



THE SIGNALMAN'S JOURNAL

Volume 94 • Number 4

4th Quarter 2013



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The East Side Access Project will connect the Long Island Rail Road's (LIRR) Main and Port Washington lines in Queens to a new LIRR terminal beneath Grand Central Terminal in Manhattan. The new connection will increase the LIRR's capacity into Manhattan, and dramatically shorten travel time for Long Island and eastern Queens commuters traveling to the east side of Manhattan.

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COVER: Signal Gang out of Cut Bank, Montana, working on an Electric Lock Switch near Summit, Montana.

Photo submitted by retired Local 87 member G.T. "Jerry" Urfer. Brother Urfer retired in 2010 after completing 36 years with the Milwaukee Road Railroad and BNSF Railway Company.

Season's G

FROM THE **Officers and Grand Lodge Staff** OF



DAN PICKETT



JERRY BOLES



FLOYD MASON



JOE MATTINGLY



LEONARD PARKER



MIKE BALDWIN



JIM FINNEGAN



TIM TARRANT



GENE MOORE



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TERESA EMBREY



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BILL PHILLIPS



DONICA BOLES



LINDA BARROWS



OLIVIA FRENCH



MICHAELA CLAYWELL



2013 — A Year in Review

At the end of each year, I like to reflect on some of the things we, as Signalmen, have faced over the past year

Positive Train Control

Positive Train Control, better known as PTC, has been the topic of discussion at many meetings throughout the entire rail industry.

In 1994, the Federal Railroad Administration (FRA) submitted a report to Congress that outlined the potential benefits of communication-based PTC systems. The report stated that PTC could not be warranted based on cost and safety alone; the benefits of PTC may justify the costs on some corridors with certain characteristics, including the presence of passenger trains, hazardous materials, or higher levels of congestion.

As a result of this report, the FRA, in cooperation with rail management and rail labor, formed the Railroad Safety Advisory Committee (RSAC) PTC working group. The BRS was an integral part of the rail labor group that participated in the RSAC PTC working group which reviewed technologies, definitions, and capabilities of PTC systems. The group also addressed the viability of PTC and how it would improve railroad safety and productivity, and facilitate the introduction of high-speed ground transportation in the United States.

PTC systems utilize Global Positioning System (GPS) technology. Not only do we need to be educated in AC and DC electronic theory, computers, and electromechanical devices; Signalmen now need to master communication protocols such as IP networking.

The Rail Safety Improvement Act (The Act) was signed into law on October 16, 2008. The Act required each Class I railroad and each entity providing regularly scheduled intercity or commuter rail passenger transportation to submit, for the Department of Transportation

Secretary's approval, a plan for implementing a PTC system by December 31, 2015.

While the installation of PTC should be seen by everyone as a solution to major railroad catastrophes, the railroads continue to argue that the cost of PTC far outweighs the benefits. While I will admit that the cost is expensive, I will not concede that the cost exceeds the benefits. The

catastrophes that will be prevented by the congressionally mandated installation of PTC cannot simply be measured by the railroads' profit and loss statements. PTC is the right thing to do because it will save lives and reduce

the number of derailments. Reports have noted that the installation of PTC will potentially have a positive effect on line capacity, improved service reliability, faster over-the-road running times, more efficient use of cars and locomotives, larger periods for track maintenance, and fuel savings.

The FRA believes that the majority of railroads will not be able to complete PTC implementation by the 2015 deadline. The FRA recommends that if Congress were to consider legislation extending the PTC deadline it should consider several factors, including the extent to which each railroad has demonstrated due diligence in its efforts to successfully implement PTC technologies on its rail system.

Based on information that we are receiving from the field and from numerous meetings and conferences that we have attended surrounding the topic of PTC, there are a handful of railroads that have continually stated they will meet the December 2015 deadline for PTC installation. There are other railroads that appear to be delaying any action on PTC implementation and are waiting for

History has shown that when workers are not organized, it leads to an unbalanced economy in relation to the rich and poor.

Congress to extend the deadline and have not shown any real effort to meet the current required deadline. I would question what Congress and the FRA will consider to be evidence of due diligence by a railroad when some railroads have just begun the process within the last few months. The BRS wants to be certain each member of Congress understands that the safety of railway workers and the American public does not have a price tag and should not be mitigated or delayed.

The Federal Railroad Administration

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

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

The FRA's safety regulations target historical factors in order to prevent those same practices from causing additional accidents and employee injuries. Human error accidents are the greatest single portion of all railroad accidents. Although newer regulations have been enacted to stem these human error accidents, their numbers have only been in slow decline over the past several years. The FRA also oversees distribution of funding to Amtrak and to the High Speed Rail initiatives currently under study in various states. The current Administrator of the FRA is Joe Szabo, a former union member, the first FRA Administrator to be chosen from the ranks of railroad employment.

There have been many regulations enacted since the creation of the FRA and in most cases the BRS has worked in conjunction with the FRA in order to ensure that the regulations would have the most safety impact. Some products of this cooperation are: Roadway Worker Rules, Highway Grade Crossing Regulations, Hours of Service, Drug and Alcohol, and the list goes on. In each instance,

the BRS remained focused on ensuring that our members' safety was at the forefront of the process. The BRS' main concern is the safety and welfare of its members, and we will continue to be engaged with the FRA in any regulatory efforts it undertakes.

