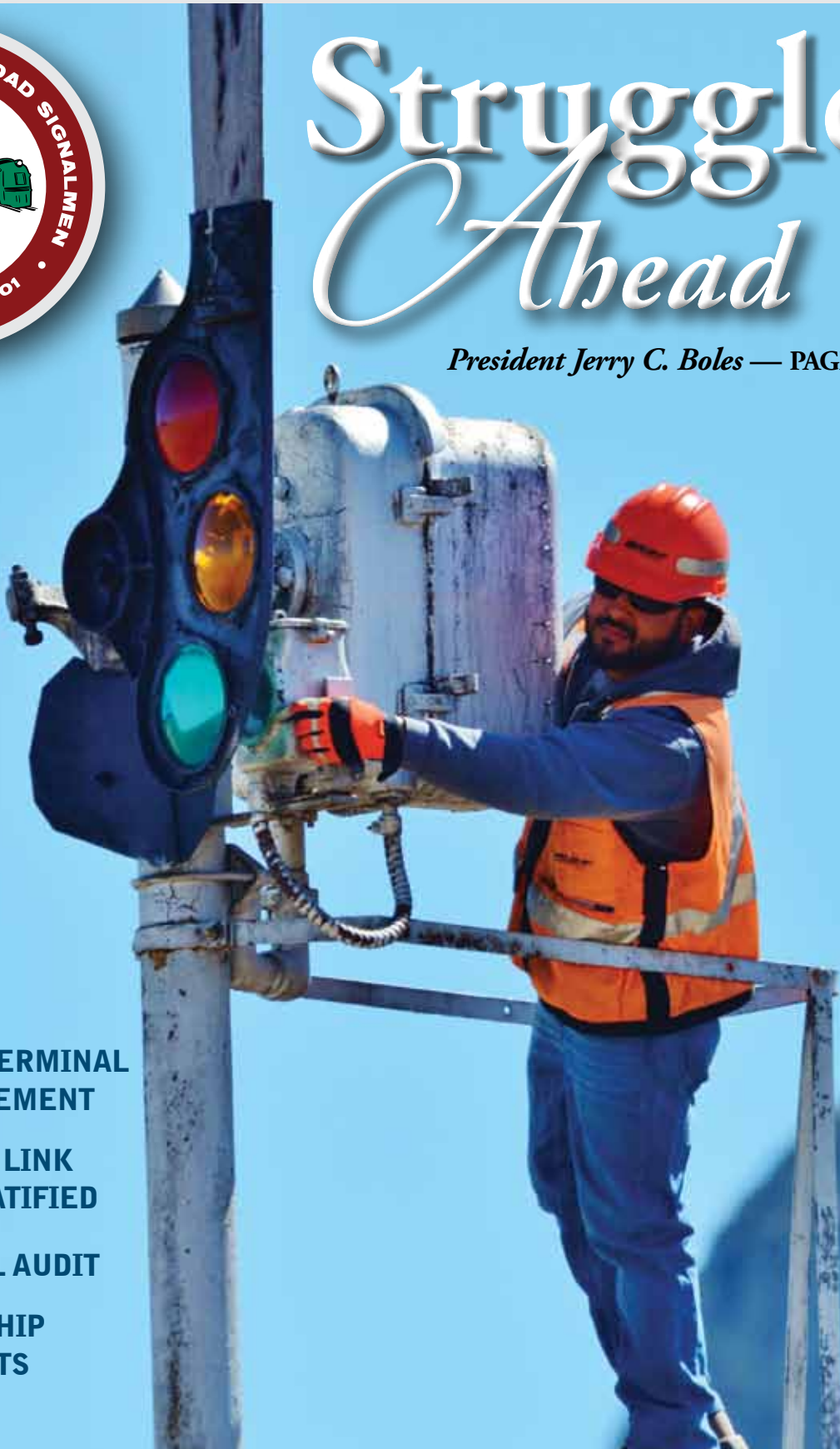


THE SIGNALMAN'S JOURNAL



Struggles Ahead

President Jerry C. Boles — PAGE 2



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- **SPRINGFIELD TERMINAL RAILWAY AGREEMENT**
- **MONTANA RAIL LINK AGREEMENT RATIFIED**
- **7-STEP ANNUAL AUDIT**
- **BRS MEMBERSHIP SURVEY RESULTS**



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can earn an Associate Degree
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COVER: BNSF Signal Maintainer and Local 161 member Josh Hernandez, working out of Trinidad, Colorado, at a Semaphore T-2 Signal, located between Springer, New Mexico, and Wagon Mound on the old ATSF main line.

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



FROM THE PRESIDENT

— Jerry C. Boles, BRS President

Struggles Ahead

As we move forward in today's era of railroading, I am compelled to discuss with you the many issues that face our Organization, our colleagues, the labor movement, and the working class in general.

As many of you probably already know, I along with BLET President Dennis Pierce, SMART Transportation Division President John Previsich, IAM Assistant to the President Andrew W. Sandburg, and Amtrak FOP President

William Gonzalez

were invited by U.S. House of Representatives Committee on Transportation and Infrastructure

Chairman, Peter A. Defazio, to testify on behalf of our members in front of the Subcommittee on Railroads, Pipelines, and Hazardous Materials on "*The State of the Rail Workforce*". A link to this hearing and testimony can be found on our website, www.brs.org.

Labor's testimony showed a side of the rail industry most carriers would prefer to keep quiet, nonetheless it is our responsibility to voice the concerns of our members

in today's ever changing industry. While many of us focused on Precision Scheduled Railroading (PSR), we also clearly pointed out the direct correlation to a decline in safety where PSR has been implemented. The concerns of our members are many, and they should worry not only us, but the general public as well. The potential for catastrophe grows as railroads continue to introduce tactics to further their bottom lines all while allowing safety to take a back seat.

We must unite and let our voices be heard, we must reach out to our elected officials and inform them of our concerns, and we must stand together and support those who support Labor, our industry, and the working class.

While we are grateful for the invitation of Congress to address some of our concerns, the truth is our

testimonies were just the tip of the iceberg. Our industry, as well as labor in general, is under attack. We are taking shots from all sides and those with the power to defend the regulations and laws are not rising to the challenge. Congress and the Administration should continue to defend safety and the regulations that have protected us and the general public for many years. Instead, we are seeing the agencies and regulators hide behind executive





orders and fancy marketing schemes all while allowing the “Jackals of Wall Street” to determine what is cost beneficial and will boost corporate stocks.

My testimony covered topics such as PTC training, and the fact that some of our members believe

that the training they are receiving is not sufficient, or that they are not receiving it at all. I discussed the effects of PSR on our members, including the fact that maintenance positions

are being abolished and re-established with larger territories. I pointed out that these new territories lead to increased testing requirements on

each individual leaving less time for regular preventative maintenance, which heightens the potential for equipment failures and signaling issues, often occurring after hours, increasing the already extensive duties. Deferred trouble tickets and overtime issues were confronted, along with an industry-wide attack on the regulations we have previously fought to achieve, including Highway-Rail Grade Crossing Regulations.

We see attacks from the courts with rulings like the “Janus Decision”, and attacks via anti-labor appointments to positions within the government, whose decisions greatly affect our ability to protect the working class way of life. These challenges are to long-standing precedents to unionism and collective bargaining, along with efforts to deregulate or eliminate our positions with technology. These attacks come consistently, in many forms, and they threaten everything we have fought for and stand for today.

Railroads are eliminating jobs and closing facilities, they are making unilateral changes to long-standing policies and practices that infringe upon our contracts and agreements. They are introducing draconian drug and alcohol policies that undermine any efforts we make to help or

rehabilitate those that are struggling or need assistance. They are challenging us at every turn, and they are doing so simply because they believe they can. We live in an era where business's believe they can do what they want as long as they make profits, and no one will stand up to them. They believe that our silence is our acquiescence, but I disagree.

I believe our members, labor, and the working class have had enough, but that alone will not fix the problem. We must unite and let our voices be heard, we must reach out to our elected officials and inform them of our concerns, and we must stand together and support those who support Labor, our industry, and the working class. We have to encourage those who support us to champion legislation to protect our work, our workers, and the traveling public. We must stand up to the corporate

world and let them know that we want them to succeed, but not at the cost of our safety or our livelihoods.

I do not bring these issues to you in fear or defeat,

but simply as a call to unite. As our industry changes and our nation struggles through difficult times, now more than ever it is imperative that we stand beside each other in unity and brotherhood. It is time to put aside petty differences and past arguments, and unite as labor and as a working class to bring real change to our industry and nation. It is a time to remind those who seek to abuse us and others of this working class, that we are a force to be reckoned with. It is time to wake the sleeping giant that is the labor force and remind people that when they are united they can do anything.

I am confident that if we stand together united, we can overcome PSR, or any challenge for that matter, and show the industry that it is the employees and their families that have made these companies what they are. It is about time they remember that! ■

In Solidarity,

Jerry C. Boles
BRS President

***The potential for catastrophe grows as
railroads continue to introduce tactics to
further their bottom lines all while
allowing safety to take a back seat.***



FROM THE SECRETARY-TREASURER

Mike Baldwin, BRS Secretary-Treasurer

7-Step Annual Audit

Article II, Section 52, of the BRS Constitution outlines the Local Board of Trustees' responsibility to perform an annual audit of the Local's finances:

"Sec. 52. The Local Board of Trustees shall meet as soon as possible following the Board's election to examine the finances and books of the Local Financial Secretary. Thereafter, such audits must be made at least every twelve (12) months on a form prescribed by the Grand Lodge and a copy of such audit shall be furnished to the Secretary-Treasurer. If the report of the audit is not furnished to the Secretary-Treasurer annually, the Secretary-Treasurer may cause an audit and any costs associated with the audit, including travel costs, shall be borne by the Local Lodge..."

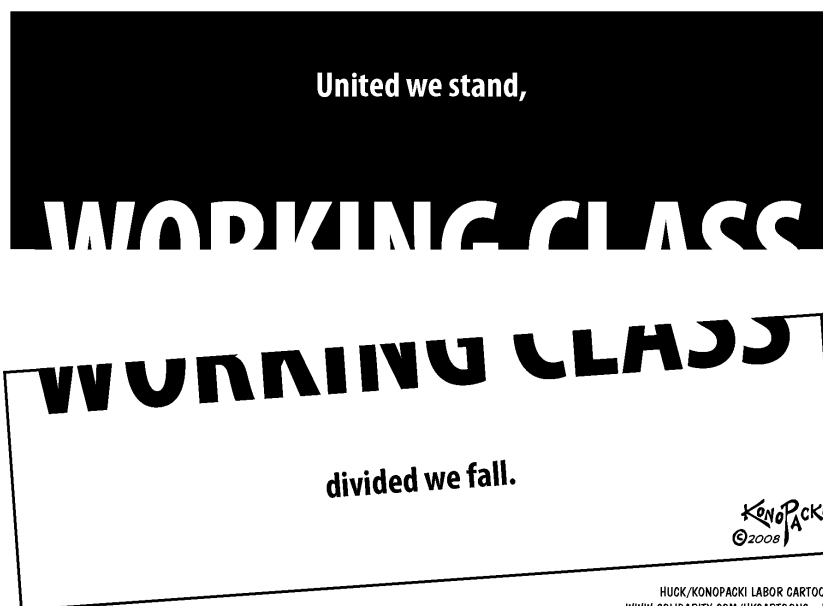
If your Local needs a Trustee Audit Guide or assistance in conducting an audit, we are happy to help. Please contact the Secretary-Treasurer's office at (540) 622-6527.

