for Elizabeth, it proved to be her heartfelt calling and vocation. She is obtaining a degree in nursing and plans to provide healthcare to underserved populations overseas.

### Learn More About the Union Plus Scholarship Program

Union Plus Scholarship awards are granted to students attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Since starting the program in 1991, Union Plus has awarded more than \$3.6 million in educational funding to more than 2,400 union members, spouses, and dependent children.

**In addition to the scholarships, Union Plus also offers the following benefits to help union families:**

- **Discounts of 15 to 60 percent on college and graduate school test preparation courses** from The Princeton Review. Discounts are available for classroom, online, and private tutoring for the SAT®, ACT®, GMAT®, LSAT®, GRE® and MCAT® as well as college affordability and admissions online courses. Visit [UnionPlus.org/CollegePrep](http://UnionPlus.org/CollegePrep) or call 1-888-243-7737.
- **Discounts on textbooks** — Save 5% or more when you rent or buy textbooks. New, used, and digital textbooks are available. And, you get free shipping on orders over \$59. Visit [UnionPlus.org/Textbooks](http://UnionPlus.org/Textbooks).
- **College Counseling Discounts:** Union families can save 15% on college counseling from Collegewise, the admission division of The Princeton Review. College counselors help high school students find, apply, and attend the correct college. Visit [UnionPlus.org/CollegeCounsel](http://UnionPlus.org/CollegeCounsel) for more information.

Union Plus recently introduced two NEW programs to help members pay down their student loan debt:

- **\$500 Student Debt Eraser** — grants to help Union Plus Credit Card, Mortgage, and Insurance participants pay off their student loans. Visit [UnionPlus.org/DebtEraser](http://UnionPlus.org/DebtEraser) for more information.
- **Student Loan Giveaway** — All union members can enter to win up to \$10,000 to pay off their student loans. Visit [UnionPlus.org/Contest](http://UnionPlus.org/Contest) for more information. ■

# 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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September 15, 2014

## Fourth Quarter Safety Alert

*Twenty-five years of data shows 4th Quarter spike in fatal roadway worker incidents*

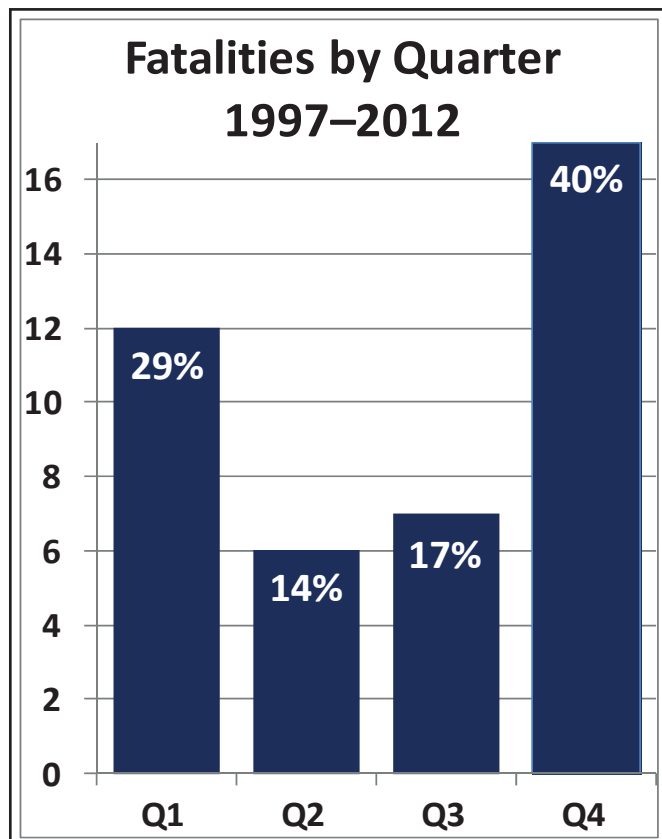
A comparison of available roadway worker fatality data over a span of 25 years (1986–1994 and 1997–2012) indicates that the highest number of roadway worker incidents occur in the 4th Quarter.

Roadway worker fatality data reviewed by FAMES for the 8-year period between 1986 and 1994 (pre-RWP rule) indicates 43 fatal roadway worker incidents. Of these 43 fatal incidents, 34.8 percent (15 of 43) occurred in the 4th Quarter (October–December).