As the Labor Movement Grows, so Does the Economy

Over the past few decades union membership has declined, and so have the average earnings of families considered to be part of the middle class. However, there are indications that the Labor movement may be making a recovery. An increase in the number of employees represented by labor organizations will create an increase in the number of families who are considered to be part of the middle class.

The growth in unionization allows the average worker to get a larger slice of the pie. As the numbers of workers belonging to a labor union increase, so does the middle class. The math is pretty simple, if 98 percent of the population begins to make more money and, in turn, spends more money, then the economy will benefit greater than if the two percent sit on all that extra money.

History has shown that when workers are not organized, it leads to an unbalanced economy in relation to the rich and the poor. Unions have the ability to balance that power through collectively bargaining for better wages, benefits, and healthcare for their members. Policies created by government need to support the ability of unions to grow along with the middle class in order to keep our economy growing.

The BRS, along with many other unions, is a member of the AFL-CIO and Transportation Trades Department (TTD) of the AFL-CIO. This is a prime example of unions, and the workers they represent, coming together to fight as one large group for the rights of workers. By joining this larger group, it gives us more power during collective bargaining and allows us to have many more eyes and ears present at both the federal and state levels of the legislative process. By being connected to the legislative process in this way, the BRS, along with the other unions under the AFL-CIO and TTD umbrella, can be informed early of any issues that may negatively affect our members.

continued on page 11

A Look inside East Side Access Project

East Side Access, the largest transportation project in the country, is the first expansion of the Long Island Rail Road in over 100 years. Construction began in 2007 and has an estimated completion date of 2019.



LEFT TO RIGHT: Ryan Roberts, Local 56 Local Chairman; Jon Young, Local 56 Financial Secretary; Jim Sokolowski, Local 56 Local Chairman; Chris Natale, LIRR General Chairman; Dennis Boston Vice President Commuter, Passenger, Transit/Political Director; Kevin Berthelson-Leon, Local 56 Recording Secretary; Michael Baldwin BRS Director of Research.



When finished, the line will accommodate 24 trains per hour at peak traffic, cutting down on commute times from Long Island with a one-seat ride to a new station beneath Grand Central Terminal which will include 22,000 square feet of new retail space, 46 escalators, and 13 elevators. Commuters heading to the east side will save up to 40 minutes on their daily commute and those heading to Penn Station will enjoy a less crowded, more comfortable ride. ■



FAMES Fatal Striking Accidents with RMMs Present



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

For purposes of this report, “RMMs Present” means one or more Roadway Maintenance Machines (RMMs) were working within the fatally injured employee’s work group at the time of the accident.

At least one RMM was present in 22 of the 41 roadway worker fatalities reviewed. The chart below indicates the number of fatalities where RMMs were present and how many RMMs were present in each of the 22 fatalities.

The table on page 9 shows the location of fatally injured employees and whether the fatally injured employees were struck by a RMM or train.

Roadway workers can become engrossed in their tasks when assigned to work with or near RMMs. A roadway worker focused on a machine-related task or a specific track maintenance activity while in the presence of one or more RMMs can experience a diminished ability to detect an approaching train or RMM movement.

Tampers and/or ballast regulators were present in 8 of the 22 employee fatalities. All 8 fatalities involved employees on the ground:

- 6 were struck and killed by a train passing on an adjacent track;
- 2 were struck and killed by a ballast regulator on the occupied track.

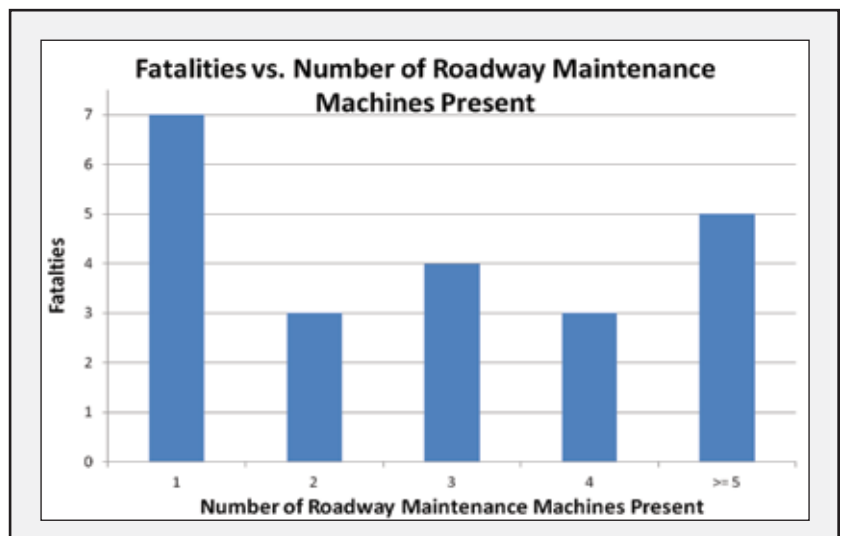
The available data indicates that noise, task complexity, sight lines, and the presence of an adjacent track all warrant heightened on-track safety awareness, especially when working around surfacing equipment.

Findings:

- Even a single RMM adds a level of complexity to the work environment and can cause distraction.
- Surfacing equipment was present in more fatal accidents than any other type of RMM.
- RMMs may obscure sight lines and affect a worker’s ability to visually detect approaching trains and equipment.
- Noise generated by RMMs may reduce the ability to hear approaching trains and equipment.
- RMM stopping distance is increased when rails are slick (e.g., wet, icy, oily/greasy).

