

VOLUME 99 • 4TH QUARTER 2018

THE SIGNALMAN'S JOURNAL



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The SIGNALMAN'S JOURNAL

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Local 31 Retirees Visit Grand Lodge

On October 17, 2018, a group of BRS B&O Railroad retirees visited Grand Lodge Headquarters to view the history on display in the building, and to meet some of the officers, representatives, and staff that tend to the business of the BRS 6



RRB Retirement Board Labor Position

In August 2018, the Brotherhood of Railroad Signalmen along with leaders of other rail unions, recommended Johnathan D. Bragg, BRS Vice President NRAB fill the labor member position on the Railroad Retirement Board (RRB) 7



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COVER: Photo taken in New Mexico of Semaphore signals on the old Santa Fe route between Las Vegas, Nevada and Springer, New Mexico.

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

Season's

FROM THE **Officers & Grand Lodge Staff** of THE Bro



FLOYD MASON



JERRY BOLES



JOE MATTINGLY



KELLY HALEY



BRANDON ELVEY



CORY CLAYPOOL



MIKE EFAW



MIKE OWENS



CYNTHIA HALEY



JILLIAN LASKY



TERESA EMBREY



DONICA BOLES

Greetings

Brotherhood of Railroad Signalmen



JOHN BRAGG



MIKE BALDWIN



JIM FINNEGAN



TIM TARRANT



GUS DEMOTT



JOHN MCARTHUR



BILL PHILLIPS



GENE MOORE



OLIVIA LAMBERT



MICHAELA CLAYWELL



CARA STARKEY



WHITNEY HAMRICK



FROM THE PRESIDENT

PTC TRAINING FOR Technical Professionals

As we near the end of the extension for Positive Train Control (PTC) Installation, Congress has held hearings to determine the progress and status of the railroads implementing the federally mandated safety measure. Unfortunately, the training of Signalmen, the technical professionals responsible for railroad signaling, lags behind the progress made with the installation, spectrum allocation, and interoperability of the PTC systems. These, along with some other factors, must be considered by the FRA in order to grant alternative scheduling, which is code words for yet another two-year extension to complete PTC.

The House Transportation and Infrastructure (T&I) Committee, followed by the Senate Committee on Commerce, Science and Transportation, two congressional committees responsible for transportation related issues held hearings on PTC completion immediately following the 10th anniversary of the Chatsworth train crash that killed 25 passengers and started the implementation of Positive Train Control. Many were injured, requiring a massive emergency response by Los Angeles city and county which strained all the available resources. Many survivors were hospitalized for an extended period. Damages were in the 100's of millions. The accident was horrific.

Congress, along with government agencies like Government Accounting Office and National Transportation Safety Board, testified and rightfully expressed frustration at these Hearings that PTC is not fully implemented as mandated by the Rail Safety Act of 2008. As you may recall, Congress initially gave the railroads until December 31, 2015, to fulfill this requirement, later it extended it to December 31, 2018, and now because the term "extension" has been overworked, alternative scheduling is the buzz word for the latest delay in PTC implementation. Despite Congress' frustration,



Collision of a Union Pacific freight train and Metrolink on September 12, 2008. Rescue personnel work near the front of the Metrolink locomotive which is lying on its side after penetrating the lead passenger car on the left.

the FRA holds out Class I railroads as the example for other railroads that are behind schedule, some are way behind.

To qualify for alternative scheduling, a railroad must "(1) install by December 31, 2018, all PTC system hardware consistent with the governing PTC Implementation Plan; (2) acquired, by December 31, 2018, all spectrum necessary to implement its PTC system consistent with the governing PTC Implementation Plan; and, (3) made sufficient progress on employee training, revenue service demonstration" and other criteria, according to statements by the FRA.

The tone and testimony of railroads, even those that are more behind than major carriers, to the questions about whether they will meet this criterion is that they will. Railroads are reporting that they have either completed PTC training in a manner that ensures that signal personnel have the necessary knowledge and skills to maintain PTC systems adequately ("to ensure that they have the necessary knowledge and skills to effectively complete their duties related to operation and maintenance of the

PTC system.” Language from 49 CFR 236.1041), or that all Signalmen will by the end of this year, 2018. Signalmen know that this is not possible.

Add the Brotherhood of Railroad Signalmen, and most of the well-qualified technical professionals known collectively as Signalmen, to the list of those frustrated. In our case, its not that PTC installation hasn't had challenges involving agreements and extensions, overtime and contracting, installation and revision. All these monumental challenges were faced and dealt with by our craft as best as possible. In our case, the frustration is that the industry reports that we were adequately trained, when even a simple review reveals training programs were canceled, programs were limited to small segments of our population, or worse yet basic overviews were given, sometimes as a quick power-point presentation containing material intended for laymen, and then checked off as a session of adequate training for technical professionals.

The term technical professionals is used here to differentiate between Signalmen that install, test, maintain and repair, or soon will, some of the most technically advanced railroad signal systems ever developed, with non-signalmen or laymen who may be taught what a PTC system is without necessarily being technically proficient in the tasks that Signalmen must fully under-

stand. Signalmen, as technical professionals, are highly trained, have significant skill, and take on tremendous responsibility. But, the Rail Safety Act of 2008 promised that the needed training on these sophisticated systems would occur before the systems were operational, which we all know is different than in the past when we learned at night or from our colleague on the job. That is, we would be trained about these advanced technology systems before the midnight call, that we would have training before system failures were delaying railroad operation, that we would have the training that is required for technical professionals so that we could ensure the safety of the public and other railroad employees.

We are blessed to be part of one of the greatest expansions of railroad signal technology, perhaps the greatest in history. But we would be remiss if we did not shout to the industry, the public, the regulatory agencies and even Congress that the training required has not occurred. PTC training, which is required by law, and is being reported to government officials as complete, or soon to be complete, has not happened, likely will not happen before year end, or is inadequate, and is not making it to our entire population of technical professionals, even in the best-case scenarios, for example the large Class I Railroads. At the completion of the 10-year period fol-

continued on page 25



The BRS President will assign duties and duties may vary.

Qualifications: Only active BRS members are eligible for appointment to these positions. Union activism is a fundamental quality. Successful candidates will be detail oriented and have strong writing, communications, and organizational skills.

Computer skills, including experience with Microsoft Office suite is a plus.

The Brotherhood of Railroad Signalmen Grand Executive Council is

Accepting Resumés for Future Grand Lodge Representative(s)

The role of the Grand Lodge Representative is primarily involved in the preparation of submissions for grievance resolution and other labor/employee related functions.

*If interested in submitting resumés for future openings, please send to:
fmason@brs.org or mail to the address below:*

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Brotherhood of Railroad Signalmen
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LOCAL 31 RETIREES VISIT

Grand Lodge



LEFT–RIGHT: Cory Claypool, Grand Lodge Representative; J.C. Stock; R.W. Groves; Floyd Mason, BRS President; D.W. Wood; R.M. (Pete) Shaunbaugh; and Mike Efaw, Grand Lodge Representative.

On October 17, 2018, a group of BRS retirees visited Grand Lodge Headquarters to view the history on display in the building, and to meet some of the officers, representatives, and staff that tend to the business of the BRS. They were given a tour of the building by Grand Lodge Representative M.L. Efaw where they viewed the historic items displayed and had a chance to interact with President Mason, as well as other officers and staff reminiscing about their years as members of the BRS and working for the B&O Railroad.

In a conversation with President Mason, retired Brother D.W. Wood made his appreciation and gratitude known by saying: "I would like to thank you and the BRS for all of the work you have done for me and my co-

workers. I really appreciate the railroad for giving me the opportunity to be employed at a job that I enjoyed working. As each year passed, I continued to gain an appreciation for the work and the negotiations that the BRS did on my behalf, such as fairness, pay, benefits, and advancement. Those things made it possible to provide my family with a home, healthcare, retirement, and many other things. Thank you so much."

Even though only a few of the many invited retirees contacted by Brother Wood were able to make the trip, it turned out to be a very nice and successful visit. In fact, the visit was unofficially dubbed: "The Annual D.W. Wood B&O Retiree Grand Lodge excursion" by Representative Efaw. ■

JOHN BRAGG RECOMMENDED FOR

Railroad Retirement Board Labor Member Position

Both labor and the carriers have made their recommendations to President Donald Trump for new appointees to the Railroad Retirement Board



In late August, the Brotherhood of Railroad Signalmen, along with leaders of 12 other rail unions, sent a letter recommending Johnathan D. Bragg, BRS Vice President NRAB to fill the labor position on the Railroad Retirement Board (RRB).

Bragg's long and accomplished career has prepared him for this role

Brother Bragg would replace Walter Barrows, who intends to retire after eight years on the Board. Brother Barrows previously held the Secretary-Treasurer position with the BRS, and resigned in 2011 to fill the RRB's Labor Member position.

"John Bragg comes from a long family of railroaders and began his own railroad career 18 years ago as a freight conductor and later a signalman," the letter stated. "He has climbed the leadership ranks as a Local Chairman, Grand Lodge Representative, Director of Research, and more recently was assigned to represent the BRS as a permanent Board Member of the National Railroad Adjustment Board.

Bragg's long and accomplished career has prepared him for this role. As the Labor Member, Mr. Bragg will bring an invaluable level of experience, knowledge and understanding of the needs of rail workers, retirees and their families who rely on the system."