FAMES also reviewed 42 fatal roadway worker incidents which occurred between 1997 and 2012 (post-RWP rule). Of these 42 incidents, **40 percent (17 of 42) occurred in the 4th Quarter, with October having 9 of the fatalities.**

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

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



**Let's work together and watch out for each other, so we can save lives!**

# UNION STRONG

## BRS Supports Long Island Rail Road Workers

**O**n June 21, 2014, supporters from across the New York City metropolitan area rallied at the Massapequa Train Station on Long Island (New York)

Rally participants demanded that New York's Metropolitan Transportation Authority (MTA) accept the two presidential emergency board (PEB) recommendations, and thereby avoid a strike.

BRS members, along with their partner unions on the Long Island Rail Road (LIRR), had worked without a new contract since the summer of 2010.

In a rare show of bipartisanship at the rally, Republican and Democratic parties joined workers and union leaders in a show of support.

An Agreement was finally signed only three days before the Signalmen, along with its coalition partners, would have been able to strike. Local 56 members overwhelmingly ratified the new contract. (See page 7 of this Journal for more information on the newly ratified contract.) ■



# 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.

Mail-order prescription service provides  
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)

# CONTINUOUS MEMBERSHIP



*The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous Service lapel pins are presented to members every five years, beginning with their 25th year of membership.*

The following is a list of the active members who recently received Continuous Service pins in recognition of their years as BRS Members:

## 50 YEARS OF SERVICE

RL Lyle 198

## 45 YEARS OF SERVICE

LC Adkins 77

## 40 YEARS OF SERVICE

JS Vargo 2

JA Glasser 8

FJ Nobile 9

DM Boston 10

TE Nowak 10

MJ Nowakowski 10

TM Nalley 13

JS Anderson 16

JR Madray 16

EM Willenborg 41

JW Murphy 42

DE Rumph 49

RP Couser 52

DL Decknadel 52

EL Luttrell 52

GT Sindelir 52

JP Stein 52

WJ Aeschliman 55

GL Mitchell 55

MF Flaherty 57

JA Freeling 58

ME Fullgraf 68

JS Stepanian 68

RL Ericson 72

CB Fulton 72

RL Diller 77

RJ Minkler 80

AJ Pasquale 84

FJ Peterson, Jr. 93

MT Walsh 102

PR McCarty 108

MA Williams 108

## 40 YEARS OF SERVICE

BA Shuping 110

JW Jones 111

CR Lintvedt 111

DB Hooker 129

JJ Draper 154

JA Langdon 156

DD Rappatta 228

## 35 YEARS OF SERVICE

JM Bailey 1

CS Turk 8

TL Ricks 11

DE Killette 16

WB Miller 16

MG Nielubowicz 16

BD Pedrick 20

RE Morris 40

CL Foreman 43

WR Bates 49

PA Sanders 49

JR Young, Jr. 49

SA Lipe 51

DJ Kaier 52

KE Banks 55

FJ Shipp 57

CH Laston, Jr. 62

FX Connor 65

TA Edwards 65

LD Frykman 65

GS Pajak 68

MD Deane 77

GS Keller 77

AL Pritchard 77

DR Cicero 84

EC Kochanek, Jr. 84

DF Brown 86

M Prieditis 94

RM Bernard 99

## 35 YEARS OF SERVICE

PK Hummel 102

RP Lichtman 102

MK Dyllo 108

JJ Taylor 109

DC Cox 119

SJ Gerbick 120

LF McHugh 120

DP Ventress 121

JD Quiroz 126

GA Carlson 129

ER Alvarez 156

RJ Egger 157

TL Stockman 161

JW Blair 174

SN Clark, Jr. 183

RJ Havlin 185

ED Matthews 188

TA Stuhr 188

JW Wiley 188

## 30 YEARS OF SERVICE

RA Salois 5

SJ Visconti 5

MA Tarleton 31

CW Dickerson 41

VC Dickerson 60

GW Kloos 60

DW Newland 68

DR Crawford 106

GA Linker 110

JJ Kocol 119

M Panagiotos 130

RB Allen 141

DE Bowler 157

CA Shock 157

JE Lasswell 174

BA Powell 185

TD Clark 206

BR Timmons 206

MD Sanchez 229

## 25 YEARS OF SERVICE

BK Rodgers 3

AI Berrios 5

JP Dumont 5

GF Stanley 5

C Devries 11

AB Chandler, II 16

RJ Doverspike 16

GD Puckett 16

DT Ingersoll 18

MJ Tarity 18

SG Thurmond 19

RA Drake 20

SL Litteriello 20

SF Sievers 25

RE McFarland, Jr. 33

TM Campbell 40

JA Rogers 51

DD Chestnut 53

GM Davis 53

KC Fletcher 53

PM McLaughlin 53

C Bala 60

DH Snyder 77

J Barnett 94

SA Badessa, Jr. 102

D Dennis 102

AH McCrary 102

R Vespucci 102

SG Bousquet 119

TJ Schmiedt 119

NT Nicholas 120

RD Loss 129

VC Perez 156

KF LaCrue 161

DL Neal 161

BS Tate 179

S Castellana 183

TF Dauplaise 213

R Richie 228

JL Gates 229

R Coulter 234

JULY-AUG 

**SUBMITTED BY UNITE HERE!**

- **ANCHORAGE, AK:** Hilton; Sheraton
- **ARIZONA:** Hyatt Regency Scottsdale Resort & Spa and Gainey Ranch
- **CALIFORNIA:** Hilton LAX, Hyatt Regency Santa Clara, Hyatt Regency Sacramento, Hyatt Fisherman's Wharf San Francisco, Hilton Long Beach, Embassy Suites Irvine, Arden West Sacramento, Le Meridien San Diego
- **INDIANA:** Hyatt Regency Indianapolis
- **MASSACHUSETTS:** Hyatt Harborside Boston, Hyatt Regency Boston and Hyatt Regency Cambridge
- **RHODE ISLAND:** Renaissance Providence Downtown Hotel
- **SEATTLE:** Grand Hyatt Seattle and Hyatt at Olive 8 Seattle
- **TEXAS:** Grand Hyatt San Antonio and Hyatt Regency San Antonio
- **ARLINGTON, VA:** Sheraton Crystal City

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➤ **ECHOSTAR DISHNETWORK** Satellite Television Service

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- HARDIN, LAZARUS AND LEWIS, LLC
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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

STAPLES retail stores

To avoid the prospect of labor conflict during your stay at a hotel, insist on protective contractual language when you make a reservation or organize an event. Suggested model protection language can be found on UNITE HERE!'s website at <http://www.hotelworkersrising.org/media/modelprotectivelanguage.pdf>

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

- All requests to the national AFL-CIO for endorsement must be made by a national or international union
- Any affiliated union with a contract in force with the same primary employer will be contacted by the AFL-CIO to determine whether there is an objection to the federation's endorsement.
- Affiliates will be asked to provide the AFL-CIO with background information on the dispute in a confidential information

survey. Prior to endorsement of the boycott, the executive officers, or their designees, will meet with the national union's officers, or their designees, to discuss the union's strategic plan and timetable for the boycott, or other appropriate tactics, and to discuss the federation's role.

- The national or international union initiating the boycott is primarily responsible for all boycott activities; the AFL-CIO will provide supplemental support.

Boycotts will be carried on the AFL-CIO national boycott list for a period of one year, and the endorsement will expire automatically at the end of that time. National and international unions may request one-year extensions of the listings for actions where an organizing or bargaining campaign is actively in place.

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

# OBITUARIES

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**O. L. ADKINS**—retired member of **LOCAL 139**. Brother Adkins retired in 1988 after 44 years of service with CSX Transportation. Brother Adkins was a Lead Signal Maintainer at Russell, Kentucky, at the time of his retirement. Brother Adkins served as Local President and Recording-Financial Secretary.

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**DONALD C. "CORK" ALLISON**—retired member of **LOCAL 1**. Brother Allison retired in 2000 after 32 years of service with the Pennsylvania and Penn Central Railroads, Norfolk Southern Railway, and Conrail. Brother Allison was a Signal Maintainer at Mifflin, Pennsylvania, at the time of his retirement. Brother Allison is a U.S. Army Veteran.

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**KYLE D. ANDREWS**—active member of **LOCAL 94**. Brother Andrews had three years of service with CSX Transportation. Brother Andrews was a Construction Gang Signalman at St. Louis, Missouri, at the time of his passing.