The FAMES Committee makes the following recommendations:

- During the on-track safety briefing, identify if RMMs will be present and take actions to manage any additional risks associated with their presence.
- Assess any risk associated with movements on adjacent tracks.



- Before fouling the adjacent track, RMMs must have proper protection on the adjacent track.
- An adjacent track must never be used as a platform from which to observe work or walk around work/equipment, unless an appropriate form of on-track safety is in effect on the adjacent track.
- Maintain a safe distance between RMMs when traveling or working.
- Mount and dismount RMMs on the field side, not on a live track side, when possible.
- Identify and discuss environmental conditions (e.g., wet, icy, oily/greasy rails) affecting the stopping distance of RMMs.
- RMM operators must clearly communicate signals for slowing, stop-

ping, and changing direction.

- Establish clear communication and maintain proper clearance between RMM operators and workers on the ground. **Communicating change in direction is imperative.** ■

Location of Employee and Type of Striking Equipment				
		Location of Employee		Total
		Fatalities on Ground	Fatalities on Equipment	
Type of Strike	Struck by RMM	7	0	7
	Struck by Train	12*	3	15

* 10 fatalities occurred on an adjacent track

Labor 411

www.LALabor411.org

UNION PRODUCT LIST: HOLIDAY SHOPPING LIST

Dad, looking for that new set of socket wrenches? We got you covered. Want to see the smile on little Joey's face when he unwraps that new board game? No problem. Still need something for Mom, Grandpa and all your closest friends? Check out LA Labor 411's product list, there's a gift for everyone, and it's union made!

Monopoly
Play-Doh
Radio Flyer wagons
Carhartt coats, gloves, wallets and more
Hats from Headwear Creations
Hugo Boss
Oshkosh B'Gosh
Russell Athletic
Enderes Tools
Rubbermaid kitchen products
Snap-On Tools
Big 5 Sporting Goods
Spalding sports equipment
Avon
Dove Beauty Products
Timex watches
Kodiak boots
Wolverine foot apparel

PEACE

LA Labor 411: Making it Easy to Buy Union!

Brotherhood of Railroad Signalmen's 51st Regular Convention in Las Vegas



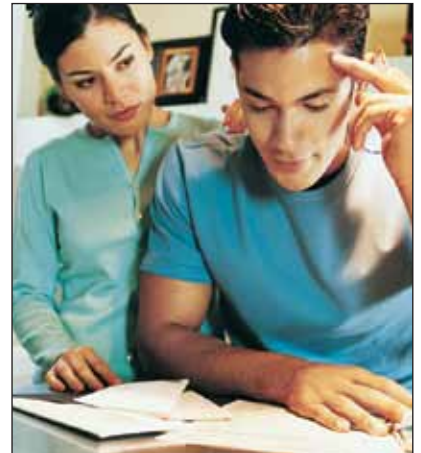
The Brotherhood of Railroad Signalmen's Fifty-First Regular Convention will convene Monday, July 14 and extend through July 18, 2014, at Bally's Hotel and Casino in Las Vegas, Nevada.

Bally's Hotel and Casino is located on the Las Vegas Strip at 3645 Las Vegas Boulevard South, Las Vegas, Nevada. You can visit their website

at <http://www.ballyslasvegas.com>.

Bally's onsite offerings include a variety of shopping experiences; entertainment; an outdoor heated pool; a spa and salon that offer: massages, facials, body treatments, and more.

Look for reservation information to be posted on www.brs.org, in the spring of 2014. ■



Falling behind financially?

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If you're having trouble making ends meet in this economy, Union SAFE may be able to help. We offer valuable benefits for members who participate in Union Plus programs including Union Plus Credit Card, Mortgage and Union Plus Insurance and who are facing economic hardship.



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DID YOU KNOW?

Title 49: Transportation

§ 236.109 TIME RELEASES, TIMING RELAYS AND TIMING DEVICES

Time releases, timing relays and timing devices shall be tested at least once every twelve months. The timing shall be maintained at not less than 90 percent of the predetermined time interval, which shall be shown on the plans or marked on the time release, timing relay, or timing device. ■

Amtrak, BRS Agree to Arbitration Process for Contract Dispute



In July 2013, the Passenger Rail Labor Bargaining Coalition (PRLBC), consisting of the Brotherhood of Railroad Signalmen and the Brotherhood of Maintenance of Way Employees, made the commitment to explore the possibility of resolving their disputes with Amtrak through the arbitration processes contemplated by Sections 7 and 8 of the Railway Labor Act.

In September, the PRLBC finalized an agreement with Amtrak to arbitrate and settle contract disputes with the BRS and the BMWED.

This arbitration agreement provides that a three-man panel or “Board” will meet to hear testimony and review evidence and arguments supporting the positions of the respective parties, then make a decision as to which of the two patterns that BRS-represented Amtrak employees will fall under, the current Amtrak pattern established by other organizations or the National Agreement Pattern. The hearings are scheduled to convene in January 2014. Under terms of the Agreement, the Board’s decision is not subject to appeal or membership ratification. ■

FROM THE PRESIDENT

continued from page 5

Some railroad workers believe that what is happening in states like Wisconsin or industries outside the railroad do not or will not have any effect on railroad workers. Rail jobs have increased overall, but some rail jobs have diminished somewhat over the past few years due to technological advancements in the industry. Some say that a railroad job could not be done by someone outside of this country, so why worry? We must and will work every day to keep our rail work secure railroad union jobs.