The three-member RRB administers retirement and disability benefits for railroad workers and their families. The board is appointed by the President of the United States, with the consent of the Senate. The President appoints one member upon the recommendation of railroad employers, another upon the recommendation of railroad labor organizations and the third, the chairman, to represent the public interest. The board members serve five-year terms.



JOHN D. BRAGG

The Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA), recommended Thomas Jayne, a senior general attorney with BNSF Railway, to serve as the industry representative on the RRB. Jayne, if confirmed, would replace Steven J. Anthony, whose term is expiring. Jayne has been with BNSF since 2011 and, prior to that, worked with Thompson Coburn LLP in St. Louis, Missouri, on transportation-related cases, among others. *"He enjoys the confidence and full support of the railroad employers who will be affected by his appointment,"* AAR President and CEO Edward R. Hamberger and ASLRRA's Judy Petry said in their letter of recommendation.

Over the summer, Trump nominated Erhard Chorle, a Chicago attorney, as RRB chairman. Chorle's nomination is still under review. ■

BRS Raises PTC Training Concerns with Congress

The House Transportation and Infrastructure (T&I) Committee hearing on September 13, 2018, was attended by BRS Representatives. National Legislative Director Leonard Parker was accompanied by BRS President Floyd Mason. Following the hearing, President Mason had some concerns with the railroads' and Federal Railroad Administration's (FRA) comments concerning the Positive Train Control (PTC) training provided to railroad employees, specifically Signalmen. One of the criteria to be met in order to qualify for an alternative schedule from the FRA is "*sufficient training*" for persons who install, maintain, repair, modify, inspect, and test the PTC system. President Mason wrote a letter to Chairman Shuster and Ranking Member DeFazio of the T&I Committee, raising concerns of the alleged "*sufficient training*" that the railroads were claiming to have provided to Signalmen. The letter draws questions about how the FRA is confirming the training occurred and how it is to be deemed sufficient. We have concerns on the level of training that BRS members are receiving and believe that some railroads may be rushing the process to "check the box" of training requirements to acquire an alternative schedule for PTC implementation. The intent is to ensure that BRS members are receiving the training and knowledge necessary for us to be able to safely and efficiently continue to maintain the complex and ever-changing signal systems of our nation's railroads. ■



BRS President Floyd E. Mason, National Legislative Director Leonard Parker, Director of Research Brandon Elvey, and United General Committee General Chairman Jason Worcester attended a Senate Commerce Committee hearing earlier this year, in which PTC training concerns were also discussed.



Delaware and Hudson Ratify an Agreement

On October 19, 2018, the Tentative Agreement between the Brotherhood of Railroad Signalmen and the Delaware and Hudson Railroad Company (D&H) was ratified. The Agreement includes increases to wages, per

diem, and mileage payments, along with improvements to work rules. The hard-fought negotiations ended with an Agreement that was ratified by an overwhelming majority. ■



Fatality Analysis of Maintenance-of-way
Employees and Signalmen

FAMES

Fatal Accident Patterns HOURS OF DAY

Following the implementation of the Roadway Worker Protection (RWP) Rule in 1997, the FAMES Committee was able to obtain data on a total of 52 fatal RWP accidents, in which 55 roadway workers have perished, as of February 1, 2017. The FAMES Committee analysis is based on the available data.

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

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

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

Recommendations:

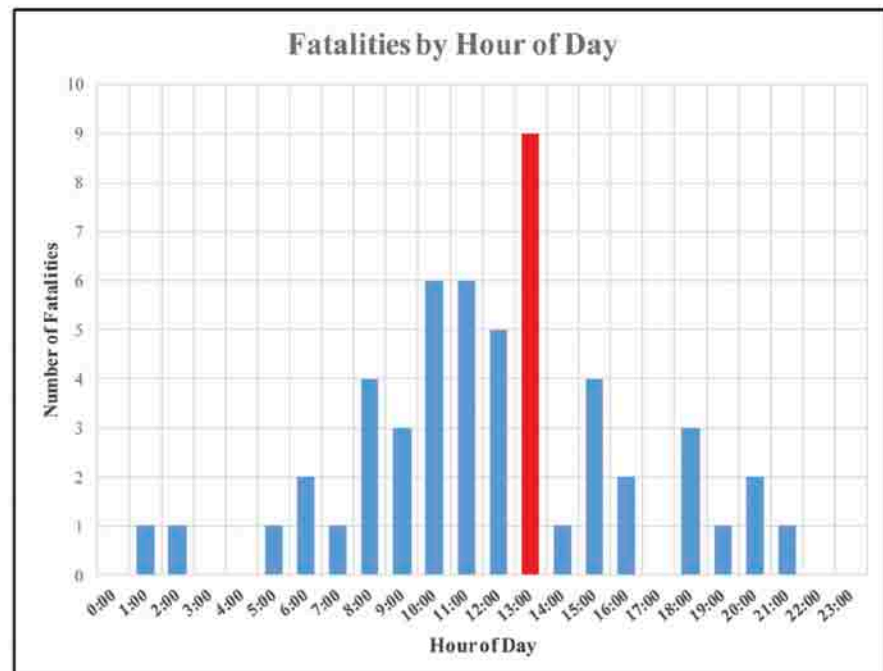
- Roadway Workers should focus on the safety risk of transitioning from a sedentary period to an active work environment.
- Railroads should engage Roadway Workers in discussions concerning the spike of

fatalities from 1:00 p.m. to 2:00 p.m. to raise awareness and gain a better understanding of the underlying causes.

- Roadway Workers should participate in a Job Safety Re-briefing after extended periods of inactivity, such as meal periods, travel time, etc. ■

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

The views, opinions, and recommendations contained in this report are those of the FAMES Committee and do not necessarily represent the views, opinions, or recommendations of any specific railroad, labor organization, or governmental agency.



In Memoriam

———— KENNETH DALE RANEY • 1928–2017 ————



Kenneth Dale Raney passed away on April 21, 2017. Brother Raney began his career as an Assistant Signalman with the St. Louis Southwestern Railway in April of 1951. Brother Raney served Local 157 in the capacities of Recording-Financial Secretary, Local Chairman, and Local President. Brother Raney also served as General Chairman of the St. Louis Southwestern General Committee. Brother Raney retired in 1989 after 39 years of service with the St. Louis Southwestern Railway. Brother Raney was a Signal Maintainer at Stuttgart, Arkansas, at the time of his retirement. Brother Raney is a Veteran of the U.S. Air Force. ■



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

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.103 TIMELY RESPONSE TO REPORT OF MALFUNCTION

(a) Upon receipt of a credible report of a warning system malfunction, a railroad having maintenance responsibility for the warning system shall promptly investigate the report and determine the nature of the malfunction. The railroad shall take appropriate action as required by §234.207.

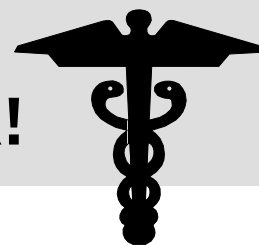
(b) Until repair or correction of the warning system is completed, the railroad shall provide alternative means of warning highway traffic and railroad employees in accordance with §§234.105,

234.106 or 234.107 of this part.

(c) Nothing in this subpart requires repair of a warning system, if, acting in accordance with applicable State law, the railroad proceeds to discontinue or dismantle the warning system. However, until repair, correction, discontinuance, or dismantling of the warning system is completed, the railroad shall comply with this subpart to ensure the safety of the traveling public and railroad employees. ■

EAT MORE FOODS RICH IN ANTIOXIDANTS

Tips to Help Keep Your Health on Track!



Antioxidants are substances that occur naturally in your body and found in certain foods. They help protect your cells against potentially harmful molecules known as free radicals. These molecules are made when your body breaks down food or when it is exposed to smoke and radiation. As free radicals increase, they can damage your DNA and other significant cell structures. This is known as oxidative stress and it increases your risk for type 2 diabetes, cancer, and heart disease. Enriching your diet with foods high in antioxidants may help fight off free radicals and lessen your risk for these diseases.

Sources of antioxidants and why are they important

The following are good sources of antioxidants that you can add into your diet to help ward off the damage caused by free radicals:

- **Vitamin C, E, and carotenoids** — Eat foods that contain these compounds as they are important antioxidants that may help protect your cells from free radicals.
- **Plant-based foods** — Flavonoids, phenols, lignans, and tannins are antioxidants that occur naturally and can be found in plant-based foods, such as fruits and vegetables and their juices, nuts, seeds, cocoa, spices, herbs, and whole-grain products.
- **Fruits/vegetables and their juices and whole grains** — These plant-based foods are not only rich in antioxidants but are also excellent choices because they contain vitamins and minerals, are high in fiber, and contain lower levels of saturated fats and cholesterol.