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**JACK W. BOWMAN**—active member of **LOCAL 89**. Brother Bowman had two years of service with CSX Transportation. Brother Bowman was a Signal Maintainer at Montgomery, West Virginia, at the time of his passing.

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**LARRY D. BREWER**—active member of **LOCAL 226**. Brother Brewer had 16 years of service with the Dakota, Minnesota & Eastern Railroad. Brother Brewer was a Signal Maintainer at Algona, Iowa, at the time of his passing.

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**JACKIE A. BRICKLEY**—retired member of **LOCAL 157**. Brother Brickley retired in 1989 after 37 years of service with the Cotton Belt and Southern Pacific Railroads. Brother Brickley was a Signal Maintainer at Camden, Arkansas, at the time of his retirement.

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**G. P. "PAT" BURCHET**—retired member of **LOCAL 71**. Brother Burchet retired in 1990 after 37 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Burchet was a Signal System Construction Foreman at Guthrie, Kentucky, at the time of his retirement.

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**ROBERT L. "LARRY" BUREAU**—retired member of **LOCAL 138**. Brother Bureau retired in 2006 after 34 years of service with the Richmond, Fredericksburg & Potomac Railroad and CSX Transportation. Brother Bureau was a Signal Technician at Fredericksburg, Virginia, at the time of his retirement. Brother Bureau served as Recording-Financial Secretary. Brother Bureau is a Veteran of the U.S. Navy who served 1965–1969.

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**ROGER A. COMER**—retired member of **LOCAL 94**. Brother Comer retired in 1991 after 46 years of service with the Baltimore & Ohio Railroad, Chesapeake & Ohio Railway, and CSX Transportation. Brother Comer was a Lead Signal Maintainer at Dayton, Ohio, at the time of his retirement.

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**JAMES L. COUCH**—retired member of **LOCAL 94**. Brother Couch retired in 2005 after 30 years of service with the Baltimore & Ohio Railroad. Brother Couch was a Signal Maintainer at East St. Louis, Illinois, at the time of his retirement.

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**LIONEL G. ELLIS**—retired member of **LOCAL 49**. Brother Ellis retired in 2012 after 38 years of service with Norfolk Southern Railway. Brother Ellis was a Signal Maintainer at Stockbridge, Georgia, at the time of his retirement.

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**CARL E. FINKLE, JR.**—retired member of **LOCAL 103**. Brother Finkle retired in 1995 after 43 years of service with the Burlington Northern Railroad. Brother Finkle was a CTC Signal Maintainer at Earlville, Illinois, at the time of his retirement. Brother Finkle served as Local Trustee.

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**ROBIN W. FORBES, SR.**—retired member of **LOCAL 1**. Brother Forbes retired in 1983 after 42 years of service with the Pennsylvania Railroad and Conrail. Brother Forbes was an Electronic Technician at Mifflin, Pennsylvania, at the time of his retirement. Brother Forbes served as Recording-Financial Secretary. Brother Forbes is a U.S. Army Air Corps Veteran who served during WWII.

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**JOHN F. HAGEN**—retired member of **LOCAL 94**. Brother Hagen retired in 2008 after 36 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Hagen was a Signal Inspector at Hicksville, Ohio, at the time of his retirement. Brother Hagen served as Local Chairman. Brother Hagen is a U.S. Army Veteran who served in Vietnam.

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**DAVID J. HATFIELD**—retired member of **LOCAL 228**. Brother Hatfield retired in 2010 after 38 years of service with Norfolk & Western Railway. Brother Hatfield was a Signal Maintainer at Dunkirk, New York, at the time of his retirement. Brother Hatfield served as Vice General Chairman and Local Chairman.

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**RICHARD C. HILL, JR.**—retired member of **LOCAL 48**. Brother Hill retired in 2004 after 44 years of service with Amtrak. Brother Hill was a C&S Department Maintainer Test at Wilmington, Delaware, at the time of his retirement. Brother Hill served as Local President, Local Vice President, and Local Chairman.

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**WYATT M. JACKSON, JR.**—retired member of **LOCAL 206**. Brother Jackson retired in 2013 after 36 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Jackson was a Signal Maintainer at Galveston, Texas, at the time of his retirement.

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**ALVIN L. JOHNSTON**—retired member of **LOCAL 126**. Brother Johnston retired in 1990 after 18 years of service with Southern Pacific Railroad. Brother Johnston was a Lead Signalman at Tucson, Arizona, at the time of his retirement.