A decrease in union membership affects everyone. We must be aware that changes to certain laws or regulations could have a negative effect on our membership and the ability to provide certain compensations for rail labor members. It wasn’t that long ago that there was an attempt to make changes to our railroad retirement that would have caused serious changes to the pension that we have all worked so hard for. However, through the efforts of all rail labor and support from organizations like the AFL-CIO and TTD, we were able to squash those efforts and keep intact our retirement benefits.

Along with union growth boosting the pay of middle class families, there is another issue that needs to be fixed to ensure the future of our economy; that is the actions that are being taken by the leaders in our country. Recently, when talking about the sequestration, AFL-CIO President Trumka said, “Working people across the

country have sacrificed enough in the form of lost jobs and furloughed pay. It’s time for Congress to demand that corporations and the richest 2% pay their fair share. Congress created the sequester, and they can make it go away.” I agree with him whole heartedly.

We must continue to be involved in the struggles that workers face regardless of whether they are union or non-union. So I ask that you join me in doing everything we can as union members to ensure that our organization remains as strong as it is today and, in turn, do what we can to help the working class people of this country get ahead. Our efforts can make the difference in the quality of life and the economic stability of America.

In closing, I look forward to working with this great organization and continuing to focus on advancing the issues related to rail labor; I also want to wish each of you a very Merry Christmas and a safe and happy 2014.

In Solidarity,

W. Dan Pickett
BRS President

AGENCY FEE PAYERS

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. ■



- **Government Shutdown 2013**
- **House Water Resources Reform & Development Act**
- **Transportation Funding Future**

Government Shutdown 2013

The U.S. Constitution requires that all expenditures of federal funds be authorized by Congress with the approval of the President of the United States. The U.S. federal government and the federal budget operate on a fiscal year cycle running from October 1 to September 30. If Congress fails to pass all of the spending bills comprising the annual federal budget or continuing resolutions extending spending beyond the end of the fiscal year, or if the President fails to sign or vetoes any of the individual spending bills, certain non-essential functions of the government may be forced to cease operations due to a lack of congressionally-authorized funding. The result is a government shutdown. The 2013 shutdown lasted 17 days.

Another default crisis was averted because the Senate was able to make a deal to raise the debt ceiling at the last minute. The Republicans extracted a small concession from the administration — federal officials must check the incomes of people receiving subsidized health insurance more thoroughly. The House of Representatives passed the Senate-negotiated spending and debt bill by a vote of 285–144, 87 Republicans and all Democrats voting yes. The bill funds the government through January 15, 2014, raises the debt ceiling through February 7, 2014, and allows the President to suspend the debt ceiling when the federal government reaches it.

A conference committee will start work on a spending plan for the rest of 2014. This Congress has been mostly unsuccessful negotiating any bi-partisan deal. The next difficult task will be to eliminate the next phase of spending cuts mandated by the sequester which are set to take effect in January 2014.

House Water Resources Reform & Development Act (WRRDA)

After the federal government shutdown, one of the first actions of House Transportation & Infrastructure (T&I) Committee Chairman Bill Shuster was to mark up a long awaited water bill. When a committee “marks up” a bill, it considers each section for amendments. When the

bill reaches the floor for a final vote, the full House will vote on the bill and each amendment the committee recommends. The House passed H.R. 3080 House Water Resources Reform & Development Act on October 23, 2013, with a bi-partisan vote of 417–3, which is unprecedented by this dysfunctional Congress that hasn’t been able to pass much of anything substantial. According to *Politico*, Congressman Nick Rahall (D-WV) who is the ranking member on the T&I Committee said of the Bill, “*I hope the American people see that the Congress can still function, that the Congress can still get together and do things for the American people.*”

WRRDA HIGHLIGHTS:

Reforms Bureaucracy, Accelerates Project Delivery, and Streamlines Environmental Reviews

- Sets hard deadlines on the time and cost of studies
- Consolidates or eliminates duplicative or unnecessary studies and requires concurrent reviews
- Streamlines environmental reviews

Enhances Fiscal Responsibility

- Deauthorizes \$12 billion of old, inactive projects that were authorized prior to Water Resources Development Act of 2007
- Fully offsets new authorizations with deauthorizations
- Sunsets new authorizations to prevent future project backlogs
- Reduces the inventory of properties that are not needed for the missions of the U.S. Army Corps of Engineers

Strengthens Oversight, Transparency, and Accountability

- NO earmarks
- Establishes a new, transparent process for future bills to review and prioritize water resources development activities with strong Congressional oversight

Increases Flexibility for Non-Federal Interests

- Maximizes ability of non-federal interests to contribute funds to move authorized studies and projects forward
- Expands ability of non-federal interests to contribute funds to expedite evaluating and processing of permits
- Establishes a Water Infrastructure Public-Private Partnership Program

Improves Competitiveness, Creates Jobs, and Strengthens Water Resources Infrastructure