Foods rich in antioxidants and their health benefits

Several foods are helpful in fighting off oxidative stress, such as the ones shown below:

- **Pecans** — These are an excellent choice for healthy fats, minerals, and antioxidants. Pecans not only help raise antioxidant levels in the blood, but also help lower bad cholesterol levels (LDL). Pecans are high in calories so remember to eat these in moderation.
- **Blueberries** — Loaded with nutrients and antioxidants and low in calories, blueberries contain the most antioxidants among fruits and vegetables. They not only counter the effects of free radicals, they help with inflammation, lower bad (LDL) cholesterol levels, and reduce the risk for heart disease.
- **Strawberries** — One of the most eaten berries, they are rich in Vitamin C and antioxidants. They are red because of a particular type of antioxidant called anthocyanin. This antioxidant may help lower the risk of heart disease and bad (LDL) cholesterol levels while raising good (HDL) cholesterol levels.
- **Raspberries** — An excellent choice for fiber, Vitamin C, antioxidants, and manganese, raspberries may help lower the risks of both cancer and heart disease.
- **Dark chocolate** — Nutritious and full of minerals and antioxidants, dark chocolate may reduce inflammation and lower risk for heart disease.
- **Artichokes** — An excellent option for fiber, minerals and antioxidants, artichokes are very nutritious. They are most beneficial when boiled or steamed rather than fried.
- **Kale** — A member of the cabbage family that also includes cauliflower and broccoli, kale is one of the most nutritious greens, rich in vitamins A, K, C, and antioxidants. Kale is also an excellent source of calcium, an important mineral which helps maintain cellular structures and bone health.
- **Spinach** — A dense, nutritious vegetable, spinach contains many vitamins, minerals, and antioxidants while being low in calories. Spinach contains two types of antioxidants, zeaxanthin and lutein, which help protect your eyes against harm done by the long-term effects of free radicals.
- **Beans** — These legumes are rich in fiber, are healthy for you, and inexpensive. Beans are effective in helping you maintain regular bowel movements, controlling inflammation, and lessening the risk of cancer cells. ■



- **FRA Administrator Batory Revives RSAC Process**
- **PTC Implementation Deadline Approaches**

FRA Administrator Batory Revives RSAC Process

In 1996, the Federal Railroad Administration (FRA) established the Railroad Safety Advisory Committee (RSAC) to develop new regulatory standards, through a collaborative process, with all segments of the rail community working together to fashion mutually satisfactory solutions on safety regulatory issues. Today, the full RSAC is represented by 39 organizations including Labor, railroads, suppliers, states, chemical suppliers, and passenger advocates. In addition, advisors from the Federal Transit Administration, National Transportation Safety Board, Transportation Security Administration, Canada, Mexico, and other diverse groups participate.

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

It is the FRA's policy to utilize consensus recommendations of the RSAC as the basis of proposed and final agency action, whenever possible, consistent with applicable law, including guidance from the President. In considering whether to adopt RSAC recommendations, the Administrator weighs the interests of the public at large, and the ability of the agency to administer, and, if necessary, to enforce any requirements that would result from final agency action. The FRA will consult with the RSAC on a periodic basis regarding the development of its regulatory program, advising the RSAC of emerging issues, statutory requirements, and other identified needs. It is the intent of the FRA to consider the views of RSAC members in determining regulatory priorities.

In accordance with Section 402 of the Railroad Safety Improvement Act of 2008 (RSIA), then Secretary of Transportation Anthony Foxx wrote a letter to Congress

on November 14, 2015, conveying that “*dispatching and signal-repair employees are the most viable candidates for potential certification.*” A task order for Signalmen Certification was drafted on April 12, 2017, and was provided to the full RSAC for a vote. However, the vote was postponed on accord of the Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA) requesting

discussion at the May 25, 2017, RSAC meeting. The AAR and ASLRRA raised speculative reasons for certification being unnecessary, including uncertainty of the future FRA Administrator being in favor of certification.

“FRA generally considers any railroad that had installed less than 90 percent of its PTC system hardware as of June 30, 2018, to be most at risk of failing to qualify for an alternative 5 schedule.”

The RSAC has not met since the spring of 2017 but was recently re-established by charter on September 19, 2018. (Federal Register Vol. 83, No. 182, Docket No. FRA-2000-7257, Notice No. 8) This is the forum where we hope to continue and further develop the discussion of signalmen certification and push to have 49 CFR Part 243 enacted, which address and implement a standard level of training for signalmen and railroad employees.

PTC Implementation Deadline Approaches

The Rail Safety Improvement Act of 2008 mandated that certain railroads implement positive train control (PTC) by December 31, 2015. On October 29, 2015, Congress passed H.R.3819: Surface Transportation Extension Act of 2015 into law. This bill extended the PTC Implementation deadline by three years to December 31, 2018. Revised implementation plans were due from each affected railroad within 90 days of enactment of H.R.3819. At the end of the extension period, the Secretary of Transportation would then have the authority, on a case-by-case basis, to grant railroads up to an additional two years past the 2018 deadline to complete the implementation of PTC. The Class I and Commuter railroads covered under the regulation are attempting to fulfill the criteria set forth by the FRA to qualify for an “alternative schedule” which would

provide railroads the additional two years to fulfill their PTC implementation requirements. Presently, the issue of interoperability seems to be the biggest concern across both modes, allowing locomotives with different PTC equipment to run seamlessly on railroads with a separate PTC format but remain in compliance with PTC working effectively.

Both the House Transportation and Infrastructure Committee and the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security have had hearings concerning the approaching deadline and the railroads' progress of PTC Implementation. During the Senate Subcommittee Hearing on October 3, 2018, FRA Administrator Batory testified on the status of the 41 railroads subject to the PTC Implementation Mandate:

"FRA generally considers any railroad that had installed less than 90 percent of its PTC system hardware as of June 30, 2018, to be most at risk of failing to qualify for an alternative 5 schedule. Installation of all PTC system hardware is only an initial phase of implementing a PTC system and only one of the six statutory criteria required to qualify for an alternative schedule to complete full PTC system implementation after December 31, 2018.

...on approximately August 24th, I sent letters to the following nine railroads that were at risk, as of Quarter 2 of 2018, of both missing the statutory implementation deadline, and failing to qualify for an alternative schedule: Altamont Corridor Express, Capital Metropolitan Transportation Authority, Central Florida Rail Corridor (SunRail), Maryland Area Regional Commuter (MARC), New Jersey Transit, New Mexico Rail Runner Express, Peninsula Corridor Joint Powers Board (Caltrain), South Florida Regional Transportation Authority (Tri-Rail), and Trinity Railway Express. This assessment was based on railroads' self-reported progress as of June 30, 2018. In September, I also sent similar letters expressing concern to the relevant state departments of transportation and governors.

FRA is working closely with all 41 railroads subject to the PTC mandate, and FRA is actively engaging in frequent communication and providing additional on-site technical assistance to the at-risk railroads...As of September 25, 2018, three Class I railroads and one commuter railroad have submitted formal written notifications requesting FRA's approval of an alternative schedule, pursuant to the PTCEI Act's procedural requirements...On September 5, 2018, FRA approved BNSF Railway's request for an alternative schedule, based on its supporting documenta-

tion related to the six statutory criteria necessary to qualify for an alternative schedule. FRA is committed to complying with the PTCEI Act's mandated review and decision period, requiring FRA to issue a decision not later than 90 days from receipt of a railroad's written request for FRA's approval of an alternative schedule. In addition, in the interim, within 45 days of receipt of a railroad's written request, the PTCEI Act requires FRA to provide the railroad, if applicable, with: (1) a written notification of any deficiencies that would prevent approval of the railroad's alternative schedule and (2) an opportunity to correct the deficiencies before the 90-day period expires. If a railroad demonstrates it has met all six applicable statutory criteria, under the PTCEI Act, FRA shall approve the railroad's alternative schedule for fully implementing a PTC system as soon as practicable, but no later than December 31, 2020.

* * *

FRA is authorized to assess monetary civil penalties against any railroad that fails to implement a PTC system by the applicable statutory deadline (either December 31, 2018, or, if a railroad has an approved alternative schedule, the applicable date not later than December 31, 2020). FRA's civil penalty schedule recommends, as guidance, a \$16,000 civil penalty for a failure to timely complete PTC implementation on a track segment where it is required... however, the current statutory minimum civil penalty FRA may assess is \$853, and the ordinary statutory maximum is \$27,904. FRA may assess a civil penalty for each day the non-compliance continues, but FRA may elect to take enforcement action on a one-time basis or each month, quarter, year, or other interval of time during which the noncompliance continues. FRA is currently considering all options, within the framework established by law, to determine what type of enforcement action will be most effective and appropriate under the circumstances. Our goal is to ensure any enforcement action compels a railroad to fully implement its PTC system as efficiently and safely as possible. Also, I would like to note that in June and July 2018, FRA initiated enforcement action against each of the 13 railroads that failed to complete one or more of the end-of-2017 hardware installation milestones and/or spectrum acquisition milestones the railroad established in its PTC Implementation Plan. Consistent with FRA's commitment to ensuring railroads comply with the statutory mandate, including interim requirements, FRA's Notice of Probable Violation to each of the 13 railroads proposed the maximum civil penalty for this type of interim violation—i.e., a one-time civil penalty of \$27,904." ■

Objection Procedures For Expenditures Not Germane To Collective Bargaining

Advance Reduction

Section 1.

Non-members required to pay agency fees as a condition of employment will have the right to object to expenditures on activities not germane to collective bargaining. Those persons filing objections, as required herein, will be entitled to receive an advance reduction of their fees. Although collective bargaining agreements requiring “membership” as a condition of employment are legal, it is the payment of all dues, fees, and assessments (agency fees), not actual membership, which is required.

Notice of Objection

Section 2.

- (a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector’s current home address, and he or she will be obligated to keep the Secretary-Treasurer informed of any change in address.
- (b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days from tendering their resignation.
- (c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days of receiving such notice.

Chargeable and Non-Chargeable Expenditures

Section 3.