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**ROBERT S. KENNARD**—retired member of **LOCAL 135**. Brother Kennard retired in 1985 after 37 years of service with the Chesapeake & Ohio Railway. Brother Kennard was a Signal Maintainer at Maysville, Kentucky, at the time of his retirement. Brother Kennard served as Recording-Financial Secretary.

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**JAMES O. KIGHT**—retired member of **LOCAL 16**. Brother Kight retired in 1984 after 42 years of service with the Seaboard System Railroad. Brother Kight was a Signal Maintainer at Sebring, Florida, at the time of his retirement.

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**GEORGE E. LEGO**—retired member of **LOCAL 136**. Brother Lego retired in 2011 after 34 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Lego was an Electronic Signal Specialist at Huntington, West Virginia, at the time of his retirement. Brother Lego served as Local Chairman and Recording-Financial Secretary.

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**STANLY R. LOWRY**—retired member of **LOCAL 94**. Brother Lowry retired in 1996 after 43 years of service with CSX Transportation. Brother Lowry was a Signal Maintainer at Seymour, Indiana, at the time of his retirement.

---

**FRANK MANFREDO**—retired member of **LOCAL 143**. Brother Manfredo retired in 1988 after 40 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Manfredo was a Signal Maintainer at East Chicago, Indiana, at the time of his retirement. Brother Manfredo served as Recording-Financial Secretary.

---

**WESLEY E. MARQUIS**—retired member of **LOCAL 64**. Brother Marquis retired in 1987 after 30 years of service with the Erie Railroad and Conrail. Brother Marquis was a Signal Maintainer at Upper Sandusky, Ohio, at the time of his retirement.

---

**WILLIAM B. MOSBERGER**—retired member of **LOCAL 150**. Brother Mosberger retired in 1990 after 42 years of service with the Pittsburgh and Lake Erie Railroad. Brother Mosberger was a Leading Signal Maintainer at Pittsburgh, Pennsylvania, at the time of his retirement. Brother Mosberger served as Local President, Recording-Financial Secretary, and Local Chairman.

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**RICHARD I. NISBET**—retired member of **LOCAL 145**. Brother Nisbet retired in 1991 after 30 years of service with Conrail. Brother Nisbet was a Signal Gang Assistant Foreman at Hornell, New York, at the time of his retirement.

---

**TRAMMELL E. ROACH**—retired member of **LOCAL 208**. Brother Roach retired in 1994 after 44 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Roach was a Signal Foreman at Cartersville, Georgia, at the time of his retirement.

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**JAMES O. ROUSE, JR.**—retired member of **LOCAL 156**. Brother Rouse retired in 1987 after 40 years of service with the Southern Pacific and Missouri-Kansas-Texas Railroads and the Atchison, Topeka & Santa Fe Railway. Brother Rouse was a Signal Maintainer at Pasadena, California, at the time of his retirement.

---

**JOHN J. SCHMITZ**—retired member of **LOCAL 29**. Brother Schmitz retired in 1983 after 42 years of service with the Illinois Central Gulf Railroad. Brother Schmitz was a Signal Maintainer at Burlington, Illinois, at the time of his retirement.

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**KELLY E. SOPER**—retired member of **LOCAL 188**. Brother Soper retired in 2005 after 25 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Soper was a Signal Maintainer at Maupin, Oregon, at the time of his retirement. Brother Soper served as Local Chairman.

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**MELVIN L. THIEDE**—retired member of **LOCAL 227**. Brother Thiede retired in 1990 after 47 years of service with the Milwaukee Road and Soo Line Railroads. Brother Thiede was a Signal Maintainer at Watertown, Wisconsin, at the time of his retirement. Brother Thiede is a U.S. Marine Corps Veteran who served during WWII.

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**JERRY J. VENESS**—retired member of **LOCAL 226**. Brother Veness retired in 1988 after 37 years of service with the Soo Line Railroad. Brother Veness was a Signal Maintainer at Ladysmith, Wisconsin, at the time of his retirement.

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**VICTOR F. WALTER**—retired member of **LOCAL 119**. Brother Walter retired in 1986 after 41 years of service with the Burlington Northern Railroad. Brother Walter was a CTC Maintainer at Scotts Bluff, Nebraska, at the time of his retirement.