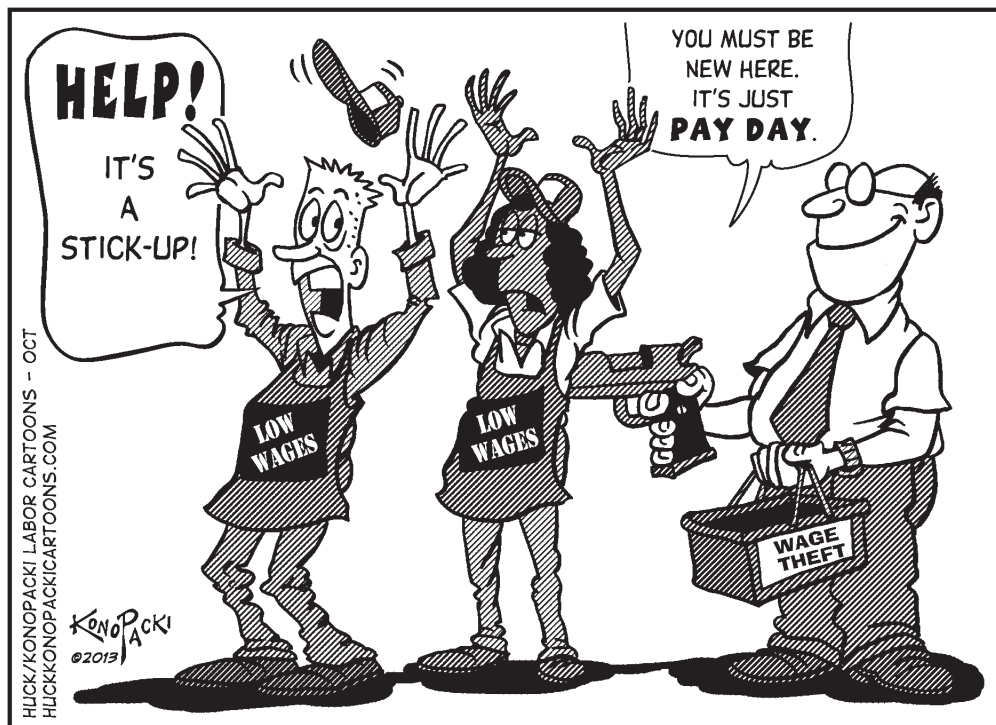
- Authorizes needed investments in America's ports
- Supports underserved, emerging ports
- Reforms and preserves the Inland Waterways Trust Fund
- Authorizes priority water resources infrastructure improvements recommended to Congress by the Chief of the Army Corps of Engineers to improve navigation and commerce and address flood risk management, hurricane and storm damage risk reduction, and environmental restoration needs

Democrats believe this is a sign that Chairman Shuster hopes to change the T&I Committee and return to its

old landmark, passing legislation that is bi-partisan. In the past, under the Congressman's father, Bud Shuster, as well as Congressmen Don Young and Democratic Chairman Jim Oberstar, the T&I Committee worked in a bi-partisan manner, compromised, and passed Transportation bills for the benefit of the Nation.

Transportation Funding Future

Transportation funding faces a bleak future; the Highway Trust Fund is heading for bankruptcy. Politicians refuse to raise gasoline taxes and the current 18.4 cents per gallon is not keeping up with the cost of maintaining a sound infrastructure. One factor of the declining contributions to the Fund is that Americans are driving less and cars are increasingly more fuel efficient. The Congressional Budget Office reports that since 2008, Congress transferred \$41 billion to the Trust to keep it afloat, including \$6 billion in 2013 — total transfers will be almost \$53 billion by the end of 2014 under the provisions of MAP-21. Another \$14 billion transfer would be needed to prevent the projected shortfall in 2015. Rail labor is making rounds on the Hill, stating our case for funding for Amtrak, keeping long distance routes and maintaining food service. Amtrak receives less than \$2 billion a year, pennies compared to the funding used for the highway users including the trucking industry. ■



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Railroad Retirement Age Reductions

Railroad retirement benefits are subject to reduction if an employee with less than 30 years of service retires before attaining full retirement age. While employees with less than 30 years of service may still retire at age 62, the age at which full retirement benefits are payable has been gradually increasing since the year 2000, the same as for social security.

The following questions and answers explain how these early retirement age reductions are applied to railroad retirement annuities.

1

What is the full retirement age for employees with less than 30 years of service and is it the same for all employees?

Full retirement age, the earliest age at which a person can begin receiving railroad retirement or social security benefits without any reduction for early retirement, ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as for social security.

2

How are the changes in the maximum age reduction being phased in?

Since 2000, the age requirements for some unreduced railroad retirement benefits have been rising just like the social security requirements. For employees with less than 30 years of service and their spouses, full retirement age increases from 65 to 66, and from 66 to 67, at the rate of two months per year over two separate six-year periods. This also affects how reduced benefits are computed for early retirement.

The gradual increase in full retirement age from age 65 to age 66 affects those people who were born in the years 1938 through 1942. The full retirement age will remain age 66 for people born in the years 1943 through 1954. The gradual increase in full retirement age from age 66 to age 67 affects those who were born in the years 1955 through 1959. For people who were born in 1960 or later the full retirement age will be age 67.

3

How does this affect the early retirement age reductions applied to the annuities of those who retire before full retirement age?

The early retirement annuity reductions applied to annuities awarded before full retirement age are increasing. For employees retiring between age 62 and full retirement age

with less than 30 years of service, the maximum reduction will be 30 percent by the year 2022. Prior to 2000, the maximum reduction was 20 percent.