The 7-Step Audit

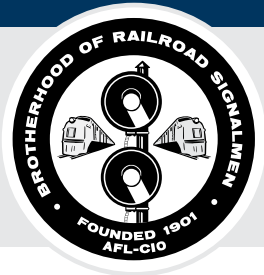
The 7-step audit focuses on four major areas: disbursements, receipts, assets, and compliance with the reporting requirements, as outlined below:

Steps 1 and 2 will assist you in determining whether the Local's disbursements have been properly recorded and whether they were issued for legitimate, approved union purposes. Steps 3 and 4 will help you determine whether the Local's receipts have been properly recorded and deposited into your Local's bank account. Steps 5 and 6 will aid you in accounting for your Local's assets (cash and equipment). Step 7 will help you determine whether your Local is complying with all requirements for financial reporting and recordkeeping.

- **Step 1** — Trace cancelled checks to the bank statements and disbursements journal.
- **Step 2** — Scan the disbursements journal and record unusual entries.
- **Step 3** — Trace employer dues checkoffs to the receipts journal and bank statements.
- **Step 4** — Confirm that receipts from all other sources have been properly recorded and deposited.
- **Step 5** — Identify all bank accounts, verify their ending balances, and review withdrawals/transfers.
- **Step 6** — Inventory fixed assets.
- **Step 7** — Confirm that annual financial reports for the latest completed fiscal year were filed on time, financial records were properly maintained, and ensure that all officers and employees who handle funds are adequately bonded. ■



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MICHAEL EFAW

Appointed National Legislative Director

President Jerry C. Boles appointed Michael Efav as BRS National Legislative Director on January 16, 2019, to fill the position vacated by the retirement of Brother Leonard Parker, Jr. Prior to being appointed as a Grand Lodge Representative in 2018, Brother Efav was very active in local politics in his native West Virginia, often requesting Signalmen's Political League (SPL) contributions for those that supported Signalmen and labor as well as attending functions and discussing important issues with representa-

tives. Brother Efav has continued this work in Washington, D.C., as he builds relationships and engages on Capitol Hill with Representatives and Senators regarding significant issues facing our craft and the labor movement. ■

If you have a political issue you would like addressed or a candidate you would like the SPL to support, please contact Brother Efav at 540-622-6522 ext. 571 or mle@brs.org.



MICHAEL EFAW
National Legislative Director

CHRIS HAND

Appointed Grand Lodge Representative

On April 1, 2019, Chris Hand was appointed to the position of Grand Lodge Representative by Brotherhood of Railroad Signalman



CHRIS HAND
Grand Lodge Representative

President, Jerry C. Boles. As a Grand Lodge Representative, Brother Hand is tasked with the handling of disputes and grievances in the Arbitration Department, as well as assisting other Grand Lodge Officers in various duties.

A lifelong resident of Littleton, Colorado Brother Hand grew up in a union household, instilling the virtues and principles of trade unionism early in his life. Brother Hand graduated from Littleton High School.

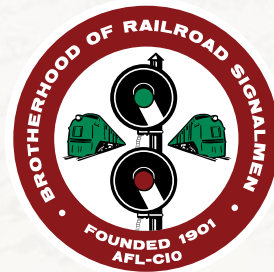
In 2008, he began his tenure at Union Pacific (UP) on a signal gang in Denver, Colorado, as an Assistant Signalman. During his railroad career he was also awarded the positions of Signal Maintainer,

Signal Maintenance Foreman, and Electronic Technician Inspector. Brother Hand's accomplishments also include completing UP's Railroad Signal Training.

An active member of Local 24, Brother Hand was appointed in 2012, to the position of 1st Vice President. In 2014, he was nominated, elected, and served as President and in 2017, he was elected Recording-Financial Secretary and held that position until his appointment to Grand Lodge.

Brother Hand, his wife Alissa and their three children, Liam, Lexie, and Landon are excited for this next chapter in Virginia. ■

Agreements



SPRINGFIELD TERMINAL RAILWAY COMPANY

After serving notice under Section 6 of the Railway Labor Act in January 2019, the Springfield Terminal Railway Company and members of Local 232 reached a five-year Agreement, which was officially ratified on May 20, 2019. The contract contains annual wage increases totaling 11.5 percent over the term of the contract, an hourly differential for members who possess a commercial driver's license, no increase in health care cost shar-

ing until 2023, an increase in the tool allowance, and clarification on the process and language contained in the Displacement Rule.

The negotiating committee consisted of Vice President East Tim Tarrant, General Chairman Jason Worcester, Assistant General Chairman Jason Harkleroad, and Local Chairman Matt Paquette. ■

MONTANA RAIL LINK

On May 20 2019, an Agreement was reached between Montana Rail Link and the Brotherhood of Railroad Signalmen. After 36 hard fought months of negotiations, the Agreement ratified in convincing fashion. Listed below are some of the provisions of the new Agreement.

- 13.5 % wage increase through 2021.
 - 2% 1/1/2017
 - 2% 1/1/2018
 - 3% 1/1/2019
 - 3% 1/1/2020
 - 3.5% 1/1/2021
- \$2000 Ratification Bonus.
- Five flex days annually to be used in ½ day increments.
- Bereavement Leave can be taken anytime with 30 days of death.
- Employee annual safety shoe allowance increase to \$210 by 2021, and task-specific gloves to be provided by the carrier.
- Expenses and Per Diems to be increased at the same time and by the same percentage as the General Wage Increases.
- Healthcare contribution reductions and premium contributions frozen until 12/31/2021.
- Vision care shall include one annual exam covered at 100% and \$50 toward the purchase of lenses, plus \$150 every other year toward the purchase of frames or contacts.
- Monthly cell phone allowance increased to \$40.
- Up to eight (8) hours pay for Student Signalmen, for each day traveling to and from class locations.
- Signal Employees with Special A Classification will receive overtime when working in excess of two (2) hours of the normal straight-time hours.
- Signal employees called to perform service after normal working hours shall receive a minimum of five (5) hours of overtime.

Congratulations to the membership at Montana Rail Link and all those involved in the negotiations; keep up the good work. ■

NATIONAL TRANSPORTATION SAFETY BOARD

Accident Investigation Orientation for Rail Professionals

On May 29–30, 2019, BRS Grand Lodge Director of Research Doug VanderJagt, and Representatives Kurt Mullins, Quinn Norman, and Chris Hand attended the National Transportation Safety Board (NTSB) Accident Investigation Orientation for Rail Professionals. This training allows our representatives to now participate in NTSB rail accidents and investigations throughout the United States. This training, combined with their unique knowledge of the day-to-day lives and work of Signalmen, will prove to be a valuable asset to future NTSB Investigations. Their participation as third party investigators ensures our membership's perspective and provides the NTSB with a full understanding to prevent future accidents. ■



ORIENTATION

Advanced Electronics Training Program



On May 29, 2019, orientation for the 2019 Advanced Electronics Training Program (AETP) was held in Marietta, Georgia, at CSX Transportation's (CSXT) Redi Center. BRS President Jerry Boles, Vice President East Tim Tarrant, General Chairmen Gus Demott, John Heise, and Jason Worcester were in attendance. The AETP has been around for decades and through the Quality Action Committee (QAC), BRS members and CSXT managers worked collaboratively to develop the curriculum which was designed to fit the unique needs of CSXT's Signal Department. During this round, over 70 BRS members applied to the training program; 18 applicants were accepted from across the CSXT system.

At the orientation, Instructor Wes Tidwell informed each student of the requirements for completion of the pro-

gram and answered questions. Each student received two large trunks of electronics training equipment and simulators used to assist them in the program by conducting experiments and providing valuable experience working with the electronics equipment.

The AETP takes between 18 and 21 months to complete and requires each student successfully perform several computer-based training modules and experiments, as well as, final exams with a minimum passing score of 76 percent. Financial incentives are provided during the program and, upon completion, each successful student will be qualified to hold any position in the Signal Department at CSXT. The BRS wishes each student the best of luck. ■

Use an FSA to pay for eligible expenses like these

These are not the complete lists. The IRS decides which expenses can be paid from an FSA, which also include, but are not limited to, deductibles, copayments and medications. The IRS can modify the list at any time. Please see your benefit plan documents to see what expenses are eligible for reimbursement under your FSA.

- ▶ Acupuncture
- ▶ Ambulance
- ▶ Artificial limbs
- ▶ Artificial teeth
- ▶ Blood sugar test kits for diabetics
- ▶ Breast pumps and lactation supplies
- ▶ Chiropractor
- ▶ Contact lenses and solutions
- ▶ Crutches
- ▶ Dental treatments including X-rays, cleanings, fillings, braces, and tooth removals
- ▶ Doctor's office visits and procedures
- ▶ Drug addiction treatment
- ▶ Drug prescriptions
- ▶ Eyeglasses and vision exams
- ▶ Fertility treatment
- ▶ Hearing aids and batteries
- ▶ Hospital services
- ▶ Inpatient alcoholism treatment
- ▶ Insulin
- ▶ Laboratory fees
- ▶ Laser eye surgery
- ▶ Over-the-counter medicines and drugs **if prescribed** by a doctor (see more information below)
- ▶ Physical therapy
- ▶ Psychiatric care if the expense is for mental health care provided by a psychiatrist, psychologist or other licensed professional
- ▶ Special education services, recommended by a doctor, for learning disabilities
- ▶ Speech therapy
- ▶ Stop-smoking programs (including nicotine gum or patches, if prescribed)
- ▶ Surgery, excluding cosmetic surgery
- ▶ Vasectomy
- ▶ Walker
- ▶ Weight-loss program, if it is a treatment for a specific disease diagnosed by a physician
- ▶ Wheelchair

Over-the-counter (OTC) medicines and drugs

Because of the health care reform law passed in 2010, over-the-counter medicines and drugs may only be eligible for FSA reimbursement if you have a valid prescription. Those medicines or drugs include:

- ▶ Acid controllers
- ▶ Acne medicine
- ▶ Aids for indigestion
- ▶ Allergy and sinus medicine
- ▶ Antidiarrheal medicine
- ▶ Baby rash ointment
- ▶ Cold and flu medicine
- ▶ Eye drops
- ▶ Feminine antifungal or anti-itch products
- ▶ Hemorrhoid treatment
- ▶ Laxatives or stool softeners
- ▶ Lice treatments
- ▶ Motion sickness medicines
- ▶ Nasal sprays or drops
- ▶ Ointments for cuts, burns or rashes
- ▶ Pain relievers, such as aspirin or ibuprofen
- ▶ Sleep aids
- ▶ Stomach remedies

DON'T MISS OUT IN 2019

Whether you are currently enrolled or want to enroll in the health FSA benefit for the first time, you will need to take action during Open Enrollment later this year. Watch your mailbox in late September for your 2019 enrollment package to arrive with all the details.