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**ROGER J. WELLS**—retired member of **LOCAL 80**. Brother Wells retired in 1987 after 24 years of service with the Penn Central Railroad and Conrail. Brother Wells was an Electronic Specialist at Selkirk, New York, at the time of his retirement.

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**DAVID A. WHITTEN, JR.**—retired member of **LOCAL 110**. Brother Whitten retired in 1984 after 35 years of service with the Southern Railroad. Brother Whitten was a Signal Maintainer at Sheffield, Alabama, at the time of his retirement.

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**FRED J. WIECHERT**—retired member of **LOCAL 132**. Brother Wiechert retired in 1988 after 36 years of service with the Terminal Railroad Association of St. Louis. Brother Wiechert was a Lead Signaller at East St. Louis, Illinois, at the time of his retirement. Brother Wiechert served as Local President.

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**A. W. "BUCK" WILLIAMSON**—retired member of **LOCAL 16**. Brother Williamson retired in 2001 after 27 years of service with the Seaboard Coastline Railroad and CSX Transportation. Brother Williamson was a Signal Foreman at Live Oak, Florida, at the time of his retirement.

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**W. E. WILMORE**—retired member of **LOCAL 33**. Brother Wilmore retired in 1983 after 42 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Wilmore was a TCS Signal Maintainer at Emporia, Kansas, at the time of his retirement.

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

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## DID YOU KNOW?

### Title 49: Transportation

#### § 236.303 CONTROL CIRCUITS FOR SIGNALS, SELECTION THROUGH CIRCUIT CONTROLLER OPERATED BY SWITCH POINTS OR BY SWITCH LOCKING MECHANISM

The control circuit for each aspect with indication more favorable than "proceed at restricted speed" of power operated signal governing movements over switches, movable-point frogs and derails shall be selected through circuit controller operated directly by switch points or by switch locking mechanism, or through relay controlled by such circuit controller, for each switch, movable-point frog, and derail in the routes governed by such signal. Circuits shall be arranged so that such signal can display an aspect more favorable than "proceed at restricted speed," only when each switch, movable-point frog, and derail in the route is in proper position. ■

# SIGNALMAN'S STORE



**TITLEIST VELOCITY GOLF BALLS** with the BRS logo. Powered for distance — the explosive distance of the Titleist Velocity golf ball is the result of leading-edge design, proprietary technology and the unparalleled precision of a world-class manufacturing process. \$9.25 for a box of 3 or \$37.00 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!

**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.

**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 with CONTRASTING PIPING** These fashionable golf shirts feature 100% polyester fabric with contrasting armhole piping, three-button placket, tipped collar, and hemmed sleeves. Shirts available in navy, white, and red. The Navy Golf Shirt has the BRS searchlight signal logo embroidered in red and green on the front of the shirt. The White, and Red Golf Shirts feature the logo on the left sleeve only.

**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.

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917 Shenandoah Shores Road  
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**ORDER ONLINE AT:**  
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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)		9.25	
Golf Balls (12)		37.00	
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	

BASEBALL CAPS				QUANTITY	PRICE	TOTAL
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	QUANTITY	PRICE	TOTAL
Signal Graphic								13.00	

SWEATSHIRTS	S	M	L	XL	2X	3X	QUANTITY	PRICE	TOTAL
Black (quarter zip)								42.00	

GOLF SHIRTS	S	M	L	XL	2X	3X	QUANTITY	PRICE	TOTAL
Navy w/piping								35.00	
White w/piping								35.00	
Red w/piping								35.00	

JACKETS	S	M	L	XL	2X	3X	QUANTITY	PRICE	TOTAL
Blue								63.00	

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

Available sizes in un-shaded boxes only									<b>TOTAL</b>	
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NAME \_\_\_\_\_

CERTIFICATE NUMBER \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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# Quality UNION-MADE Items



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BRS logo on front only

**White Golf Shirt**  
BRS logo on left sleeve only

**Red Golf Shirt**  
BRS logo on left sleeve only

*Only*  
**\$35**



GRAY GOLF SHIRT



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.