Objectors will be charged for all expenditures which: (1) are germane to collective bargaining activity, (2) are justified by the government’s vital policy interest in labor peace and avoiding free riders, and (3) do not significantly add to the burdening of free speech that is inherent in the allowance of an agency or union shop. Objectors will not be charged for expenditures failing to meet these criteria. The following are examples of these types of expenditures:

Chargeable Expenditures:

- (a) All funds expended on collective bargaining.
- (b) All funds expended on contract administration, grievance adjustment, and arbitration.
- (c) All funds expended on internal governance and administration.

Non-Chargeable Expenditures:

- (a) All funds expended on the election of candidates for public office, including contributions to any political party, political organization, or candidate for public office; expenditures on behalf of and facilities used for any political party, political organization, or candidate for public office.
- (b) All funds expended on efforts to recruit new members.
- (c) All funds expended on lobbying except for lobbying directly related to ratifying or implementing a collective bargaining agreement.
- (d) All dues to the AFL-CIO.
- (e) All contributions to charitable and educational groups.
- (f) A prorated portion of the cost of *The Signalman’s Journal* and other Union publications devoted to the coverage of subjects specified in the preceding subsections, or any other non-germane subjects.

Audit Report

Section 4.

Grand Lodge will retain a certified public accountant to audit its allocation of expenditures into chargeable and non-chargeable categories during each July 1–June 30 fiscal year preceding any fiscal year during which an objector is required to pay an agency fee. A copy of said audit report and a description of chargeable and non-chargeable expenses will be mailed to all non-member agency fee payers on an annual basis in October. In addition, any non-member filing notice of objection under Section 2(b) and (c) will be mailed a copy of the documents listed above at the time of their objection.

Advance Reduction Calculation

Section 5.

The percentage of non-chargeable expenditures will be calculated in accordance with the certified audit report. The amount of the advance reduction will be calculated by multiplying projected fee payments times the non-chargeable percentage. Non-members filing a notice of objection pursuant to Section 2(a) will receive an advance reduction in agency fees during the following calendar year. Non-members filing objections under Section 2(b) will receive an advance reduction in agency fees from the first day of the month following the month in which they tendered their resignation through December 31 of that year. Non-members filing objections under Section 2(c) will receive an advance reduction in agency fees for the period they begin paying such fees through December 31 of that year.

Challenge of Calculation

Section 6.

Non-members filing a notice of objection pursuant to Section 2 may challenge the calculation of chargeable and non-chargeable expenditures by filing a written challenge with the Secretary-Treasurer postmarked no later than the November 30 following the October mailing of the audit report being challenged. Non-members filing timely objections under Section 2(b) or (c) may also challenge the calculation of chargeable and non-chargeable expenses by filing a written challenge with the Secretary-Treasurer postmarked no later than the deadline set forth in said sections for filing objections; and such challenges will be consolidated for arbitration with those filed under the first sentence of this section.

Selection of Arbitrator

Section 7.

In the event a challenge is filed under Section 6, the Secretary-Treasurer will provide a list of challengers to the American Arbitration Association (AAA). All challenges will be consolidated. The AAA will appoint an arbitrator from a special panel maintained by the AAA for this purpose. The AAA will inform the Secretary-Treasurer and the challengers of the arbitrator selected.

Arbitration Procedures

Section 8.

- (a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.
- (b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.
- (c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy available for inspection.
- (d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.
- (e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses

it intends to call, except for exhibits and witnesses it may introduce for rebuttal. Copies of exhibits will be made available upon request.

- (f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.
- (g) If the arbitrator determines that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.
- (h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Escrow Account

Section 9.

The Union will establish an escrow account containing the portion of agency fees paid by non-members filing challenges pursuant to Section 6 which reasonably may be in dispute in arbitration. In the event the Union escrow is less than the entire amount of fees so paid, the amount of the escrow will be based on an independent audit, and the escrow figure will be independently verified. After the issuance of the arbitration award, the escrow fund will be distributed in accordance with the arbitrator's decision.

Administration by Secretary-Treasurer

Section 10.

The Secretary-Treasurer will administer this policy in a manner that is completely fair to agency fee payers who wish to object. The Secretary-Treasurer has the authority to determine the amount of the reduced fee each year, to provide proper notice of this policy to agency fee payers, to waive procedural requirements when fairness requires, to informally resolve challenges to the Union's calculation, and to promulgate procedures for accommodating agency fee objections in accordance with applicable state or federal laws.

Amendments

Section 11.

The Grand Executive Council will have authority to amend this policy as it deems appropriate.

Not Applicable in Canada

Section 12.

This policy is not applicable to members working in Canada. ■



Dual Benefit Payments

The payment of a railroad retirement annuity can be affected by entitlement to social security benefits, as well as certain other government benefits. Such dual entitlement, if not reported to the Railroad Retirement Board (RRB), can result in benefit overpayments which have to be repaid, sometimes with interest and penalties.

The following questions and answers describe how the RRB adjusts dual benefit payments for annuitants eligible for social security benefits and/or other benefit payments.

How are dual benefits paid to persons entitled to both railroad retirement and social security benefits?

If a railroad retirement annuitant is also awarded a social security benefit, the Social Security Administration determines the amount of the social security benefit due, but a combined monthly dual benefit payment should, in most cases, be issued by the RRB after the railroad retirement annuity has been reduced by the amount of the social security benefit.

Why is a railroad retirement annuity reduced when a social security benefit is also payable?

The tier I portion of a railroad retirement annuity is based on both the railroad retirement and social security credits acquired by an employee and computed under social security formulas. It approximates what social security would pay if railroad work were covered by social security. Tier I benefits are, therefore, reduced by the amount of any actual social security benefit paid on the basis of nonrailroad employment, in order to prevent a duplication of benefits based on social security-covered earnings.

In addition, following principles of social security law which limit payment to the higher of any two or more benefits payable to an individual at one time, the tier I dual benefit reduction applies to an annuity even if the social security benefit is based on the earnings record of someone other than the railroad employee, such as a spouse or former spouse. An annuitant is required to

advise the RRB if any benefits are received directly from the Social Security Administration or if those benefits increase (other than for a cost-of-living increase).

The tier II portion of a railroad retirement annuity is based on the railroad employee's railroad service and earnings alone and is computed under a separate formula. It is not reduced for entitlement to a social security benefit.

Are there any exceptions to the railroad retirement annuity reduction for social security benefits?

No. There are no exceptions to the railroad retirement annuity reduction for social security benefits.

Can Federal, State, or local government pensions also result in dual benefit reductions in an employee's railroad retirement annuity?

Yes. Tier I benefits for employees first eligible for a railroad retirement annuity and a Federal, State, or local government pension after 1985 may be reduced for receipt of a public pension based, in part or in whole, on employment not covered by social security or railroad retirement after 1956. This may also apply to certain other payments not covered by railroad retirement or social security, such as from a non-profit organization or from a foreign government or a foreign employer. Usually, an employee's tier I benefit will not be reduced by more than 1/2 of his or her pension from noncovered employment. However, if the employee is under age 65

and receiving a disability annuity, the tier I benefit may be reduced by an added amount if the pension from noncovered employment is a public disability benefit.

Military service pensions, payments by the Department of Veterans Affairs, or certain benefits payable by a foreign government as a result of a totalization agreement between that government and the United States will not cause a reduction.

How does the public service pension reduction apply to spouse or widow(er)s' benefits?

The tier I portion of a spouse's or widow(er)'s annuity may be reduced for receipt of any Federal, State, or local government pension separately payable to the spouse or widow(er) based on her or his own earnings. The reduction generally does not apply if the employment on which the public service pension is based was covered under the Social Security Act throughout the last 60 months of public employment. Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. Pensions paid by a foreign government or interstate instrumentality will also not cause a reduction. For spouses and widow(er)s subject to a public service pension reduction, the tier I reduction is equal to 2/3 of the amount of the public service pension.

What dual benefit restrictions apply when both persons in a marriage are rail employees entitled to railroad retirement annuities?

If both parties started railroad employment after 1974, the amount of any spouse or divorced spouse annuity is reduced by the amount of the employee annuity to which the spouse or divorced spouse is also entitled.

If either party had some railroad service before 1975, the spousedivorced spouse tier I amount is reduced by the amount of the railroad employee tier I to which the spouse/divorced spouse is entitled. The spouse/divorced spouse tier I amount cannot be reduced below zero. The initial reduction is restored in the spouse tier II amount. Divorced spouses are not entitled to a tier II component and are not eligible to have the reduction restored.

In survivor cases, if the widow(er) is entitled to a railroad retirement employee annuity and neither the widow(er) nor the deceased employee had any railroad service before 1975, the survivor annuity (tier I and tier II) payable to the widow(er) is reduced by the total amount of

the widow(er)'s own employee annuity.

If a widow or dependent widower is also a railroad employee annuitant, and either the widow(er) or the deceased employee had 120 months of railroad service before 1975, the tier I reduction may be partially restored in the survivor tier II amount.

If either the deceased employee or the widow(er) had some railroad service before 1975 but less than 120 months of service, the widow(er)'s own employee annuity and the tier II portion of the survivor annuity would be payable to the widow(er). The tier I portion of the survivor annuity would be payable only to the extent that it exceeds the tier I portion of the widow(er)'s own employee annuity.

Can workers' compensation or public disability benefits affect railroad retirement benefits?