NOTE: FSA enrollment is NOT automatic each year — you must enroll in your FSA every year.



Over-the-counter supplies

Many OTC medical supplies may be eligible for reimbursement from an FSA, and no prescription is required. Examples include:

- ▶ Bandages, adhesive or elastic
- ▶ Braces and supports
- ▶ Catheters
- ▶ Condoms
- ▶ Contact lens solution and supplies
- ▶ Crutches
- ▶ Dentures and denture adhesives
- ▶ Diagnostic tests and monitors (such as blood glucose monitors)
- ▶ Elastic bandages and wraps
- ▶ First-aid supplies
- ▶ Insulin
- ▶ Ostomy products
- ▶ Pregnancy tests
- ▶ Reading glasses
- ▶ Walkers, wheelchairs and canes

The Internal Revenue Service, or IRS, publishes information on flexible spending accounts, or FSAs, and qualified expenses. Visit irs.gov.



Important note:

Insulin does not require a prescription for FSA reimbursement.

These expenses aren't eligible

Here are some common services and expenses that are not eligible for FSA reimbursement.

- ▶ Aromatherapy
- ▶ Baby bottles and cups
- ▶ Baby oil
- ▶ Baby wipes
- ▶ Breast enhancements
- ▶ Cosmetics
- ▶ Cotton swabs
- ▶ Dental floss
- ▶ Deodorants
- ▶ Feminine care
- ▶ Hair regrowth
- ▶ Low-calorie foods
- ▶ Mouthwash
- ▶ Petroleum jelly
- ▶ Shampoo and conditioner
- ▶ Skin care
- ▶ Spa salts
- ▶ Sun-tanning products
- ▶ Toothbrushes

What does that mean?

Eligible expense: A medical, dental or vision expense your employer's plan says can be paid for or reimbursed.

Flexible spending account (FSA): A benefit plan that lets people put money aside in special accounts, pre-tax, to help pay for certain medical costs, child care, and other health services.



For more information

- ▶ Ask your employer for information about your FSA plan and eligible expenses.
- ▶ The IRS publishes information on FSAs and eligible medical expenses. Visit irs.gov.
- ▶ Most major grocery, department, retail and drug stores can identify at the cash register what supplies are eligible for FSA reimbursement.



Insurance coverage provided by or through UnitedHealthcare Insurance Company or its affiliates. Administrative services provided by United HealthCare Services, Inc., or their affiliates. A flexible spending account is not insurance. FSAs are administered by OptumHealth Financial Services and are subject to eligibility and restrictions.

This communication is not intended as legal or tax advice. Please contact a competent legal or tax professional for personal advice on eligibility, tax treatment, and restrictions. Federal and state laws and regulations are subject to change.

LETTER TO THE EDITOR

THE FAMILY OF DANIEL BAILEY

Would like to Express their Sincere Gratitude and Thanks

Daniel B. “Beetle” Bailey went home to be with his Lord on May 10, 2019, after a long fight with heart disease.

Danny retired with CSX after 41 years of service as a Signal Technician — he truly enjoyed being a Signalman and a member of the Brotherhood of Railroad Signalmen.

The family of Daniel Bailey would like to express their sincere gratitude and thanks to his fellow union brothers and co-workers for the kindness they bestowed upon them over the past seven years during his struggle.

To those of you who were able to attend the visitation and funeral, the family and I, his wife Elaine Bailey, would like to offer you a “special heartfelt” thanks for coming to pay your respects. During this difficult time, I was unable to thank each and every one of you personally, but I want you to know that your support meant the world to me and my family, and most of all it would have meant so much to Danny, and we thank you all.

The railroad was Danny’s life, and even during his illness, he always felt a strong connection to his fellow co-workers — they made him feel like he was still one of the gang — it was a connection he cherished until the end.

The family of Daniel B. “Beetle” Bailey



DANIEL B. “BEETLE” BAILEY

“His illness may have taken him from us, but it will never rob us of his memory.”

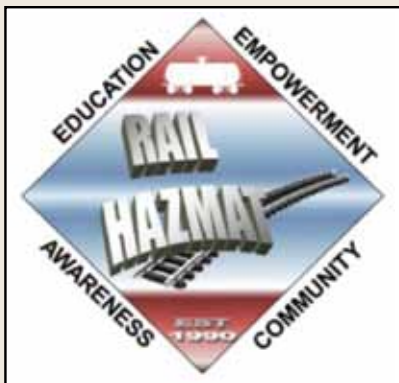
DID YOU KNOW?

TITLE 49: TRANSPORTATION

§236.13 SPRING SWITCH; SELECTION OF SIGNAL CONTROL CIRCUITS THROUGH CIRCUIT CONTROLLER

The control circuits of signals governing facing movements over a main track spring switch shall be selected through the contacts of a switch circuit controller, or through the contacts of relay repeating the position of such circuit controller, which, when normally closed switch point is open one-fourth inch or more, will cause such

signals to display their most restrictive aspects, except that where a separate aspect is displayed for facing movements over the switch in the reverse position the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position. ■



RAIL WORKERS HAZARDOUS MATERIALS TRAINING PROGRAM

Peer trainers dedicated to providing quality education & awareness of hazardous materials, empowering rail workers & communities.

Rail Hazmat Chemical/Emergency Response Training Programs

The Rail Workers Hazardous Materials Training Program is funded by a federal grant from the National Institute of Environmental Health Sciences (NIEHS) to provide hazmat training to rail workers. This five-day hazmat training course will provide rail workers the essential knowledge, skills, and response actions in the case of an unintentional release. These tools will allow rail workers to protect themselves, their co-workers, and their communities.

This training addresses OSHA and DOT required training in addition to procedures, different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness and the incident command system. The training also provides completion of the OSHA 10-Hour General Industry Outreach requirements. The programs are delivered using interactive classroom instruction, small group activities, hands-on drills and a simulated hazmat response in full safety gear.



The funding provides the following student expenses: travel, lodging and meals. In addition, an incentive of \$175.00 per day is available to all training participants of these programs, except those who are able to secure regular pay through their employer, or are paid union officers. Training will be conducted at the Houston Fire Academy's Val Jahnke Training Facility, 8030 Braniff Street, Houston, TX 77061. ■

To meet this training need, the Rail Program will conduct the following classes:

Sunday 5:30 p.m. orientation, Friday departure

OCTOBER 20–25, 2019 — JANUARY 12–17, 2020
FEBRUARY 2–7, 2020 — MARCH 15–20, 2020

Register now at the Rail Hazmat website:

<http://railworkertrainingprogram.org> or www.rwhmtp.org

Contact Rail Workers Hazmat Training Program • (202) 624-6963 • (M-F, 9:00 AM – 5:00 PM EST)



Vital Decisions Living Well Program

OUR EXPERTISE

Over 300,000 individuals and their families have participated in advance care planning through our Living Well Program

Our Specialists are masters level clinicians who have extensive experience facilitating healthcare decision making conversations

Our program is offered free of charge and conducted over the phone or by video session

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Aligning the care you receive with your values and preferences

Our program is geared for individuals experiencing changes in their health.

We provide a Specialist as your personal guide who is focused on understanding what is most important to you in terms of your healthcare decisions.

The goal is to ensure that your preferences are understood, communicated to your family and medical team, and reflected in your care.

In the event of a medical emergency and you could not make decisions for yourself, others understand your wishes so that the care you want is the care you receive.

What program participants have to say

"This program allowed me to stop and think so I could plan ahead before decisions were critical."

"It helped me focus on issues we needed to focus on - sometimes very difficult issues."

"My Vital Decisions Specialist contacted me at just the right time. I was confused and just going through the motions. Now I have a plan in place that my daughter and doctor are aware of. This plan will keep me free of pain and around my grandchildren as much as possible."

www.VitalDecisions.net — 1.833.364.6896

How Can We Assist You?

Have greater control:

- Explore and clarify your goals for healthcare
- Understand what is most important to you in terms of your values and preferences and how that should be reflected in your healthcare decisions
- Consider the types of care you may or may not want now and in the future

Keep what's important to you at the forefront of your healthcare planning process

- Consider the role your loved ones will play in your healthcare decision making
- Understand your options for communicating your wishes
- Consider changes in health you may experience and how your preferences may change over time
- Ensure that what's most important to you is reflected in your healthcare plan

Increase or improve communication with medical providers

- We help you think ahead about questions you have for your medical team about your health and about treatment options
- We help you put your wishes into an actionable plan
- Since we are not medical providers, you remain the expert of what is most important to you and how that should be reflected in your healthcare

Communicate with your loved ones

- By planning ahead for future medical care and communicating your wishes with loved ones, they are better able to understand the type of care you want and don't want
- This can reduce uncertainty or confusion about your treatment wishes



www.VitalDecisions.net

1 (833) 364-6896

BRS Membership Survey Results

Earlier this year, Grand Lodge conducted a survey of its members involved in the upcoming National Bargaining session covered under Section 6 of the Railway Labor Act. This survey asked members what issues were of importance to them and how they ranked them. It also asked members to respond regarding their involvement with Positive Train Control (PTC) (installation-maintenance), if they had received training on PTC, and if the training was sufficient. The following is a brief summary of those results:

National Top Issues	Rank
Wages	1
Sick Days	2
Additional Holidays	3
Maintainers Pay	4
Paid Time Off Qualification	5
Healthcare Benefits	6
More Personal Leave	7
401K	8
Healthcare Cost-Sharing	9
Skill Pay	10
Dental Benefits	11
Healthcare Co-Pays	12
Vision Benefits	13
Expanded Bereavement (5 days)	14
Supplemental Sickness	15
Expanded Bereavement (Grandparents)	16

The PTC survey data indicated that roughly 73% of the Class I railroad employee responses said they had received PTC training, but only 21% of those responses agreed the training was sufficient. Roughly 67% of the employee responses from the smaller railroads indicated they had received some form of PTC training, but only 20% of those responses indicated the training was sufficient.