Age reductions are applied separately to the tier I and tier II components of an annuity. The tier I reduction is 1/180 for each of the first 36 months the employee is under full retirement age when his or her annuity begins and 1/240 for each additional month (if any). This will result in a gradual increase in the reduction at age 62 to 30 percent for an employee once the age 67 retirement age is in effect.

These same reductions apply to the tier II component of the annuity. However, if an employee had any creditable railroad service before August 12, 1983, the retirement age for tier II purposes will remain 65, and the tier II benefit will not be reduced beyond 20 percent.

The following shows how the gradual increase in full retirement age will affect employees:

Employee Retires with Less than 30 Years of Service

- If the employee was born in 1937* or earlier, his or her full retirement age** is 65 and the maximum annuity reduction at age 62 is 20%.
- If the employee was born in 1938*, his or her full retirement age** is 65 years and 2 months and the maximum annuity reduction at age 62 is 20.833%.
- If the employee was born in 1939*, his or her full retirement age** is 65 and 4 months and the maximum annuity reduction at age 62 is 21.667%.
- If the employee was born in 1940*, his or her full retirement age** is 65 and 6 months and the maximum annuity reduction at age 62 is 22.50%.
- If the employee was born in 1941*, his or her full

retirement age** is 65 and 8 months and the maximum annuity reduction at age 62 is 23.333%.

- If the employee was born in 1942*, his or her full retirement age** is 65 and 10 months and the maximum annuity reduction at age 62 is 24.167%.
- If the employee was born in 1943 through 1954*, his or her full retirement age** is 66 and the maximum annuity reduction at age 62 is 25%.
- If the employee was born in 1955*, his or her full retirement age** is 66 and 2 months and the maximum annuity reduction at age 62 is 25.833%.
- If the employee was born in 1956*, his or her full retirement age** is 66 and 4 months and the maximum annuity reduction at age 62 is 26.667%.
- If the employee was born in 1957*, his or her full retirement age** is 66 and 6 months and the maximum annuity reduction at age 62 is 27.50%.
- If the employee was born in 1958*, his or her full retirement age** is 66 and 8 months and the maximum annuity reduction at age 62 is 28.333%.
- If the employee was born in 1959*, his or her full retirement age** is 66 and 10 months and the maximum annuity reduction at age 62 is 29.167%.
- If the employee was born in 1960* or later, his or her full retirement age** is 67 and the maximum annuity reduction at age 62 is 30%.

** A person attains a given age the day before his or her birthday. Consequently, someone born on January 1 is considered to have attained his or her given age on December 31 of the previous year.*

*** If an employee has less than 10 years of railroad service and is already entitled to an age-reduced social security benefit, the tier I reduction is based on the reduction applicable on the beginning date of the social security benefit, even if the employee is already of full retirement age on the beginning date of the railroad retirement annuity.*

4 What are some examples of how this will affect the amounts payable to employees retiring before full retirement age with less than 30 years of service?

Take the example of an employee born on June 2, 1951, who retires in 2013 at the age of 62. In terms of today's dollars and current benefit levels, not counting future

increases in creditable earnings, assume this employee is eligible for monthly tier I and tier II benefits, before age reductions, of \$1,200 and \$800, respectively, for a total monthly benefit of \$2,000.

Upon retirement at age 62, the employee's tier I benefit would be reduced by 25 percent, the maximum age reduction applicable in 2013. This would yield a tier I monthly benefit of \$900; the employee's tier II benefit would also be reduced by 25 percent, providing a tier II amount of \$600 and a total monthly rate of \$1,500. However, if the employee had any rail service before August 12, 1983, the tier II benefit would be subject to a maximum reduction of only 20 percent, providing a tier II amount of \$640, and a total monthly rate of \$1,540.

As a second example, take an employee born on June 2, 1960, and also eligible for monthly tier I and tier II benefits, before age reductions, of \$1,200 and \$800, respectively, for a total monthly benefit of \$2,000. This employee retires in 2022 at age 62 with no service before August 12, 1983. Consequently, a 30 percent reduction is applied to both the tier I and tier II benefits and the net total annuity would be \$1,400.

5 How are railroad retirement spouse benefits affected by this change?

If an employee retiring with less than 30 years of service is age 62, the employee's spouse is also eligible for an annuity the first full month the spouse is age 62. Early retirement reductions are applied to the spouse annuity if the spouse retires prior to full retirement age. Beginning in the year 2000, full retirement age for a spouse gradually began to rise to age 67, just as for an employee, depending on the year of birth. While reduced spouse benefits are still payable at age 62, the maximum reduction will be 35 percent by the year 2022. However, if an employee had any creditable rail service prior to August 12, 1983, the increased age reduction is applied only to the spouse's tier I benefit. The maximum reduction in tier II, in this case, would only be 25 percent, as under prior law.

Take for an example the spouse of a railroader with less than 30 years of service, none of it prior to August 12, 1983, who was born on April 2, 1960, and is retiring in 2022 at age 62, with a spouse annuity, in terms of today's dollars and current benefit payments and before any reductions for age, of \$1,000 a month. With the maxi-

continued on page 18

RRB Q & A — Railroad Retirement Age Reductions

continued from page 17

maximum reduction of 35 percent applicable in 2022, her net monthly benefit would be \$650.