If an employee is receiving a railroad retirement disability annuity, tier I benefits for the employee and spouse may, under certain circumstances, be reduced for receipt of workers' compensation or public disability benefits.

How can an annuitant find out if the receipt of any dual benefits affects his or her railroad retirement annuity?

If an annuitant becomes entitled to any of the previously discussed dual benefit payments, or if there is any question as to whether a dual benefit payment requires a reduction in an annuity, he or she should contact an RRB field office online or by phone. Field Office Locator on rrb.gov provides easy access to every field office webpage where the street address and other service information is posted, as well as the option to email an office directly using the feature labeled *Send a Secure Message*. The agency's toll-free number, 1-877-772-5772, is equipped with an automated menu offering a variety of service options, including being transferred to an office to speak with a representative, leave a message, or find the address of a local field office. The agency also maintains a TTY number, 312-751-4701, to accommodate those with hearing or speech impairments. Most RRB 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. ■

AUDITOR'S REPORT

ON FINANCES

As provided for in Article 1, Section 68, of the Constitution, the Chairman of the Grand Board of Trustees caused the examination and audit of Grand Lodge financial records for the fiscal year July 1, 2017, to June 30, 2018, by certified public accountants. The firm Haley & Associates, LLC was selected for the task.

GENERAL FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

Per capita tax, initiation fees, dues, donations, refunds	\$ 6,049,974	
Sales of supplies, services, books, advertising, subscriptions	28,787	
Interest	<u>339,611</u>	
		\$ 6,418,372

EXPENSES:

Salaries, payroll taxes, insurance	\$ 3,769,438	
Travel expenses	937,284	
Office expenses	450,188	
Association per capita, dues, subscriptions	147,288	
Attorney fees, professional services	203,513	
Depreciation	116,275	
Building expenses	108,370	
Convention, meeting expenses	265,665	
Signalman's Journal	72,072	
Allocation to Contingent Fund	<u>82,062</u>	
		<u>6,152,155</u>

NET INCOME (LOSS)

CAPITAL — June 30, 2017	266,217
CAPITAL — June 30, 2018	<u>9,337,588</u>
	<u>\$ 9,603,805</u>

CONTINGENT FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

General fund allocation	\$ <u>77,662</u>	
		\$ 77,662

EXPENSES:

Convention credit	\$ —	
Bank charges	<u>490</u>	
		<u>490</u>

NET INCOME (LOSS)

CAPITAL — June 30, 2017	77,172
CAPITAL — June 30, 2018	<u>4,195,054</u>
	<u>\$ 4,272,226</u>

AUDITOR'S REPORT

ON FINANCES

The audit was completed and submitted to the Grand Board of Trustees on or before October 15, 2018. Copies were furnished to each Local Lodge and General Committee on or before October 15, 2018. In a written report, the auditors stated:

"In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Brotherhood of Railroad Signalmen as of June 30, 2018 and 2017 and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America."

Balance Sheet

June 30, 2018

ASSETS

CURRENT ASSETS

	Combined	General Fund	Contingent Fund
Cash	\$ 1,782,630	\$ 1,642,148	\$ 140,482
Investments – market value	11,781,832	5,842,299	5,939,533
Accounts receivable	—	—	—
Prepaid expenses	166,087	166,087	—
TOTAL CURRENT ASSETS	<u>13,730,549</u>	<u>7,650,534</u>	<u>6,080,015</u>

FIXED ASSETS

Land, Front Royal, VA	81,663	81,663	—
Building, Front Royal, VA	1,895,026	1,895,026	—
Land Improvements	13,379	13,379	—
Office furniture & equipment	118,606	118,606	—
TOTAL FIXED ASSETS	<u>2,108,674</u>	<u>2,108,674</u>	<u>—</u>
TOTAL ASSETS	<u>\$ 15,839,223</u>	<u>\$ 9,759,208</u>	<u>\$ 6,080,015</u>

LIABILITIES

CURRENT LIABILITIES

Accounts Payable	\$ 11,397	\$ 11,397	\$ —
Accrued payroll taxes	(2,168)	(2,168)	—
TOTAL CURRENT LIABILITIES	<u>9,229</u>	<u>9,229</u>	<u>—</u>

CAPITAL

General Fund	\$ 9,603,805	\$ 9,603,805	\$ —
Contingent Fund	4,272,226	—	4,272,226
Change in fair market value of securities	1,953,963	146,174	1,807,789
TOTAL CAPITAL	<u>\$ 15,829,994</u>	<u>\$ 9,749,979</u>	<u>\$ 6,080,015</u>
TOTAL LIABILITIES AND CAPITAL	<u>\$ 15,839,223</u>	<u>\$ 9,759,208</u>	<u>\$ 6,080,015</u>

2018 UAW Union Built Vehicle Guide

USA • BUY UNION • BUY USA • BUY UNION • BUY USA • BUY UNION • BUY USA • BUY UNION

UAW CARS

Buick LaCrosse
 Cadillac ATS
 Cadillac CTS
 Cadillac CT6
 (excluding plug-in hybrid)
 Chevrolet Bolt (electric)
 Chevrolet Camaro
 Chevrolet Corvette
 Chevrolet Cruze*
 Chevrolet Cruze (diesel)
 Chevrolet Impala
 Chevrolet Malibu
 Chevrolet Sonic*
 Chevrolet Volt (electric)
 Ford Focus
 Ford Focus (electric)
 Ford Mustang
 Ford Taurus
 Lincoln Continental

UAW TRUCKS

Chevrolet Colorado
 Chevrolet Silverado**
 Ford F Series
 GMC Canyon
 GMC Sierra**
 Ram 1500***

UAW SUVS/CUVS

Buick Enclave
 Cadillac Escalade
 Cadillac Escalade ESV
 Cadillac Escalade Hybrid
 Cadillac XT4
 Cadillac XT5
 Chevrolet Suburban
 Chevrolet Tahoe
 Chevrolet Tahoe (police)
 Chevrolet Tahoe (special service)
 Chevrolet Traverse
 Dodge Durango
 Ford Escape
 Ford Expedition
 Ford Explorer
 GMC Acadia
 GMC Yukon
 GMC Yukon Hybrid
 GMC Yukon XL
 Jeep Cherokee
 Jeep Grand Cherokee
 Jeep Wrangler
 Lincoln MKC
 Lincoln Navigator

UAW VANS

Chevrolet Express
 Ford Transit
 GMC Savana

UNIFOR CARS

Cadillac XTS
 Chevrolet Impala
 Chevrolet Impala (police)
 Chrysler 300
 Dodge Challenger
 Dodge Charger

UNIFOR SUVS/CUVS

Chevrolet Equinox*
 Ford Edge
 Ford Flex
 Lincoln MKT
 Lincoln MKX

UNIFOR TRUCKS

Chevrolet Silverado Double Cab
 GMC Sierra Double Cab

UNIFOR VANS

Chrysler Pacifica
 Dodge Grand Caravan

These vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union, formerly the Canadian Auto Workers (CAW). Because of the integration of United States and Canadian vehicle production, all the vehicles listed made in Canada include significant UAW-made content and support the jobs of UAW members.

However, vehicles marked with a single asterisk (*) are also produced in Mexico. All Cruze hatchbacks and some sedans are manufactured in Mexico. The diesel version is manufactured in the United States by UAW members. The Chevrolet Equinox is manufactured in Canada by Unifor members and also in Mexico. The light-duty and heavy-duty Chevrolet Silverado and GMC Sierra pickup trucks, marked with a double asterisk (**), are manufactured in the United States and other countries. The light-duty Ram 1500, marked with a triple asterisk (***), is manufactured in the United States and Mexico, while all heavy-duty Ram models are built in Mexico. When purchasing one of the above vehicles, it's important to check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; a "2" identifies a Canadian-made vehicle; a 3 identifies a vehicle made in Mexico.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.



AFL-CIO NATIONAL BOYCOTTS



HOSPITALITY, TRANSPORTATION & TRAVEL

SUBMITTED BY UNITE HERE!

Please support the workers in these hotels by continuing to boycott the following properties:

- ANCHORAGE, AK: Hilton; Sheraton
- CALIFORNIA: Hyatt Regency Santa Clara, Hyatt Regency Sacramento, Hyatt Fisherman's Wharf San Francisco, Hilton Long Beach, Le Meridien San Diego, Hilton LAX—*This includes the Crowne Plaza Hotel LAX, Yokoso Sushi Bar, the Landing Restaurant, Century Taproom, and the Boulevard Market Cafe.*
- RHODE ISLAND: Renaissance Providence Downtown Hotel
- SEATTLE: Grand Hyatt Seattle and Hyatt at Olive 8 Seattle

OTHER

SUBMITTED BY Farm Labor Organizing Committee (FLOC)

- Reynolds American, Inc.,
Vuse e-cigarettes

FOOD

SUBMITTED BY United Steelworkers (USW)

- Palmero Pizza

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

- Mondelez International Snack
Foods (those made in Mexico)

LEGAL

SUBMITTED BY American Federation of State, County & Municipal Employees

- Gleason, Dunn, Walsh & O'Shea
- McDonald, Lamond,
Canzoneri and Hickernell

When some labor disputes with businesses cannot be resolved, the AFL-CIO supports its affiliates by endorsing their boycotts. A boycott is an act of solidarity by voluntarily abstaining from the purchase or use of a product or service.

POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

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

THE GUIDELINES INCLUDE THESE PROVISIONS:

- All requests to the national AFL-CIO for endorsement must be made by a national or international union.
- Any affiliated union with a contract in force with the same primary employer will be contacted by the AFL-CIO to determine whether there is an objection to the federation's endorsement.
- Affiliates will be asked to provide the AFL-CIO with background information on the dispute in a confidential information survey. Prior to endorsement of the boycott, the executive officers, or their designees, will meet with the national union's officers, or their designees, to discuss the union's strategic plan and timetable for the boycott, or other appropriate tactics, and to discuss the federation's role.
- The national or international union initiating the boycott is primarily responsible for all boycott activities; the AFL-CIO will provide supplemental support.
- Boycotts will be carried on the AFL-CIO national boycott list for a period of one year, and the endorsement will expire automatically at the end of that time. National and international unions may request one-year extensions of the listings for actions where an organizing or bargaining campaign is actively in place.

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

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Cleveland, OH 44115
Tel. (216) 781-1700
(800) 321-9199
www.shaperoroloff.com

PENNSYLVANIA

Michael J. Olley
Coffey, Kaye, Myers & Olley
Two Bala Plaza
Suite 718
Bala Cynwyd, PA 19004
Tel. (610) 668-9800
(800) 334-2500

TEXAS

Weldon Granger
Jones, Granger,
Tramuto, & Halstead
www.jonesgranger.com

Robert M. Tramuto
10000 Memorial Drive
Suite 888
Houston, TX 77210
Tel. (713) 668-0230
(800) 231-3359

UTAH

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

VIRGINIA

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

C. Richard Cranwell
Cranwell, Moore & Emick, PLC
111 W. Virginia Avenue
Vinton, VA 24179
Tel. (540) 904-1621
(888) 635-6304
www.cranwellmoorelaw.com

WASHINGTON

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

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

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

Retiree Claims — GA-46000

UnitedHealthcare

P.O. Box 30985

Salt Lake City, UT 84130-0985

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

P.O. Box 30304

Salt Lake City, UT 84130-0404

1-800-842-5252

Aetna Healthcare

Aetna

3541 Winchester Road

Allentown, PA 18195

1-800-842-4044

www.aetna.com

Highmark Blue Cross Blue Shield

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381

Camp Hill, PA 17089-0381

1-866-267-3320

www.bcbs.com

Life Insurance

MetLife

P.O. Box 6122

Utica, NY 13504-6122

1-800-310-7770

www.metlife.com

Vision Service Plan

EyeMed

Member Support

1-855-212-6003

www.eyemedvisioncare.com/railroad

Union Plus

Mortgage (Wells Fargo) • AT&T Discount

Credit Card • Scholarships and much more

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

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

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

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.express-scripts.com

Railroad Retirement Board

1-877-772-5772 — Automated Help Line

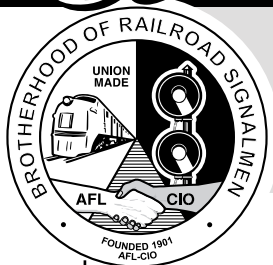
www.rrb.gov

Railroad Info — Your Track to Health

www.yourtracktohealth.com

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

Continuous Membership



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

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

40 YEARS OF SERVICE		30 YEARS OF SERVICE		25 YEARS OF SERVICE		25 YEARS OF SERVICE	
KR Portlock	33	AK Anderson, III	16	C Hyder	14	WK Forehand	110
35 YEARS OF SERVICE		E Turner	18	JA Sorrells	16	JM King	136
WG Buehler	129	P McCoy	102	WL Dalton, Jr.	77	MA Guidry	141
SH Brooks	161	JW Harbin	178	DL McHone	77	JS Gilchrist	188
		DB Little	178	MD McKinney	77	NA Nelson	239



UNION PLUS OFFERS HELP TO THOSE IMPACTED BY Hurricane Michael

If you are a union member who participates in certain Union Plus programs and have been affected by Hurricane Michael, you may be eligible for financial assistance through the Union Plus Disaster Relief Grant program.

Union Plus Disaster Relief Grants of \$500 are available to eligible participants of one of the following programs:

- Union Plus Credit Card Program
- Union Plus Mortgage Program
- Union Plus Personal Loan Program
- Union Plus Life Insurance
- Union Plus Accidental Death Insurance
- Union Plus Auto Insurance
- Union Plus Retiree Health Program

To qualify for a Union Plus Disaster Relief Grant:

1. Your residence must be in a county qualifying for individual assistance money from FEMA. To check if your county has been designated as an area eligible

for individual assistance, visit FEMA's disaster declarations page.

2. You must have had a Union Plus Credit Card for at least three months, Union Plus Personal Loan for at least six months, Union Plus Mortgage, Union Plus Retiree Health Insurance, Union Plus Life or Accidental Death Insurance or Union Plus Auto Insurance for at least 12 months with that account or policy in good standing (be up-to-date on payments).

If you participate in the Union Plus Credit Card Program and want to apply for a disaster relief grant, call 1-800-622-2580.

If you participate in any other of the designated programs and want to apply for a disaster relief grant, call 1-800-472-2005.

The Union Plus Disaster Relief Fund has provided nearly \$1 million in assistance to union members facing hardships following Hurricane Florence, the California wildfires, floods and other natural disasters. Head to the Union Plus Disaster Relief Fund page to learn more about the benefits and eligibility requirements. ■

Railroad Retirement Benefits Increase in 2019

Most railroad retirement annuities, like social security benefits, will increase in January 2019 due to a rise in the Consumer Price Index (CPI) from the third quarter of 2017 to the corresponding period of the current year.

Cost-of-living increases are calculated in both the tier I and tier II benefits included in a railroad retirement annuity. Tier I benefits, like social security benefits, will increase by 2.8 percent, which is the percentage of the CPI rise. Tier II benefits will go up by 0.9 percent, which is 32.5 percent of the CPI increase. Vested dual benefit payments and supplemental annuities also paid by the Railroad Retirement Board (RRB) are not adjusted for the CPI change.

In January 2019, the average regular railroad retirement employee annuity will increase \$60 a month to \$2,808, and the average of combined benefits for an employee and spouse will increase \$86 a month to \$4,078. For those aged widow(er)s eligible for an increase, the average annuity will increase \$34 a month to \$1,398. However, widow(er)s whose annuities are being paid under the Railroad Retirement and Survivors' Improvement Act of 2001 will not receive annual cost-of-living adjustments until their annuity amount is exceeded by the amount that would have been paid under prior law, counting all interim cost-of-living increases otherwise payable. Some 52 percent

of the widow(er)s on the RRB's rolls are being paid under the 2001 law.

If a railroad retirement or survivor annuitant also receives a social security or other government benefit, such as a public service pension, the increased tier I benefit is reduced by the increased government benefit. Tier II cost-of-living increases are not reduced by increases in other government benefits. If a widow(er) whose annuity is being paid under the 2001 law is also entitled to an increased government benefit, her or his railroad retirement survivor annuity may decrease.

However, the total amount of the combined railroad retirement widow(er)'s annuity and other government benefits will not be less than the total payable before the cost-of-living increase and any increase in Medicare premium deductions.

The cost-of-living increase follows a tier I increase of 2.0 percent in January 2018, which had been the largest in six years. The Centers for Medicare and Medicaid Services recently announced the Medicare Part B premiums for 2019, and this information is available at www.medicare.gov.

In late December, the RRB will mail notices to all annuitants providing a breakdown of the annuity rates payable to them in January 2019. ■

FROM THE PRESIDENT

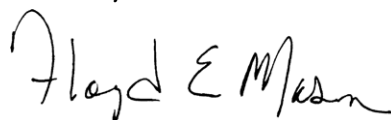
continued from page 5

lowing the death of 25 passengers on Metrolink, and as we enter the latest two-year extension of the already extended deadline, those that are in the lead for completion of PTC still must address the adequate training of Signalmen.

Positive Train Control 1.0, the term used by FRA Administrator Ron Batory, will save lives by preventing fatal crashes like Chatsworth. But before PTC 2.0, the term for the next wave of benefits and efficiencies that PTC will bring, can be a reality, the Technical

Professionals of the railroad industry, our brothers, must be adequately and properly trained on this technically advanced railroad safety control system. Its time to begin the training in earnest.

Fraternally,



Floyd E. Mason
BRS President

OBITUARIES

BRADLEY J. AMOS—retired member of **LOCAL 77**. Brother Amos retired in 1995 after 37 years of service with the Norfolk Southern Railway. Brother Amos was a Signal Maintainer at Cleveland, Virginia, at the time of his retirement.

ALAN “AL” R. ANDERSON—retired member of **LOCAL 72**. Brother Anderson retired in 2016 after 40 years of service with the Chicago & North Western Railway, Union Pacific Railroad, and Idaho & Sedalia Transportation Company. Brother Anderson was a Signal Shop Foreman at Sedalia, Missouri, at the time of his retirement. Brother Anderson served as Local Chairman.

H. CALVIN BLANTON—retired member of **LOCAL 228**. Brother Blanton retired in 2005 after 38 years of service with the Norfolk Southern Railway. Brother Blanton was a Signal Maintainer at Muncie, Indiana, at the time of his retirement. Brother Blanton is a U.S. Army Veteran who received a Purple Heart while serving in the Vietnam War.