77% of the responses for Class I railroad employees involved in maintenance said they had received some form of training, but of those responses only 21% said it was adequate. 48% of the responses from the smaller railroads involved in maintenance said they had received some form of PTC training, but only 16% said it was sufficient.

72% of the responses for Class I railroad employees involved in installation said they had received some form of training, but of those responses only 24% said it was adequate. 48% of the responses from the smaller railroads involved in installation said they had received some form of PTC training, but only 15% said it was sufficient.

We thank those of you who participated in this survey and welcome any suggestions you may have on how to improve participation in the future. ■

BROTHERHOOD OF RAILROAD SIGNALMEN
917 SHENANDOAH SHORES ROAD • FRONT ROYAL, VA • 540.622.6522

2019 Member Survey

SURVEY CODE:



Dear

Please return the survey to Grand Lodge in the enclosed postage paid envelope by **March 4, 2019**.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
WAGES:					
1. I am under-compensated for my skills.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Maintainers should receive a pay differential.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PAID TIME OFF:					
3. We need to negotiate for additional paid holidays.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. We need to negotiate for additional vacation days.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Qualifying requirements for vacation and personal leave days should be reduced.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. I need more personal leave days.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. The next contract should contain compensated sick days.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Expand Bereavement Leave to include grandparents.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Bereavement Leave needs to be expanded from 3 days to 5.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HEALTHCARE:					
10. I am satisfied with my level of healthcare benefits.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. I am satisfied with my level of eye care benefits.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. I am satisfied with my level of dentistry benefits.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. My healthcare co-pays are reasonable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. The current employee cost-sharing contribution is reasonable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OTHER:					
15. Expand our next contract to include a contributory 401K.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Supplemental sickness benefits should be improved.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Other: _____					
Please list your top 3 (numbered above) issues by number in order of importance <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>					
POSITIVE TRAIN CONTROL (PTC):					
1. Please indicate your involvement with PTC: (check all that apply)	<input type="checkbox"/> Installation <input type="checkbox"/> Maintenance <input type="checkbox"/> No Involvement				
2. Have you received training on PTC equipment?	<input type="checkbox"/> Yes <input type="checkbox"/> No				
3. If yes, was the training sufficient for you to properly perform your job duties pertaining to PTC?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A				
4. Any additional comments concerning PTC: _____					

A Helping Hand — The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

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

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

Today, the Foundation continues its objective by providing aid to a substantial number of girls throughout the United States in the form of financial assistance and healthcare benefits. To be eligible, the employee must have been actively employed by any United States rail-

road at the time of his or her death; the cause does not need to be work related. Eligibility is also dependent on the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

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

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

Further information and applications may be obtained by writing to:

The John Edgar Thomson Foundation

201 S. 18th Street, Suite 318

Philadelphia, PA 19103

Telephone: (215) 545-6083

Fax: (215) 545-5102 • Toll free: (800) 888-1278

Email: sjethomson@aol.com

Website: www.jethomsonfoundation.com

Union Plus Scholarship Program

ELIGIBILITY — Current and retired members of participating unions, their spouses and their dependent children (as defined by IRS regulations). At least one year of continuous union membership by the applicant, applicant's spouse or parent (if applicant is a dependent). The one-year membership minimum must be satisfied by May 31, of the scholarship year.

APPLICATION TIMELINE — Applications are available starting in mid-June, and a complete application must be received on or before 12:00 p.m. (Eastern Time) on January 31, of the scholarship year. Applications received after this deadline will not be considered.

SCHOLARSHIP AWARD AMOUNTS — Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2020. Students may re-apply each year.

AWARD DATE — The Scholarship Committee will determine recipients of scholarship awards by May 31 each year. During the first week of June award recipients will be individually notified by mail, and all applicants will be sent an email with notification that the award list is posted. Please note that due to the volume of applications we cannot provide any information on the status of an application before award announcements are made.

OUTSTANDING SCHOLARSHIP RECIPIENTS

The students selected for university, college, trade or technical school scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments. The selection process is very competitive since we receive over thousands of applications each year.

To receive mobile text alerts about education-related deadlines and information, text STUDENT to 22555.

www.unionplus.org/benefits/money/union-plus-scholarships

RRB Issues Statements of Service

Each year, the U.S. Railroad Retirement Board prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee with creditable railroad compensation in the previous calendar year.

The Railroad Retirement Board (RRB) will mail the forms to employees during the first half of June. While every effort has been made to maintain current addresses for all active railroad employees, anyone with compensation reported in 2018 who has not received Form BA-6 by July 1, or needs a replacement, should contact an RRB field office by calling the agency toll-free at 1-877-772-5772.

Form BA-6 provides employees with a record of their railroad retirement service and compensation and the information shown is used to determine whether an employee qualifies for benefits and the amount of those benefits. It is important that employees review their Form BA-6 to see whether their own records of service months and creditable compensation agree with the figures shown on the form.

In checking the 2018 compensation total, employees should be aware that only annual earnings up to \$128,400 were creditable for railroad retirement purposes in that year, and that \$128,400 is the maximum amount shown on the form. To assist employees in reviewing their service credits, the form also shows service credited on a month-by-month basis for 2017, 2016, and 2015, when the creditable compensation maximum was \$127,200 for 2017 and \$118,500 for both 2016 and 2015. The form also identifies the employer(s) reporting the employee's 2018 service and compensation.

Besides the months of service reported by employers, Form BA-6 shows the number of any additional service months deemed by the RRB. Deemed service months may be credited under certain conditions for an employee who did not work in all 12 months of the year, but had creditable tier II earnings exceeding monthly prorations of the creditable tier II earnings maximum for the year. However, the total of reported and deemed service months may never exceed 12 in a calendar year, and no service months, reported or deemed, can be credited after retirement, severance, resignation, discharge, or death.

The form also indicates the number of months of verified military service creditable as service under the Railroad Retirement Act, if the service was previously reported to the RRB. Employees are encouraged to submit proofs of age and/or military service in advance of their actual

retirement. Filing these proofs with the RRB in advance will streamline the benefit application process and prevent payment delays.

For employees who received separation or severance payments, the section of the form designated "Taxable Amount" shows the amounts reported by employers of any separation allowance or severance payments that were subject to railroad retirement tier II taxes. This information is shown on the form because a lump sum, approximating part or all of the tier II taxes deducted from such payments made after 1984 which did not provide additional tier II credits, may be payable by the RRB upon retirement to qualified employees or to survivors if the employee dies before retirement. The amount of an allowance included in an employee's regular compensation is shown under "Compensation Amount."

Form BA-6 also shows, in the section designated "Employee Contributions," the cumulative amount of tier II railroad retirement payroll taxes paid by the employee over and above tier I social security equivalent payroll taxes. While the RRB does not collect or maintain payroll tax information, the agency computes this amount from its compensation records in order to advise retired employees of their payroll tax contributions for Federal income tax purposes.

Employees should check their name, address, birth date, and sex shown at the top of the form. If the form shows the birth date as 99-9999 and the gender code is "U" (for unknown), it means the RRB is verifying his or her social security number with the Social Security Administration. Otherwise, if the personal identifying information is incorrect or incomplete (generally a case where the employee's surname has more than 10 letters and the form shows only the first 10 letters) or the address is not correct, the employee should contact an RRB field office. The field office can then correct the RRB's records.

Any other discrepancies in Form BA-6 should be reported promptly in writing to:

Protest Unit-CESC
U.S. Railroad Retirement Board
844 North Rush Street
Chicago, Illinois 60611-1275

The employee must include his or her social security number in the letter. Form BA-6 also explains what other documentation and information should be provided. The law limits to four years the period during which corrections to service and compensation amounts can be made.

For most employees, the address of the RRB office serving their area is provided on the form along with the

RRB's nationwide toll-free number (1-877-772-5772). RRB field offices are open to the public on weekdays from 9:00 a.m. to 3:30 p.m., except on Wednesdays when offices are open from 9:00 a.m. to 12:00 p.m. RRB offices are closed on Federal holidays. ■



U.S. RAILROAD RETIREMENT BOARD
ERHARD CHORLE, JOHN BRAGG, THOMAS JAYNE
MEMBERS

FORM BA-6 (6-19)

CERTIFIED 06-01-2019

BA 9999 8282

AA BAND
123 RECORD ST
FLINT, MI

2018 CERTIFICATE OF SERVICE
MONTHS AND COMPENSATION
SERVICE AND COMPENSATION REPORTED
FOR PERIOD ENDING DECEMBER 31, 2018

BIRTH DATE	SEX
08-1969	M

SERVICE AND COMPENSATION ON RECORD FOR REVIEW PERIOD

YEAR	CREDITABLE COMPENSATION	SEPARATION ALLOWANCE/ SEVERANCE PAYMENT		SERVICE MONTHS PROFILE*												TOTAL
		TAXABLE AMOUNT	COMPENSATION AMOUNT	J	F	M	A	M	J	J	A	S	O	N	D	
2018	94,400.00			1	1	1	1	1	1	1	1	1	1	1	1	12
2017	89,800.00			1	1	1	1	1	1	1	D	D	1	1	1	12
2016	78,200.00			1	1	1	1	1	1	1	1	1	1	1	0	11
2015	22,500.00			0	0	0	0	0	0	0	1	0	1	1	1	04

*1 - A reported month; 0 - A month not reported; D - A "deemed" month

CAREER TOTAL RETIREMENT RECORD

CREDITABLE COMPENSATION	SEPARATION ALLOWANCE/ SEVERANCE PAYMENT		SERVICE MONTHS				EMPLOYEE CONTRIBUTIONS
	TAXABLE AMOUNT	COMPENSATION AMOUNT	REPORTED	DEEMED	MILITARY	TOTAL	
899,750.00			204	2	12	218	33,900.00

YOUR 2018 REPORTING EMPLOYER(S)

The service and compensation shown on this form for 2018 were gathered from a report(s) received from the following employer(s): **GRAND FUNK RAILROAD**

RRB OFFICE SERVING YOUR AREA

123 MAIN STREET
MOTOR CITY, MI 60000

PHONE (877) 772-5772

Always notify the Railroad Retirement Board if your address changes during the year.

WASHINGTON REPORT

“...that government of the people, by the people, for the people, shall not perish from the earth.” — ABRAHAM LINCOLN



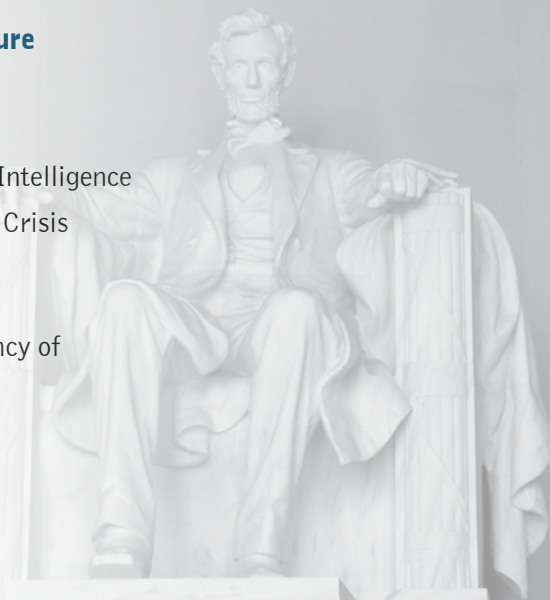
The title quote, given by President Lincoln in his Gettysburg Address, should be ingrained in our minds as the United States of America has established the greatest government in recorded history.