As a second example, if the same spouse had been born on April 2, 1951, and was retiring in 2013 at age 62, with the maximum age reduction of 30 percent, her net monthly benefit would be \$700.

The following shows how this will affect the spouses of railroad employees if the employee retires with less than 30 years of service:

Spouse Age Reductions

- If the employee retires with less than 30 years of service and the employee's spouse was born in 1937* or earlier, the spouse's full retirement age** is 65 and the spouse's maximum annuity reduction at age 62 is 25%.
- If the spouse was born in 1938*, the spouse's full retirement age** is 65 years and 2 months and the spouse's maximum annuity reduction at age 62 is 25.833%.
- If the spouse was born in 1939*, her or his full retirement age** is 65 and 4 months and the maximum annuity reduction at age 62 is 26.667%.
- If the spouse was born in 1940*, her or his full retirement age** is 65 and 6 months and the maximum annuity reduction at age 62 is 27.50%.
- If the spouse was born in 1941*, her or his full retirement age** is 65 and 8 months and the maximum annuity reduction at age 62 is 28.333%.
- If the spouse was born in 1942*, her or his full retirement age** is 65 and 10 months and the maximum annuity reduction at age 62 is 29.167%.
- If the spouse was born in 1943 through 1954*, her or his full retirement age** is 66 and the maximum annuity reduction at age 62 is 30%.
- If the spouse was born in 1955*, her or his full retirement age** is 66 and 2 months and the maximum annuity reduction at age 62 is 30.833%.
- If the spouse was born in 1956*, her or his full retirement age** is 66 and 4 months and the maximum

annuity reduction at age 62 is 31.667%.

- If the spouse was born in 1957*, her or his full retirement age** is 66 and 6 months and the maximum annuity reduction at age 62 is 32.50%.
- If the spouse was born in 1958*, her or his full retirement age** is 66 and 8 months and the maximum annuity reduction at age 62 is 33.333%.
- If the spouse was born in 1959*, her or his full retirement age** is 66 and 10 months and the maximum annuity reduction at age 62 is 34.167%.
- If the spouse was born in 1960* or later, her or his full retirement age** is 67 and the maximum annuity reduction at age 62 is 35%.

** A person attains a given age the day before her or his birthday. Consequently, someone born on January 1 is considered to have attained her or his given age on December 31 of the previous year.*

*** If the employee has less than 10 years of railroad service and the spouse is already entitled to an age-reduced social security benefit, the age reduction in her or his tier I will be based on the age reduction applicable on the beginning date of the spouse's social security benefit, even if the spouse is already of full retirement age on the beginning date of her or his railroad retirement annuity.*

6 Are age reductions applied to employee disability annuities?

Employee annuities based on disability are not subject to age reductions except for employees with less than 10 years of service, but who have 5 years of service after 1995. Such employees may qualify for a tier I benefit before retirement age based on total and permanent disability, but only if they have a disability insured status (also called a "disability freeze") under Social Security Act rules, counting both railroad retirement and social security-covered earnings. Unlike with a 10-year employee, a tier II benefit is not payable in these disability cases until the employee attains age 62. And, the employee's tier II benefit will be reduced for early retirement in the same manner as the tier II benefit of an employee who retired at age 62 with less than 30 years of service.

7 Do these changes also affect survivor benefits?

Yes. The eligibility age for a full widow(er)'s annuity is also gradually rising from age 65 for those born before 1940 to age 67 for those born in 1962 or later. A widow(er), surviving divorced spouse, or remarried widow(er) whose annuity begins at full retirement age or later will generally receive an annuity unreduced for early retirement. However, if the deceased employee received an annuity that was reduced for early retirement, a reduction would be applied to the tier I amount payable to the widow(er), surviving divorced spouse, or remarried widow(er). The maximum age reductions will range from 17.1 percent to 20.36 percent, depending on the widow(er)'s date of birth. (These age reductions apply to both tier I and tier II.) For a surviving divorced spouse or remarried widow(er), the maximum age reduction is 28.5 percent. For a disabled widow(er), disabled surviving divorced spouse, or disabled remarried widow(er), the maximum reduction is also 28.5 percent, even if the annuity begins at age 50.

8 Does the increase in full retirement age affect the age at which a person becomes eligible for Medicare benefits?

No. 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.

9 Do these increases in full retirement age also apply to the earnings limitations and work deductions governing benefit payments to annuitants who work after retirement?

Like social security benefits, railroad retirement tier I and vested dual benefits paid to employees and spouses, and tier I, tier II, and vested dual benefits paid to survivors are subject to deductions if an annuitant's earnings exceed certain exempt amounts. These earnings limitations and work deductions apply to all age and service annuitants and spouses under full retirement age regardless of the employee's years of service. Although employees retiring

at age 60 with 30 years of service have no age reduction, these earnings limitations and work deductions still apply until they reach their full retirement age. These earnings limitations also apply to survivor annuitants, with the exception of disabled widow(er)s under age 60 and disabled children.

Likewise, while special earnings restrictions apply to employees entitled to disability annuities, these disability earnings restrictions cease upon a disabled employee annuitant's attainment of full retirement age. This transition is effective no earlier than full retirement age even if the annuitant had 30 years of railroad service.

The additional deductions applied to the annuities of retired employees and spouses who work for their last pre-retirement nonrailroad employer continue to apply after the attainment of full retirement age.