MICHAEL T. CASSA—active member of **LOCAL 232**. Brother Cassa had 8 years of service with Pan Am Railways. Brother Cassa was an Electrician Specialist at Billerica, Massachusetts, at the time of his passing.

JAMES “JAMIE” D. CORRIN—active member of **LOCAL 123**. Brother Corrin had 7 years of service with CSX Transportation. Brother Corrin was a Signal Maintainer in Grand Blanc/Holly, Michigan, at the time of his passing. Brother Corrin served as Local President.

ANTHONY B. FINDLAY—active member of **LOCAL 111**. Brother Findlay had 10 years of service with the Union Pacific Railroad. Brother Findlay was a Skilled Signalman at the time of his passing.

DERRICK D. IVERSON—active member of **LOCAL 33**. Brother Iverson had 4 years of service with the BNSF Railway Company. Brother Iverson was a Junior Circuit Designer at Kansas City, Missouri, at the time of his passing.

DALE “EDDIE” E. KIRTS—retired member of **LOCAL 8**. Brother Kirts retired in 1997 after 42 years of service with the Union Pacific Railroad. Brother Kirts was a CTC Signal Maintainer at North Platte, Nebraska, at the time of his retirement. Brother Kirts served as Local Trustee. Brother Kirts is a U.S. Navy Veteran who served during the Korean War.

RICHARD LAMB—retired member of **LOCAL 94**. Brother Lamb retired in 1991 after 43 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Lamb was a Signal Maintainer at Mitchell, Indiana, at the time of his retirement. Brother Lamb served as Local Chairman and Local Trustee.

DALLAS H. LARSEN—retired member of **LOCAL 229**. Brother Larsen retired in 1995 after 34 years of service with the Western Pacific and Union Pacific Railroads. Brother Larsen was a TCS Maintainer at Stockton, California, at the time of his retirement. Brother Larsen served as Local President.

CHARLES LATHAM—retired member of **LOCAL 56**. Brother Latham retired in 2000 after 30 years of service with the Long Island Rail Road. Brother Latham was a Foreman at New York City, New York, at the time of his retirement.

BURTON A. LEWIS—retired member of **LOCAL 228**. Brother Lewis retired in 2016 after 24 years of service with the Norfolk Southern Railway. Brother Lewis was a Signal Foreman at Diamond, Indiana, at the time of his retirement.

BRUCE A. LEYLAND—retired member of **LOCAL 84**. Brother Leyland retired in 2011 after 40 years of service with the Erie Lackawanna Railway and New Jersey Transit. Brother Leyland was a Maintainer Test at Woodridge, New Jersey, at the time of his retirement.

GERALD C. MARTIN—retired member of **LOCAL 77**. Brother Martin retired in 1991 after 37 years of service with the Norfolk & Western Railway. Brother Martin was a Signal Maintainer at Roanoke, Virginia, at the time of his retirement.

ALBERT MAURER—retired member of **LOCAL 58**. Brother Maurer retired in 1983 after 38 years of service with the Reading Railroad and Conrail. Brother Maurer was a Signalman at Morrisville, Pennsylvania, at the time of his retirement.

AUBREY F. MCQUINN—retired member of **LOCAL 45**. Brother McQuinn retired in 1989 after 40 years of service with the Pennsylvania Railroad. Brother McQuinn was a Signalman at Anderson, Indiana, at the time of his retirement. Brother McQuinn served as Local Chairman.

ERNEST MIETHE, JR.—retired member of **LOCAL 56**. Brother Miethe retired in 1989 after 20 years of service with the Long Island Rail Road. Brother Miethe was a Construction Laborer at Ronkonkoma, New York, at the time of his retirement.

THOMAS MURDOCK, JR.—retired member of **LOCAL 58**. Brother Murdock retired in 1989 after 40 years of service with the Reading Railroad and Conrail. Brother Murdock was a Signal Maintainer at Earnest, Pennsylvania, at the time of his retirement. Brother Murdock served as Local Chairman.

ROBERT W. MUSE, JR.—retired member of **LOCAL 208**. Brother Muse retired in 1992 after 40 years of service with the Nashville, Chattanooga & St. Louis Railway and CSX Transportation. Brother Muse was a System Signal Foreman at Jacksonville, Florida, at the time of his retirement.

GARY J. NEMCIK—active member of **LOCAL 18**. Brother Nemcik had 29 years of service with Amtrak. Brother Nemcik was a Communication Technician at Philadelphia, Pennsylvania, at the time of his passing. Brother Nemcik is a U.S. Marine Corps Veteran.

HENRY J. NOLTE, JR.—retired member of **LOCAL 72**. Brother Nolte retired in 1989 after 40 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Nolte was a Signal Maintainer at Chamois, Missouri, at the time of his retirement.

JAMES T. NORBURY—retired member of **LOCAL 56**. Brother Norbury retired in 1992 after 21 years of service with the Long Island Rail Road. Brother Norbury was a Communication Technician at Jamaica, New York, at the time of his retirement.

LEWIS A. NORRIS—retired member of **LOCAL 103**. Brother Norris retired in 1979 after 29 years of service with the Burlington Northern Railroad. Brother Norris was a General CTC Maintainer at North Kansas City, Missouri, at the time of his retirement.

JAMES L. PALMER—retired member of **LOCAL 10**. Brother Palmer retired in 1992 after 41 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Palmer was a Signal Maintainer at Toledo, Ohio, at the time of his retirement.

JOHN W. PAUL—retired member of **LOCAL 68**. Brother Paul retired in 1980 after 32 years of service with the New York Central Railroad and Conrail. Brother Paul was a Signal Maintainer at Elkhart, Indiana, at the time of his retirement. Brother Paul served as Local President and Local Chairman.

GEORGE M. RAETHER—retired member of **LOCAL 130**. Brother Raether retired in 1985 after 42 years of service with the Chicago & North Western Railway. Brother Raether was a Signal Supervisor at Waukegan, Illinois, at the time of his retirement.

LINAS J. REDMAN—retired member of **LOCAL 104**. Brother Redman retired in 2000 after 42 years of service with the Southern and Union Pacific Railroads. Brother Redman was a Signal Construction Foreman at Tulane, California, at the time of his retirement. Brother Redman served as Local Chairman.

ROBERT S. REYNARD—retired member of **LOCAL 94**. Brother Reynard retired in 1991 after 42 years of service with CSX Transportation. Brother Reynard was a Signal Inspector at Newark, Ohio, at the time of his retirement. Brother Reynard served as Local President, Local Chairman, and Local Trustee.

CARL W. ROORDA—retired member of **LOCAL 108**. Brother Roorda retired in 1991 after 31 years of service with the Chicago & North Western Railway. Brother Roorda was a Signal Maintainer at Sterling, Illinois, at the time of his retirement.

E.O. ROWLEY—retired member of **LOCAL 107**. Brother Rowley retired in 1991 after 39 years of service with the Illinois Central Railroad. Brother Rowley was a Traveling Signal Maintainer at Jackson, Mississippi, at the time of his retirement.

DONALD R. RUSSETT—retired member of **LOCAL 230**. Brother Russett retired in 1991 after 48 years of service with the Boston & Maine Railroad. Brother Russett was a Signal Maintainer at North Adams, Massachusetts, at the time of his retirement.

KYLE L. SIMMS—retired member of **LOCAL 99**. Brother Simms retired in 2011 after 38 years of service with the Southern Pacific Railroad. Brother Simms was a Signal Maintainer at the time of his retirement.

HORACE E. SMITH—retired member of **LOCAL 162**. Brother Smith retired in 1998 after 41 years of service with the Illinois Central Railroad. Brother Smith was a Signal Inspector at Memphis, Tennessee, at the time of his retirement. Brother Smith served as Local Trustee.

THOMAS D. SMITH—active member of **LOCAL 18**. Brother Smith had 4 years of service with Amtrak. Brother Smith was a C&S Trainee at Penn Coach Yard, Philadelphia, Pennsylvania, at the time of his passing.

RICHARD G. VITALIE—retired member of **LOCAL 92**. Brother Vitalie retired in 2002 after 32 years of service with the Union Pacific Railroad. Brother Vitalie was a Signal Maintainer at Suisun City, California, at the time of his retirement.

MARION "CARL" C. WALDON—retired member of **LOCAL 41**. Brother Waldon retired in 2005 after 30 years of service with the Penn Central Railroad and CSX Transportation. Brother Waldon was a Signal Maintainer at Terre Haute, Indiana, at the time of his retirement. Brother Waldon is a U.S. Army Veteran.

PHILLIP A. WILLINGHAM—active member of **LOCAL 111**. Brother Willingham had 7 years of service with the Union Pacific Railroad. Brother Willingham was a Skilled Signal Relief Maintainer at Nampa, Idaho, at the time of his passing.

TIM G. WILSON—retired member of **LOCAL 133**. Brother Wilson retired in 1995 after 40 years of service with the Fort Worth and Denver Railway and Burlington Northern Railroad. Brother Wilson was a Signal Maintainer at Quanah, Texas, at the time of his retirement.

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

Email: membership@brs.org

SIGNALMAN'S STORE

BRS WATCHES — Gold BRS logo on the face.

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

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

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

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

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

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

SAFETY KNIT BEANIE — Made of 100% acrylic with 3M Reflective Thread Band, approximately 8½" long. Lime green/reflective, one size fits all.