The Washington Report will be periodically giving a succinct refresher on the branches of government; this quarter, we will be discussing the U.S. House of Representatives. There are three branches of government to ensure a separation of powers; legislative, executive, and judicial, all of which have different powers and responsibilities and are to work with each other. The Legislative Branch, known as Congress, is divided into two houses, the House of Representatives and the Senate. The powers of the Legislative Branch are established by Article I of the United States Constitution.

Each state has specific congressional districts and each district has one representative, commonly referred to as “Congressman” or “Congresswoman.” Representatives are elected to a two-year term to serve the people of their district, also known as constituents. The number of Representatives with full voting rights is 435. The number of Representatives per state is based on the state’s population. The House of Representatives has positions of leadership which currently include: Speaker of the House, Rep. Nancy Pelosi (D-CA); Majority Leader,

Rep. Steny Hoyer (D-MD); Majority Whip, Rep. James Clyburn (D-SC); Assistant Speaker, Rep. Ben Ray Lujan (D-NM); Caucus Chairman, Rep. Hakeem Jeffries (D-NY); Republican Leader, Rep. Kevin McCarthy (R-CA); Republican Whip, Steve Scalise (R-LA); Republican Conference Chairman, Rep. Liz Cheney (R-WY); and Republican Policy Committee Chairman, Rep. Gary Palmer (R-AL). The House of Representatives has 20 standing committees that have different legislative jurisdictions, each with subcommittees under its jurisdiction. Sometimes a special or select committee will be formed for a short period of time to focus on a specific issue. The House of Representatives can also create a commission to serve as an advisory body for policy-related or investigative issues, among other things. The House of Representatives has a long-standing reputation as the “People’s House.” Listed below are the committees of the House of Representatives (committees the BRS has particular interest in are **emboldened** and in blue below):

- Agriculture
- **Appropriations**
- Armed Services
- Budget
- **Education and Labor**
- Energy and Commerce
- Ethics
- Financial Services
- Foreign Affairs
- **Homeland Security**
- House Administration
- Judiciary
- Natural Resources
- Oversight and Reform
- Rules
- Science, Space, and Technology
- Small Business
- **Transportation and Infrastructure**
- Veterans Affairs
- **Ways and Means**
- Permanent Select Committee on Intelligence
- Select Committee on the Climate Crisis
- Select Committee on the Modernization of Congress
- Joint Select Committee on Solvency of Multiemployer Pension Plans
- Joint Economic Committee
- Joint Committee on the Library
- Joint Committee on Printing
- Joint Committee on Taxation



The House of Representatives has been doing its job passing legislation and is waiting for the Senate to act on

the bills. Listed below are the bills currently (at the time of press deadline) passed by the House:

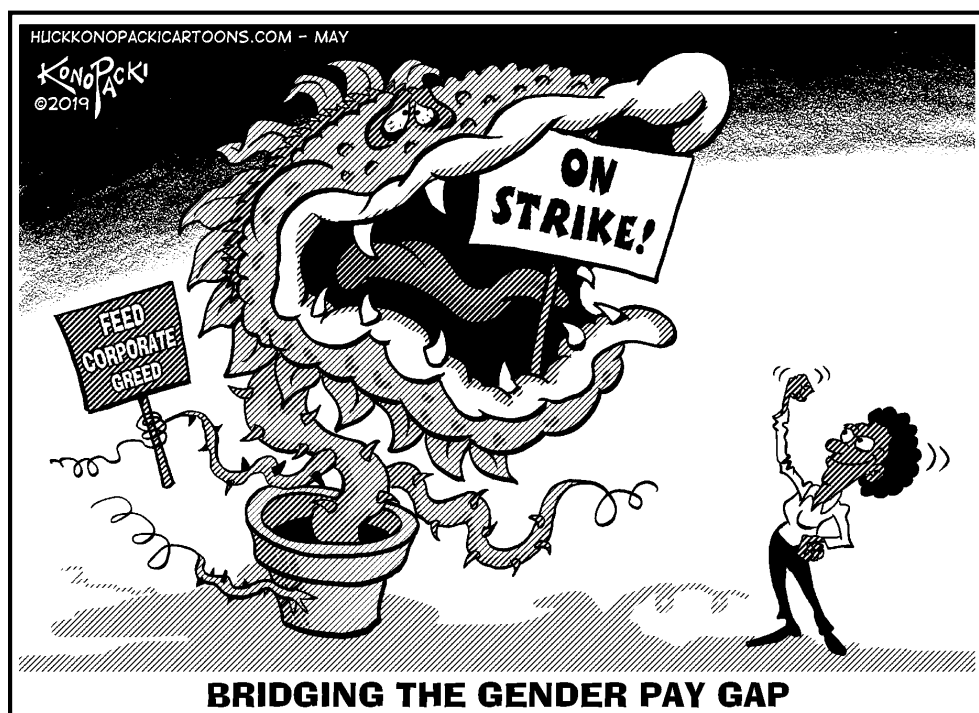
- H.R.1 — For The People Act
- H.R.5 — Equality Act
- H.R.7 — Paycheck Fairness Act
- H.R.8 — Bipartisan Background Checks Act
- H.R.9 — Climate Action Now Act
- H.R.676 — NATO Support Act
- H.R.840 — Veterans' Access to Child Care Act
- H.R.1112 — Enhanced Background Checks Act

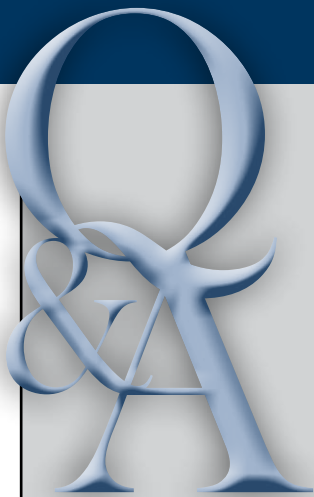
- H.R.1500 — Consumers First Act
- H.R.1585 — Violence Against Women Reauthorization Act
- H.R.1644 — Save the Internet Act
- H.R.1994 — Setting Every Community Up for Retirement Enhancement Act (SECURE Act)
- H.R.2157 — Additional Supplemental Appropriations for Disaster Relief Act

There are other bills, resolutions, markups, and hearings that have been introduced or are going to be introduced in the near future. The BRS will continue fighting hard for our voice to be heard on Capitol Hill. We are continuing to maintain established relationships while developing new ones to get our message out to the law makers. In fact, BRS President Jerry Boles had the honor of testifying before Congress on June 20, 2019, for the "State of the Rail Workforce" Hearing held by the Transportation & Infrastructure's Subcommittee on Railroads, Pipelines, and Hazardous Materials, chaired by Congressman Dan Lipinski (D-IL). In President Boles' testimony, he stated, "If [the rail industry] is left to self-regulate, the PSR operating model will do what is cheapest and not what is safest and in the best interest of the public or our members." In that Hearing, it was seemingly found that rail carriers are looking to erode regulations and use technology for the purpose of eliminating rail jobs. Many members of the Subcommittee made it clear they are against the railroads making record numbers in

profits and operating ratios on the backs of labor. It was also made clear the carriers will be in for a fight when it comes to deregulation of the industry, eliminating jobs, and loosening up safety standards.

As a constituent, we encourage you to contact your Congressman/Congresswoman and let them know your thoughts and views on issues important to you. Without your input, you are allowing others to wholly decide how your representative votes on issues that will affect your livelihood. ■





Medicare for Railroad Families

The following questions and answers provide basic information on Medicare eligibility and coverage, as well as other information on the Medicare program.

The Federal Medicare program provides hospital and medical insurance protection for railroad retirement annuitants and their families, just as it does for social security beneficiaries. Medicare has the following parts:

- **Medicare Part A** (hospital insurance) helps pay for inpatient care in hospitals and skilled nursing facilities (following a hospital stay), some home health care services, and hospice care. Part A is financed through payroll taxes paid by employees and employers.
- **Medicare Part B** (medical insurance) helps pay for medically-necessary services like doctors' services and outpatient care. Part B also helps cover some

preventive services. Part B is financed by premiums paid by participants and by Federal general revenue funds.

- **Medicare Part C** (Medicare Advantage Plans) is another way to get Medicare benefits. It combines Part A, Part B, and sometimes, Part D (prescription drug) coverage. Medicare Advantage Plans are managed by private insurance companies approved by Medicare.
- **Medicare Part D** (Medicare prescription drug coverage) offers voluntary insurance coverage for prescription drugs through Medicare prescription drug plans and other health plan options.

Who is eligible for Medicare?

All railroad retirement beneficiaries age 65 or over and other persons who are directly or potentially eligible for railroad retirement benefits are covered by the program. Although the age requirements for some unreduced railroad retirement benefits have risen just like the social security requirements, beneficiaries are still eligible for Medicare at age 65.

Coverage before age 65 is available for disabled employee annuitants who have been entitled to monthly benefits based on total disability for at least 24 months and have a disability insured status under social security law. There is no 24-month waiting period for those who have ALS (Amyotrophic Lateral Sclerosis), also known as Lou Gehrig's disease.

If entitled to monthly benefits based on an occupational disability, and the individual has been granted a dis-

ability freeze, he or she is eligible for Medicare starting with the 30th month after the freeze date or, if later, the 25th month after he or she became entitled to monthly benefits. If receiving benefits due to occupational disability and the person has not been granted a disability freeze, he or she is generally eligible for Medicare at age 65. (The standards for a disability freeze determination follow social security law and are comparable to the medical criteria a person must meet to be granted a total disability.)

Under certain conditions, spouses, divorced spouses, surviving divorced spouses, widow(er)s, or a dependent parent may be eligible for Medicare hospital insurance based on an employee's work record when the spouse, etc., turns age 65. Also, disabled widow(er)s under age 65, disabled surviving divorced spouses under age 65, and disabled children may be eligible for Medicare, usually after a 24-month waiting period.

Medicare coverage at any age on the basis of permanent kidney failure requiring hemodialysis or receipt of a kidney transplant is also available to employee annuitants, employees who have not retired but meet certain minimum service requirements, spouses, and dependent children. The Social Security Administration has jurisdiction of Medicare in these cases. Therefore, a social security office should be contacted for information on coverage for kidney disease.