GOLF BALLS

BASEBALL CAPS



MANTLE CLOCK



Coffee Mugs are available individually or in a set of 4

COFFEE MUG



POCKET WATCH



WRIST WATCH



FLAG

# CONVENTION PHOTOS



# CONVENTION PHOTOS



# CONVENTION PHOTOS



# CONVENTION PHOTOS



# CONVENTION PHOTOS



# CONVENTION PHOTOS



# MEMBER PHOTOS

## 2013 J.C. Kenefick Safety Award

### BOBBY CAUGHORN RECEIVES HIGHEST SAFETY HONOR

Developing and facilitating safety training for 1,100 Signal Construction employees is one of several reasons Bobby Caughorn, Signal Safety Foreman, was selected to receive the 2013 J.C. Kenefick Safety Award.

Caughorn was presented the award by Union Pacific Chairman and CEO Jack Koraleski and President and COO Lance Fritz during the 2014 Leadership Conference.

Caughorn has led safety initiatives throughout his 36-year career, as well as maintained a strong Total Safety Culture (TSC) role.

*"He is a dedicated coach and mentor who took an active role in making Total Safety Culture part of the daily process," Fritz said. "He is a model of integrity and the key driver behind Signal Construction's outstanding performance."*

Caughorn's Signal Construction team comprises most of the Centralized Signal group. From 2011 to 2013, Centralized Signal's injury rate improved 58 percent, and lost work days were reduced by 92 percent — an impressive accomplishment considering Signal Construction's workforce increased more than 40 percent to support Positive Train Control implementation, according to Fritz.

*"Bobby leads by example and clearly has the respect of his fellow employees," Fritz said. "His commitment to safety has made a significant impact on employee engagement and safety performance."*



Kenefick award winner Bobby Caughorn, second from right, and his wife, Donna, are honored during the Leadership Conference by, from left, Jack Koraleski, chairman and CEO; Cameron Scott, executive vice president-Operations, and Lance Fritz, president and COO.

Caughorn received an engraved crystal award for his commitment to safety. In addition, his wife, Donna, received a crystal bowl for her support of his career. ■

Since its inception in 1986, the J.C. Kenefick Safety Award annually has recognized an agreement employee who has demonstrated outstanding job safety achievement through leadership and exemplary work performance.



## LIRR Guardsman

The New York Air National Guard 106th Rescue Wing deploys worldwide to provide combat search and rescue coverage for U.S. and allied forces. Combat search and rescue missions include flying low-level, preferably at night aided with night vision goggles, to an objective area where aerial refueling of a rescue helicopter is performed, or para-rescue teams are deployed.

During peacetime, the unit also provides search and rescue services to the maritime community, supports the US Coast Guard in missions outside their capabilities as well as NASA. ■

Steven Smith, Jr., a Signal Inspector on the LIRR Local 56 and also a flight engineer for the New York Air National Guard 106th Rescue Wing is pictured here during a recent tour of duty in Hermand Province, Afghanistan.

# PHOTO CONTEST

## WINNERS FOR 3rd Quarter 2014



*Local 56 BRS members on the Long Island Rail Road, Hampton Bay, New York, installing fiber-optic cable.*

*Photo submitted by Robert Perrino, Signalman and Local 56 member.*



*Pictured are Steven Traynham (L) and Rex Grant (R) working on a crossing in Clinton, South Carolina. Both are members of Local 16.*

*Photo submitted by Gus Demott, Southeast General Committee Chairman and member of Local 16.*



*Signalman performing cantilever maintenance at the CSX Everglades Boulevard Crossing, Jacksonville, Florida.*

*Photo submitted by Bernard Mahoney, Signal Maintainer and Local 16 member.*



# GUN A WEEK 2015 CALENDAR



presented by  **Bank of Labor**  
BORN OF INTEGRITY

## 52 GUN GIVEAWAY \$30,000+ IN GUNS!

- Brands like Remington, Savage and Ruger
- Limited Supply. Sold out last year!
- You could win multiple guns
- Raises money for USA & your Local
- Features photos of union members



Remington Model 870™ Wingmaster  
Union made by UMWA Local 717

## Raise Money for Your Local

Union Locals purchase calendars for \$20 each and sell them for suggested retail of \$30. Locals that purchase 50 calendars by Dec. 1, 2014 receive a U.S. made Carhartt jacket. Locals that purchase 100 calendars by Dec. 1, 2014 receive a union-made Remington 870 Express shotgun. One free firearm per 100 calendars purchased, while supplies last.

For more information, call Becky McIntosh at (615) 831-6770 or visit:  
<http://2015gunaweek.unionsportsmen.org>