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	
Safety Beanie (lime green)		17.00	
Cap (black dye sub)		18.00	
Cap (brown diamond plate)		18.00	

APPAREL	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
Signal Graphic T-Shirt								14.00	
Union Strong T-Shirt (navy)								16.00	
Union Strong T-Shirt (charcoal)								16.00	
Golf Shirt (black w/logo)								37.50	
Golf Shirt (burgundy w/logo)								37.50	
Golf Shirt (navy w/logo)								37.50	
Golf Shirt (steel blue w/logo)								37.50	
Golf Shirt (women's burgundy w/logo)								37.50	
Oxford Dress Shirt (blue)								48.00	
Oxford Dress Shirt (gray)								48.00	
Oxford Dress Shirt (white)								48.00	
Navy Windshirt								60.75	
Black Wool & Leather Coat								195.00	
Black Canvas Coat								85.00	
Brown Canvas Coat								85.00	

CLEARANCE ITEMS	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
Black Sweatshirt (quarter zip)								35.00	
Blue Jacket								53.00	
Available sizes in un-shaded boxes								TOTAL	

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____ CERTIFICATE # _____

ORDER ONLINE AT WWW.BRS.ORG

SIGNALMAN'S STORE



CHARCOAL



NAVY



BLUE



WHITE



GRAY



GRAPHIC T-SHIRT

UNION STRONG T-SHIRT

Graphic Shown Imprinted on Back of Shirt

OXFORD SHIRTS



WRIST WATCH



BROWN CANVAS COAT



BLACK WOOL
& LEATHER COAT



BLACK CANVAS COAT



POCKET WATCH



WINDSHIRT



BURGUNDY*



BLACK



NAVY



STEEL BLUE

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



SAFETY KNIT BEANIE

CLEARANCE ITEMS



\$35

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

Blue Jacket ~~\$63.00~~ \$53.00



\$53



FLAG



ASSORTED CAPS

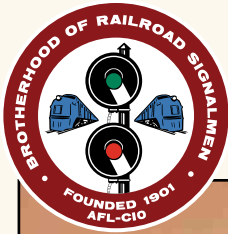


**NEW
Designs**



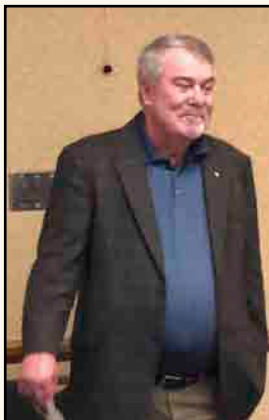
MANTLE CLOCK

MEETING PHOTOS



Southeast General Committee Meeting

Asheville, North Carolina



MEETING PHOTOS

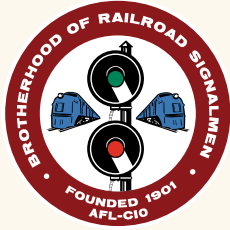


Recording-Financial Secretary Training

Front Royal, Virginia



MEETING PHOTOS



Local 110 Meeting Salisbury, North Carolina



Local Chairmen's Training

Front Royal, Virginia



MEETING PHOTOS



B&O General Committee Meeting

Front Royal, Virginia



Norfolk Southern General Committee

Boston, Massachuttes — 52nd BRS Convention



MEETING PHOTOS



Local 20 Meeting

Naperville, Illinois



On Target Shooting Range Event

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

Participants were Mike Owens, Bill Kirkpatrick, Bill Watson, Rich Haywood, Lorenzo Dumas, Ray Monty, Guido Palacios, Jim Hansen, Brian Coady, Willis Benton, III, and Jason Bird.



MEETING PHOTOS



Local 31 Meeting

Bridgeport, West Virginia



PHOTO CONTEST

WINNERS FOR 2018

FIRST PLACE



Matthew Breasbois, a Member of Local 24, works on a pole line to restore power on the Tennessee pass in southern Colorado. Photo submitted by: Matthew Breasbois.

THIRD PLACE



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

SECOND PLACE

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

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



36TH ANNUAL 2019 PHOTO CONTEST

The Signalman's Journal will conduct its 36th Annual Photo Contest during 2019, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

The Signalman's Journal 2019 Photo Contest prizes include:

First Place: Union-made BRS logo wristwatch and \$100 gift certificate to the Signalman's Store.

Second Place: Union-made black canvas coat with blanket lining and \$75 gift certificate to the Signalman's Store.

Third Place: \$50 gift certificate to the Signalman's Store.

The Signalman's Journal encourages members to submit photographs that feature signal equipment or Signalmen working at their craft. Photographs of Signalmen at work must depict proper safety equipment (for example: hard hats, eye protection, or other necessary safety gear) and other generally recognized safe work practices.

The contest rules for 2019 are as follows:

1. Photographs should be in color and no smaller than 3 inches by 5 inches in size. Digital pictures are accepted and encouraged, but the photo should be of very high resolution. Negatives or Polaroid photos will not be considered. There is no limit on the number of entries.

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2019 contest will be October 1, 2019. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

Editor – *The Signalman's Journal*
917 Shenandoah Shores Road
Front Royal, VA 22630-6418

Or email to: tme@brs.org

BROTHERHOOD OF RAILROAD SIGNALMEN — 2019 PHOTO CONTEST

NAME _____ LOCAL _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

EMAIL ADDRESS _____

PHONE (Daytime) _____ (Evening) _____

R.R. EMPLOYER _____ JOB TITLE _____

PHOTO LOCATION _____ R.R. DIVISION _____

PHOTO DESCRIPTION _____

ENTRY FORM

What's in a VIN?

WHERE VEHICLE WAS BUILT

14, 5	USA
2	Canada
3	Mexico
6, 7	Oceania/ Australia
8, 9	South America
A thru G	Africa
J thru R	Asia
S thru Z	Europe

VEHICLE'S BRAND, ENGINE SIZE AND TYPE

VEHICLE YEAR

A	2010
B	2011
C	2012
D	2013
E	2014
F	2015
G	2016
H	2017
I	2018
J	2019
K	2020

VEHICLE SERIAL NUMBER

VEHICLE IDENTIFICATION NUMBER

1 F A L P 4 2 X 9 H F 1 1 1 1 1 1

VEHICLE SECURITY CODE

VEHICLE MANUFACTURERS

B, C or D	FCA USA
Starts with F	Ford
Starts with G	General Motors
C4	Jeep
L	Lincoln

PLANT THAT ASSEMBLED THE VEHICLE

CODES FOR FORD PLANTS

D	Ford Ohio Assembly Plant, Avon Lake, OH
E	Ford Kentucky Truck Assembly, Louisville, KY
F	Ford Dearborn Truck Assembly, Dearborn, MI
G	Ford Chicago Assembly Plant, Chicago, IL
K	Ford Kansas City Assembly Plant, Claycomo, MO
L	Ford Michigan Assembly Plant, Warren, MI
U	Ford Louisville Assembly Plant, Louisville, KY
W	Ford Wayne Stamping and Assembly Plant, Wayne, MI
S	Ford Flat Rock Assembly, Flat Rock, MI
B	Ford Oakville Assembly Plant, Oakville, Ontario, Canada

CODES FOR GM PLANTS

0	GM Lansing Grand River Assembly Plant, Lansing, MI
1	GM Wentzville Assembly, Wentzville, MO
2	GM Spring Hill Assembly Plant, Spring Hill, TN
4	GM Orion Assembly Plant, Lake Orion, MI
5	GM Bowling Green Assembly Plant, Bowling Green, KY
7	GM Lordstown Assembly Plant, Lordstown, OH
F	GM Fairfax Assembly Plant, Fairfax, KS

F	GM Flint Truck Assembly Plant, Flint, MI
J	GM Lansing Delta Township Assembly Plant, Lansing, MI
R	GM Arlington Assembly Plant, Arlington, TX
U	GM Detroit/Hamtramck Assembly, Detroit, MI
Z	GM Fort Wayne Truck Assembly Plant, Fort Wayne, IN
6	GM CAMI Automotive Assembly Plant, Ingersol, Ontario, Canada
1	GM Oshawa Car Assembly Plant, Oshawa, Ontario, Canada

CODES FOR FCA USA PLANTS

C	FCA USA Jefferson North Assembly Plant, Detroit, MI
D	FCA USA Belvidere Assembly Plant, Belvidere, IL
N	FCA USA Sterling Heights Assembly Plant, Sterling Heights, MI
S	FAC USA Warren Truck Assembly Plant, Sterling Heights, MI
L/W	FCA USA Toledo North Assembly Plant, Toledo, OH
H	FCA Canada Brampton, Assembly Plant, Brampton, Ontario, Canada
R	FCA Canada Windsor Assembly Plant, Windsor, Ontario, Canada

VEHICLE RECOMMENDATIONS

One way to tell if you are buying a UAW-made vehicle is to consult the list on **page 18** of this Journal, if it has an asterisk, you need to do a little detective work. The vehicle sticker will tell you the final assembly plant as well as the Vehicle Identification Number (VIN).

The UAW recommends buying certain Canadian-built vehicles because they are built by our brothers and sisters in Canada's Unifor union and have significant UAW-made content that supports the jobs of our brothers and sisters in transmission, foundry, stamping and body parts plants. Those are listed under Unifor.

And just because a vehicle VIN starts with a 1, 2, 4, or 5, doesn't automatically mean it's a recommended buy. Vehicles not on the list that start with these numerals are made in non-union plants.