How do persons enroll in Medicare?

If a retired employee, or a family member, is receiving a railroad retirement annuity, enrollment for both Medicare Part A and Part B is generally automatic and coverage begins when the person reaches age 65. For beneficiaries who are totally disabled, both Medicare Part A and Part B start automatically with the 30th month after the beneficiary became disabled or, if later, the 25th month after the beneficiary became entitled to monthly benefits. Even though enrollment is automatic, an individual may decline Part B; this does not prevent him or her from applying for Part B at a later date. However, premiums may be higher if enrollment is delayed. (See question 5 for more information on delayed enrollment.)

If an individual is eligible for, but not receiving an

annuity, he or she should contact the nearest Railroad Retirement Board (RRB) office before attaining age 65 and apply for both Part A and Part B. (This does not mean that the individual must retire, if working.) The best time to apply is during the 3 months before the month in which the individual reaches age 65. He or she will then have both Part A and Part B protection beginning with the month age 65 is reached. If the individual does not enroll for Part B in the 3 months before attaining age 65, he or she can enroll in the month age 65 is reached, or during the 3 months that follow, but there will be a delay of 1 to 3 months before Part B is effective. Individuals who do not enroll during this initial enrollment period may sign up in any general enrollment period (January 1 - March 31 each year). Coverage for such individuals begins July 1 of the year of enrollment.

Are there costs associated with Medicare Part A (hospital insurance)?

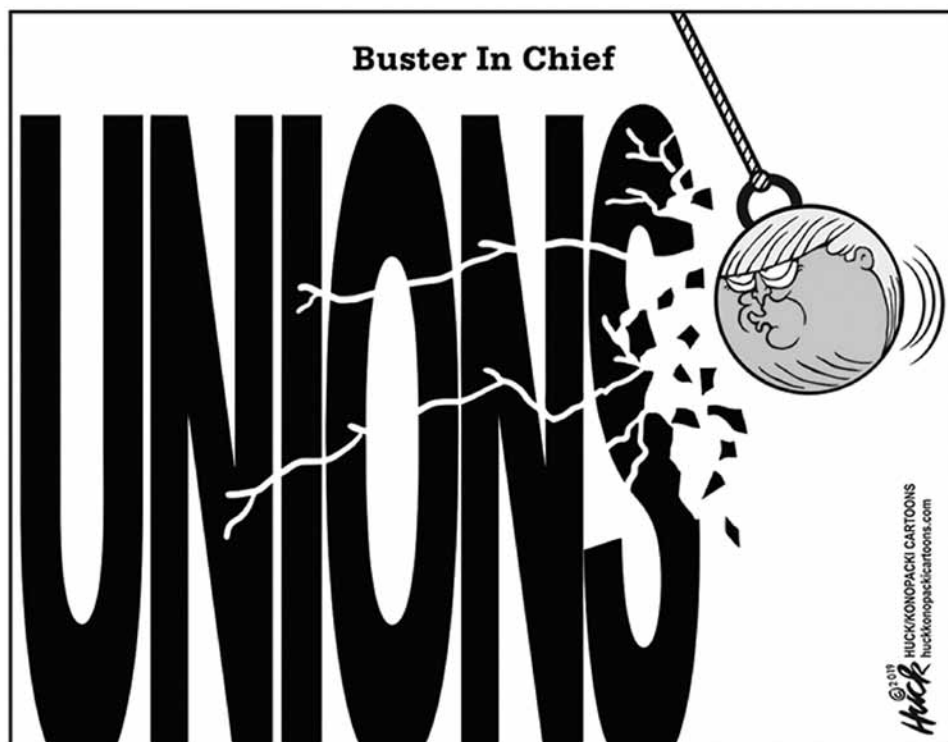
Yes. While individuals don't have to pay a premium to receive Medicare Part A, recipients of Part A benefits are billed by the hospital for a deductible amount (\$1,364 in 2019), as well as any coinsurance amount due and any noncovered services. The remainder of the bill from the hospital, as well as bills for services in skilled nursing

facilities or home health visits, is sent to Medicare to pay its share.

What are the costs associated with Medicare Part B (medical insurance)?

Anyone eligible for Medicare hospital insurance (Part A) can enroll in Medicare medical insurance (Part B) by paying a monthly premium. The standard premium is \$135.50 in 2019. However, some Medicare beneficiaries will not pay this amount because of a provision in the law that states

continued on page 22



RAILROAD RETIREMENT QUESTIONS & ANSWERS

continued from page 21

Part B premiums for current enrollees cannot increase by more than the amount of the cost-of-living increase for social security (railroad retirement tier I) benefits. Since that adjustment was 2.8 percent for 2019, about 2 million Medicare beneficiaries saw an increase in their Part B premiums but still pay less than \$135.50. The standard premium amount applies to new enrollees in the program, and certain beneficiaries who pay higher premiums based on their modified adjusted gross income.

Monthly premiums for some beneficiaries are greater, depending on a beneficiary's or married couple's modified adjusted gross income. The income-related Part B premiums for 2019 are \$189.60, \$270.90, \$352.20, \$433.40, or \$460.50, depending on how much a beneficiary's modified adjusted gross income exceeds \$85,000 (\$170,000 for a married couple), with the highest premium rates only paid by beneficiaries whose modified adjusted gross incomes are over \$500,000 (\$750,000 for a married couple).

There is also an annual deductible (\$185 in 2019) for Part B services.

Palmetto GBA, a subsidiary of Blue Cross and Blue Shield, generally processes claims for Part B benefits filed on behalf of railroad retirement beneficiaries in the Original Medicare Plan (the traditional fee-for-service Medicare plan). An individual in the Original Medicare Plan should have his

or her hospital, doctor, or other health care provider submit Part B claims directly to:

Palmetto GBA
Railroad Medicare Part B Office
P.O. Box 10066
Augusta, GA 30999-0001
1-800-833-4455

www.palmettogba.com/medicare

(Persons with questions about Part B claims under the Original Medicare Plan can contact Palmetto GBA as notated above.)

Can Medicare Part B premiums increase for delayed enrollment?

Yes. Premiums for Part B are increased 10 percent for each 12-month period the individual could have been,



but was not, enrolled. However, individuals age 65 or older who wait to enroll in Part B because they have group health plan coverage based on their own or their spouse's current employment may not have to pay higher premiums because they may be eligible for special enrollment periods. The same special enrollment period rules apply to disabled individuals, except that the group health insurance may be based on the current employment of the individual, his or her spouse, or a family member.

Individuals deciding when to enroll in Medicare Part B must consider how this will affect eligibility for health insurance policies which supplement Medicare coverage. These include Medigap insurance and prescription drug coverage.

What is Medigap insurance?

Many private insurance companies sell insurance, known as Medigap, that helps pay for services not covered by the Original Medicare Plan. Policies may cover deductibles, coinsurance, copayments, health care outside the United States, and more. Generally, individuals need Medicare Part A and Part B to enroll, and a monthly premium is charged. When someone first enrolls in Medicare Part B at age 65 or older, he or she has a one-time 6-month Medigap open enrollment period. During this period, an insurance company cannot deny coverage, place conditions on a policy, or charge more for a policy because of past or present health problems.

Do Medicare beneficiaries have choices available for receiving health care services?

Yes. Under the Original Medicare Plan, the fee-for-service Medicare plan that is available nationwide, a beneficiary can see any doctor or provider who accepts Medicare from qualified railroad retirement beneficiaries and is accepting new Medicare patients. Those enrolled in the Original Medicare Plan who want prescription drug coverage must join a Medicare prescription drug plan.

However, a beneficiary may opt to choose a Medicare Advantage Plan (Part C) instead. These plans are managed by Medicare-approved private insurance companies. Medicare Advantage Plans combine Medicare Part A and Part B coverage, and are available in most areas of the country. An individual must have Medicare Part A and Part B to join a Medicare Advantage Plan, and must live in the plan's service area. Medicare Advantage Plan choices include regional preferred provider organizations

(PPOs), health maintenance organizations (HMOs), private fee-for-service plans and others. A PPO is a plan under which a beneficiary uses doctors, hospitals, and providers belonging to a network; beneficiaries can use doctors, hospitals, and providers outside the network for an additional cost. Under a Medicare Advantage Plan, a beneficiary may pay lower copayments and receive extra benefits. Most plans also include Medicare prescription drug coverage (Part D).

How does Medicare Part D (Medicare prescription drug coverage) work?

Medicare contracts with private companies to offer beneficiaries voluntary prescription drug coverage through a variety of options, with different covered prescriptions and different costs. Beneficiaries pay a monthly premium (averaging about \$33 in 2019), a yearly deductible (up to \$415 in 2019) and part of the cost of prescriptions. Those with limited income and resources may qualify for help in paying some prescription drug costs.

The Affordable Care Act requires some Part D beneficiaries to also pay a monthly adjustment amount, depending on a beneficiary's or married couple's modified adjusted gross income. The Part D income-related monthly adjustment amounts in 2019 are \$12.40, \$31.90, \$51.40, \$70.90, or \$77.40, depending on the extent to which an individual beneficiary's modified adjusted gross income exceeds \$85,000 (\$170,000 for a married couple), with the highest amounts only paid by beneficiaries whose incomes are over \$500,000 (\$750,000 for a married couple).

To enroll, individuals must have Medicare Part A and live in the prescription drug benefit plan's service area. Beneficiaries can join during the period that starts 3 months before the month their Medicare coverage starts and ends 3 months after that month. **There may be a higher premium if an individual does not join a Medicare drug plan when first eligible.** A beneficiary can generally join or change plans once each year during an enrollment period from October 15 through December 7. Drug coverage would then begin January 1 of the following year. In most cases, there is no automatic enrollment to get a Medicare prescription drug plan. Individuals enrolled in Medicare Advantage Plans will generally get their prescription drug coverage through their plan. ■

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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.

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Denver, CO 80212
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www.chodlawfirm.com

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James K. Vucinovich
Rossi Vucinovich PC
1000 Second Avenue
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Seattle, WA 98104
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Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements.

This information, which will be used in the continuing evaluation of this program, should be sent to: Jerry C. Boles, President, Brotherhood of Railroad Signalmen 917 Shenandoah Shores Road, Front Royal, VA 22630-6418

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Continuous Membership



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

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

45 YEARS OF SERVICE		30 YEARS OF SERVICE		25 YEARS OF SERVICE		25 YEARS OF SERVICE	
JR Madray	16	BK Rodgers	3	GJ Engelken	8	DJ Claeson	120
DE Rumph	49	AI Berrios	5	JC Soden	8	JT Foley	120
MA Williams	108	JP Dumont	5	WB Wanamaker	8	DM Howard	120
40 YEARS OF SERVICE		GF Stanley	5	TM Brown	14	PL Marino	120
BD Pedrick	20	DT Ingersoll	18	J Bargione	16	MG Meurling	120
TA Edwards	65	MJ Tarity	18	TE Haselden	16	R Elliott	129
EC Kochanek, Jr.	84	SG Thurmond	19	EK Mauger	16	BJ Stanek	129
RM Bernard	99	GM Davis	53	SF Traynham	16	GD Stockwell	129
RP Lichtman	102	KC Fletcher	53	JH Turbeville	16	TE Spence	136
DC Tamplen	121	PM McLaughlin	53	BD Willard	16	L Satchfield	137
DP Ventress	121	C Bala	60	KM Meyer	20	MO Stanfill	137
JD Quiroz	126	J Barnett	94	PE Villalta	56	JA Norris	141
35 YEARS OF SERVICE		SA Badessa, Jr.	102	RG Bohner	72	MV Moreno	162
RA Salois	5	D Dennis	102	JC Mathews	77	SK Taylor	162
SJ Visconti	5	AH McCrary	102	GL Asbrand	81	JP Almasys	174
MA Tarleton	31	R Vespucci	102	KD Bentley	81	TD Fraley	176
DW Newland	68	SG Bousquet	119	VM Bristol	84	JW Fuller	176
RD Crawford	106	TJ Schmiedt	119	CA Nelson	84	TD Pate	178
JJ Kocol	119	NT Nicholas	120	S Velez	84	DL Hollingsworth	188
MJ Panagiotos	130	RD Loss	129	MT Morrissey	107	DJ Perkins	188
RB Allen	141	RR Cordova	156	AM Hovel	108	SA Sutherby	188
JE Lasswell	174	VC Perez	156	JA Willard	108	WM Perry, Jr.	206
TD Clark	206	BS Tate	179	MJ Brilz	119	JE Blair	234
		TF Dauplaise	213	PD Huss	119	ER Brown	234
		JL Gates	229	PM Cagnina	120		
		R Coulter	234				

BRAIN HEALTH

Tips to Help Keep Your Health on Track!



It is completely normal for our brain to change as we age. There are, however, actions we can take to help maintain better brain function and lower the risk of developing Alzheimer's disease or dementia. Some of the things you can do involve activities, while others involve a healthier diet and/or medication. While there is still much to learn regarding what we can do to protect our brain health, some of these tips may help you get started.

What are some of the actions I can take to help maintain brain health?

Some of the most important actions you can take to help maintain brain health are:

- **Exercise** — Regular exercise is not only good for your overall health but may also benefit cognitive function and lower your risk of Alzheimer's disease. Any regular activity, such as swimming, tennis, or just walking, will be of some benefit as you age.
- **Sleep** — Your body heals itself during sleep so try to sleep consistent hours every night. If you suspect you may have sleep apnea, talk to your doctor because not only is it harmful to cognitive function but it also contributes to sleep disturbances.
- **Eat healthy fats** — What you eat directly impacts your brain health. Fats found in a Mediterranean diet consist of omega fatty acids (found in extra-virgin olive oil) and other healthy fats necessary for proper cell function. Following a Mediterranean diet may help to lower your risk for Alzheimer's disease, slow your mental decline as you age, and lessen your risk of heart disease.
- **Stay mentally stimulated** — Your brain is very much like a muscle. If you don't use it you will lose cognitive function. You can give your brain a workout by turning off the television and doing brain stimulating activities, such as crossword puzzles, jigsaw puzzles, board games, and reading.
- **Stay social** — Being alone too much contributes to depression and stress, both of which can lead to

cognitive decline. If you live alone, it is even more important to stay connected to family and friends.

Besides a Mediterranean diet, what other foods help maintain memory function?

Some other foods that help maintain memory function, slow cognitive decline, and help to lower the risk of Alzheimer's disease are:

- **Fruits** — Eating more berries, watermelon, grapes, and avocado may help to maintain and improve memory function. Berries, grapes, and watermelon contain powerful antioxidants while grapes also contain resveratrol, a memory-boosting compound. Avocados are high in monounsaturated fats and if eaten in moderation, may help memory function by lowering blood cholesterol levels.
- **Vegetables** — Eating dark, leafy greens may help reduce memory loss as you age as they contain antioxidants, such as Vitamin C, which wards off diseases. They are also high in a B-vitamin called folate which helps reduce inflammation and improves blood circulation to the brain.
- **Whole grains and legumes** — Complex carbohydrates, such as chickpeas, lentils, cracked wheat, and whole-grain couscous, are important to your daily diet they provide a slow, steady supply of glucose necessary for brain cells.
- **Herbs or seeds** — Certain seeds, such as cocoa seeds, are a source of flavonoid antioxidants. They lessen the damage caused by bad cholesterol (LDL) by protecting the arterial lining and helping to prevent blood clots. Sesame seeds help to maintain and improve memory function because they are a rich source of zinc, vitamin B-6, and magnesium which positively impact cognitive function. Mint and rosemary herbs are from the same herb family. Rosemary helps to increase blood flow to the brain, which helps to improve memory and concentration

continued on page 32

OBITUARIES

LUCIANO O. ARNAO—retired member of **LOCAL 53**. Brother Arnao retired in 1991 after 15 years of service with the Pennsylvania-Reading Seashore Lines, SEPTA, and Conrail. Brother Arnao was a Signal Specialist at Philadelphia, Pennsylvania, at the time of his retirement. Brother Arnao served as Local President and Local Vice President.

JACK D. AUDAS—retired member of **LOCAL 46**. Brother Audas retired in 1985 after 36 years of service with the Illinois Central Gulf Railroad. Brother Audas was a Signal Maintainer at Dawson Springs, Kentucky, at the time of his retirement.

KENNETH H. AYERS—retired member of **LOCAL 136**. Brother Ayers retired in 2005 after 35 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Ayers was a Signal Inspector at Chillicothe, Ohio, at the time of his retirement.

DANIEL “BEETLE” B. BAILEY—retired member of **LOCAL 16**. Brother Bailey retired in 2012 after 41 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Bailey was a Signal Technician at Florence, South Carolina, at the time of his retirement.

STEVE D. BENNETT—retired member of **LOCAL 123**. Brother Bennett retired in 2006 after 40 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Bennett was a Signal Foreman on the Pere Marquette District, at the time of his retirement.

CLIFFORD W. BOLLER—retired member of **LOCAL 119**. Brother Boller retired in 1991 after 43 years of service with the Burlington Northern Railroad. Brother Boller was a Signal Inspector at Denver, Colorado, at the time of his retirement. Brother Boller is a U.S. Army Veteran who served in the Korean War as a cook.

CHARLES E. BURCHAM—retired member of **LOCAL 148**. Brother Burcham retired in 2001 after 27 years of service with CSX Transportation. Brother Burcham was a Lead Signal Maintainer at Richmond, Virginia, at the time of his retirement.

ALBERT CAMPBELL—retired member of **LOCAL 68**. Brother Campbell retired in 1999 after 30 years of service with the Erie Lackawanna Railway and Conrail. Brother Campbell was a Signal Maintainer at Kankakee, Illinois, at the time of his retirement.

JULIAN “MURPHY” COPELAND—retired member of **LOCAL 108**. Brother Copeland retired in 2006 after 28 years of service with the Chicago & North Western Railway and Union Pacific Railroad. Brother Copeland was a Signalman working in construction on the Illinois District at Chicago, Illinois, at the time of his retirement. Brother Copeland is a U.S. Air Force Veteran.

RICHARD E. DARROW—retired member of **LOCAL 155**. Brother Darrow retired in 1979 after 24 years of service with the Union Pacific Railroad. Brother Darrow was a C.T.C. Carrier Maintainer at Gibbon, Oregon, at the time of his retirement.

CURTIS R. DENNIS—retired member of **LOCAL 178**. Brother Dennis retired in 1982 after 35 years of service with the Louisville & Nashville Railroad. Brother Dennis was a Signal Maintainer at Calera, Alabama, at the time of his retirement.

GERALD J. DERKS—retired member of **LOCAL 226**. Brother Derks retired in 2002 after 35 years of service with the Soo Line Railroad and Canadian Pacific Railway. Brother Derks was a Signalman at St. Paul, Minnesota, at the time of his retirement. Brother Derks is a U.S. Navy Veteran who served during the Cuban Missile Crisis and the Vietnam War.

OSCAR L. DONOHUE—retired member of **LOCAL 123**. Brother Donohue retired in 1994 after 44 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Donohue was a Signal Maintainer at Flint, Michigan, at the time of his retirement.

ROBERT G. EDDINGS—retired member of **LOCAL 51**. Brother Eddings retired in 2012 after 37 years of service with the Illinois Central Gulf Railroad and Canadian National Railway. Brother Eddings was a Signal Maintainer at Bardwell, Kentucky, at the time of his retirement. Brother Eddings served as Local President, Local Chairman, Recording-Financial Secretary, and General Committee Trustee.

THOMAS FITZGERALD—retired member of **LOCAL 110**. Brother Fitzgerald retired in 1995 after 20 years of service with the Norfolk Southern Railway. Brother Fitzgerald was a Signal Maintainer at Danville, Virginia, at the time of his retirement. Brother Fitzgerald served as Local Chairman.

STACY A. GATES—retired member of **LOCAL 16**. Brother Gates retired in 2018 after 41 years of service with Conrail and CSX Transportation. Brother Gates was a Foreman at Savannah, Georgia, at the time of his retirement.

ROBERT R. GIRARDINI—retired member of **LOCAL 1**. Brother Girardini retired in 1994 after 39 years of service with Conrail. Brother Girardini was an Inspector of Communications at Harrisburg, Pennsylvania, at the time of his retirement.

ROBERT D. HANSON—retired member of **LOCAL 152**. Brother Hanson retired in 1988 after 35 years of service with the Southern Pacific Railroad. Brother Hanson was a Lead Maintainer at Eugene, Oregon, at the time of his retirement.

GUY C. HENLEY—retired member of **LOCAL 141**. Brother Henley retired in 1989 after 40 years of service with the Chicago, Rock Island & Pacific, Missouri-Kansas-Texas, and Union Pacific Railroads. Brother Henley was a Signalman at McAlester, Oklahoma, at the time of his retirement. Brother Henley served as a Local Trustee.

JAMES L. HENRY—retired member of **LOCAL 16**. Brother Henry retired in 2010 after 33 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Henry was a Signal Foreman at Jacksonville, Florida, at the time of his retirement.

OBITUARIES

DANIEL W. HOCKENS—retired member of **LOCAL 98**. Brother Hockens retired in 2003 after 39 years of service with the Chicago & North Western Railway and Union Pacific Railroad. Brother Hockens was a Signal Crew Foreman on Travel Zone 5, at the time of his retirement.

J.C. JONES—retired member of **LOCAL 123**. Brother Jones retired in 2000 after 40 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Jones was a Signal Inspector at Baldwin, Michigan, at the time of his retirement.

RALPH D. KEIL—retired member of **LOCAL 8**. Brother Keil retired in 1985 after 30 years of service with the Union Pacific Railroad. Brother Keil was a Lead Signalman at Greely, Colorado, at the time of his retirement.

GEORGE KOZACK—retired member of **LOCAL 56**. Brother Kozack retired in 1981 after 33 years of service with the Long Island Rail Road. Brother Kozack was a Signal Foreman at New York, New York, at the time of his retirement.

DOUGLAS H. KUNSELMAN—retired member of **LOCAL 126**. Brother Kunselman retired in 1989 after 40 years of service with the Southern Pacific Railroad. Brother Kunselman was a Signal Maintainer at Casa Grande, Arizona, at the time of his retirement. Brother Kunselman is a U.S. Marine Corps Veteran.

WILBUR L. LANGLEY—retired member of **LOCAL 99**. Brother Langley retired in 1996 after 42 years of service with the Southern Pacific Railroad. Brother Langley was a Signal Foreman at Houston, Texas, at the time of his retirement. Brother Langley served as Local President, Local Chairman, and Recording-Financial Secretary.

ROBERT "Greg" G. MARTIN, III—active member of **LOCAL 232**. Brother Martin had 15 years of service with the Springfield Terminal Railway. Brother Martin was an Electronic Specialist at the time of his passing.

CARL R. MCDANIEL—retired member of **LOCAL 43**. Brother McDaniel retired in 1999 after 23 years of service with the Chicago & North Western Railway and Burlington Northern Railroad. Brother McDaniel was a Signalman on a Mobile Crew at the time of his retirement.

DANIEL A. NANCE—retired member of **LOCAL 156**. Brother Nance retired in 1998 after 39 years of service with the Atchison, Topeka & Santa Fe Railway and BNSF Railway Company. Brother Nance was a Special Signal Helper at San Bernardino, California, at the time of his retirement. Brother Nance is a U.S. Army Veteran.

FRANK P. NICOSIA—retired member of **LOCAL 35**. Brother Nicosia retired in 1978 after 43 years of service with Conrail. Brother Nicosia was a Signal Maintainer at Dunkirk, New York, at the time of his retirement.

JOHN P. PAPE—retired member of **LOCAL 80**. Brother Pape retired in 1988 after 45 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Pape was a Signal Foreman at Selkirk, New York, at the time of his retirement. Brother Pape served as Local President and Recording-Financial Secretary.

CHARLES ROBERTS, JR.—active member of **LOCAL 16**. Brother Roberts had 39 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Roberts was a Signal Maintainer at Weldon, North Carolina, at the time of his passing. Brother Roberts is a U.S. Army Veteran.

L. ROGER ROSE—retired member of **LOCAL 49**. Brother Rose retired in 2001 after 42 years of service with the Norfolk Southern Railway. Brother Rose was a Signal Maintainer at Harrodsburg, Kentucky, at the time of his retirement. Brother Rose served as a Local President, Local Chairman, Local 1st and 2nd Vice Presidents, and General Committee Trustee.

TONY SCHUMACHER—retired member of **LOCAL 239**. Brother Schumacher retired in 2011 after 35 years of service with the Milwaukee Road, Soo Line Railroads, and Canadian Pacific and Canadian National Railways. Brother Schumacher was a Testman at Fon Du Lac, Wisconsin, at the time of his retirement.

LYLE E. SMITH—retired member of **LOCAL 119**. Brother Smith retired in 1994 after 38 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads. Brother Smith was a Signalman at Broken Bow, Nebraska, at the time of his retirement.

THOMAS V. SNOWDEN—retired member of **LOCAL 20**. Brother Snowden retired in 2006 after 37 years of service with the BNSF Railway Company. Brother Snowden was a Signal Inspector at Henrietta, Missouri, at the time of his retirement. Brother Snowden served as Local Chairman.

K.R. SOHRWEIDE—retired member of **LOCAL 226**. Brother Sohrweide retired in 1997 after 41 years of service with the Milwaukee Road. Brother Sohrweide was a Signalman at Milwaukee, Wisconsin, at the time of his retirement.

HARRY M. STARR—retired member of **LOCAL 94**. Brother Starr retired in 1990 after 44 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Starr was a Signal Inspector at Newark, Ohio, at the time of his retirement.

EDWARD C. STEWART—retired member of **LOCAL 16**. Brother Stewart retired in 1995 after 22 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Stewart was a Signal Construction Foreman at Lake City, Florida, at the time of his retirement.

WILLIAM D. WHALEY—retired member of **LOCAL 173**. Brother Whaley retired in 1991 after 44 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Whaley was a Signal Maintainer at Stockton, California, at the time of his retirement.

DAVID A. WOLFORD—retired member of **LOCAL 136**. Brother Wolford retired in 2004 after 25 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Wolford was a Signal Maintainer at Dansville, West Virginia, at the time of his retirement.

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BRS WATCHES — Gold BRS logo on the face.

CAPS — Adjustable headband. Many different styles and colors available.

NAVY WINDSHIRT — 100% polyester microfiber with 100% nylon taffeta lining. Includes side seam pockets.

OXFORD SHIRTS — Long-sleeve dress shirts contain a double yoke, button-down banded collar, and dress placket with pearl-tone buttons. Constructed from a blend of 60% cotton and 40% polyester material.

GOLF SHIRTS — are constructed from wrinkle resistant, snag-proof, fade resistant material.

CANVAS COAT — Made of 100% cotton canvas with BRS colorlight logo embroidered in red and green. Available in black or brown.

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

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

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

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

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

APPAREL	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
Union Strong T-Shirt (navy)								16.00	
Union Strong T-Shirt (charcoal)								16.00	
Golf Shirt (black w/logo)								37.50	
Golf Shirt (burgundy w/logo)								37.50	
Golf Shirt (navy w/logo)								37.50	
Golf Shirt (steel blue w/logo)								37.50	
Golf Shirt (women's burgundy w/logo)								37.50	
Oxford Dress Shirt (blue)								48.00	
Oxford Dress Shirt (gray)								48.00	
Oxford Dress Shirt (white)								48.00	
Navy Windshirt								60.75	
Black Wool & Leather Coat								195.00	
Black Canvas Coat								85.00	
Brown Canvas Coat								85.00	

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____ CERTIFICATE # _____

ORDER ONLINE AT WWW.BRS.ORG

SIGNALMAN'S STORE



CHARCOAL



NAVY



BLUE



WHITE



GRAY

UNION STRONG T-SHIRT

Graphic Shown Imprinted on Back of Shirt

OXFORD SHIRTS



BROWN CANVAS COAT



BLACK WOOL
& LEATHER COAT



BLACK CANVAS COAT



WINDSHIRT



BURGUNDY*



BLACK



NAVY



STEEL BLUE

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



ASSORTED CAPS



FLAG



POCKET WATCH



WRIST WATCH



MANTLE CLOCK

BRAIN HEALTH — Tips to Help Keep Your Health on Track!

continued from page 27

while the aroma of peppermint may help with your memory.

- **What else can I do to help combat mental decline due to the aging process?**

There are several other proactive steps you can take to protect your brain health, some of which are:

- **Control your blood pressure** — High blood pressure contributes to cognitive decline as you age. To help control your blood pressure, exercise regularly, keep excess weight off, reduce stress, eat right, and limit your alcohol intake. If your blood pressure is too high, there is medication to help lower it.
- **Control blood sugar** — A contributing factor to high blood sugar is diabetes and diabetes is a risk factor for dementia. You can lower your risk for diabetes by eating healthy, exercising regularly, and maintaining a healthy weight. If you are doing all of these things and still have elevated blood sugar,

medication can help keep it under control.

- **Watch your cholesterol** — High amounts of bad cholesterol (LDL) increase your risk of dementia. Exercising, eating healthy foods, and avoiding tobacco will help lower LDL levels. Medication is available if your doctor feels you need help lowering it.
- **Avoid tobacco** — Do not use tobacco. Your medical plan has a tobacco cessation program to help you quit.
- **Drink alcohol in moderation** — Too much alcohol contributes to dementia so limit your daily alcohol intake.
- **Avoid head injuries** — Head injuries will increase your chances for brain impairment so protect your head whenever possible. Wear a helmet for sports activities and riding motorcycles or scooters. ■

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.209 INTERFERENCE WITH NORMAL FUNCTIONING OF SYSTEM

(a) The normal functioning of any system shall not be interfered with in testing or otherwise without first taking measures to provide for safety of highway traffic that depends on normal functioning of such system.

(b) Interference includes, but is not limited to:

- (1) Trains, locomotives or other railroad equipment standing within the system's approach circuit, other than normal train

movements or switching operations, where the warning system is not designed to accommodate those activities.

- (2) Not providing alternative methods of maintaining safety for the highway user while testing or performing work on the warning systems or on track and other railroad systems or structures which may affect the integrity of the warning system. ■

MEETING PHOTOS



**Local 156
Meeting**
Barstow, California



**Local 14
Meeting**
Durand, Michigan



MEETING PHOTOS



Local Chairmen's Training

June 2019 — Front Royal, Virginia



MEETING PHOTOS



Local 8 Meeting Cheyenne, Wyoming



MEETING PHOTOS



Local 161

Ute Lake, New Mexico



MEETING PHOTOS



Local Chairmen's Training

August 2019 — Fort Worth, Texas



Local 49 & 110 Meeting

Knoxville, Tennessee



MEETING PHOTOS



LOCAL 182 MEETING — El Paso, Texas

STEVE LABELLE'S RETIREMENT



MEMBER PHOTOS



CSX/NS General Chairmen's Meeting • • • •

Pawleys Island, South Carolina



MEETING PHOTOS

PICNIC

LOCAL 43 & LOCAL 98

solidarity is our strength



Including Union Members from:

- Brotherhood of Railroad Signalmen
- Brotherhood of Locomotive Engineers and Trainmen
- SMART —
Sheet Metal/Air/Rail/Transportation



PHOTO CONTEST

WINNERS FOR 3rd Quarter 2019



Alton and Southern Signal Gang 9536 installing new cantilevers at Illinois Route 111 crossing in Fairmont City, Illinois, on the Alton and Southern Gateway Subdivision.

Photo submitted by Local 132 Member and Recording Financial-Secretary Tony Holdener.



Signal gang erecting a signal bridge for a refueling yard in Strauss, New Mexico, on the Union Pacific Railroad. Signal gang members present — Hermilo Camacho, Jose Soto, and Esteban Cedillos (in bucket). All three are members of Local 19.

Photo submitted by Local 182 Member Nobe Galindo.

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