10 How can individuals get more information about railroad retirement annuities and their eligibility requirements?

Employees should contact a field office of the RRB by calling toll-free 1-877-772-5772 or via the RRB's web site at www.rrb.gov. Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday, except on Federal holidays. ■

DID YOU KNOW?

Title 49: Transportation

§ 236.11 ADJUSTMENT, REPAIR, OR REPLACEMENT OF COMPONENT

When any component of a signal system, the proper functioning of which is essential to the safety of train operation, fails to perform its intended signaling function or is not in correspondence with known operating conditions, the cause shall be determined and the faulty component adjusted, repaired or replaced without undue delay. ■

BRS DESIGNATED COUNSEL



When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. Dan Pickett, President, Brotherhood of Railroad Signalmen, 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

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SAFETY ALERT: Use of Electronic Devices



The inappropriate use of electronic devices has been linked to accidents and fatalities, both on railroads and highways.

Electronic devices such as cellular telephones, notebook computers, electronic notepads, etc. are widely used in today's culture. These devices can enhance railroad safety, operational efficiency, and communication when used appropriately, but may also introduce an element of distraction. Any distraction while performing a safety-critical task can be hazardous.

The FAMES Committee makes the following recommendations with regard to electronic devices:

- Employers should establish policies that clearly identify where, when, and under what conditions electronic devices can be used safely.
- Except as provided by employer's rules and policies, employees should not text, type, or communicate

using a cellular telephone, notebook computer, electronic notepad, or similar device:

- While driving a motor vehicle;
- While operating on-track/off-track equipment;
- When standing or walking foul of any track or when in close proximity to men or equipment working on or off track;
- While performing RWP Watchman/Lookout or Flagman duties; or
- During job/on-track safety briefings.

***All distractions, electronic or otherwise, reduce your focus on safety and can be fatal.
This is true whether you are on or near the track or highway.
Remember: "One text or call can wreck it all."***

DEDICATION:

The FAMES Committee dedicates its efforts to all roadway workers who have lost their lives in the performance of duty and to the families, loved ones, and coworkers they have left behind.

MISSION STATEMENT:

The Mission of the FAMES Committee is to analyze all fatalities and selected related incidents in order to make recommendations to reduce the risk of future occurrences and eliminate fatalities to roadway workers.



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- R.J. REYNOLDS TOBACCO CO.**

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

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

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

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

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

- survey. Prior to endorsement of the boycott, the executive officers, or their designees, will meet with the national union's officers, or their designees, to discuss the union's strategic plan and timetable for the boycott, or other appropriate tactics, and to discuss the federation's role.
- The national or international union initiating the boycott is primarily responsible for all boycott activities; the AFL-CIO will provide supplemental support.

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

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



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The Union Sportsmen's Alliance and Remington are teaming up to send one lucky USA member and a guest on a once-in-a-lifetime South Texas hunting adventure with Mellon Creek Outfitters next fall, armed with a brand-new Remington 700 CDL SF in 7mm Mag! One second prize winner will receive a Remington Bolt-Action Model 700 SPS Rifle.

GRAND PRIZE PACKAGE

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An \$11,000 Value! Enter today at:
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Promotion available to active USA members. Earn multiple entries.

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

RF Englert	13
MW Cocke, Jr.	16
JA Pinkston	16
MT Gaver	31
LS Benton	33
DS Snipes	119
GL Olson	154
T Stewart	155
MD Warner	208

35 YEARS OF SERVICE

GL Burns	11
KL Murray	16
AD Todd	16
RS Ferrari	18
KR Portlock	33
LR Sharpless	48
TD Sandlin	49
MS Springer, Jr.	57
TE Coleman	62
JP Blandford	68
DR Clary	71
SC Owens	72
GN Troesser	72
RC Burton	77
MA Dentinger	77
JE Kennedy	87
PA Becks	94
RW Trewin	98
GF Thibodeaux	99
RM Torske	119
JD Goodboard	121
PD Sclafani	130
S Chapman	133
CR Egan	136

35 YEARS OF SERVICE

R Storbeck	141
TJ Welsh	147
SR Challis	155
RL Graham	185
WG Mullins, Jr.	198
DL Burcaw	228

30 YEARS OF SERVICE

MC McGowan	19
JL Winbigler	20

30 YEARS OF SERVICE

P Liberty	102
W Reaves	102
RJ Snyder	106
WG Buehler	129
SH Brooks	161
MP Halford	188
MT Morel	208

25 YEARS OF SERVICE

AK Anderson, III	16
E Turner	18
DJ Dunigan	33
A Alvarez	56
E Dingess	77

25 YEARS OF SERVICE

JE Dunahee	94
P McCoy	102
JD Ficarra	106
FW Gailey	106
RC Litz, Jr.	108
WF Adams	119
SG Parker	126
JL Pankey	129
JB Goodman, III	157
AS Weissinger	157
JW Harbin	178
DB Little	178
JJ Tucker	206
DP Radick	228



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UnitedHealthcare

National Plan — GA-23000

Managed Medical Care Programs (MMCP) &
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1-800-842-9905

www.myuhc.com

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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

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Retail pharmacy network provides medication
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UnitedHealthcare Plans GA-23000 and
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1-800-842-0070

www.medco.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)

OBITUARIES

BERT L. DENISON—retired member of **LOCAL 24**.

Brother Denison retired in 1980 after 41 years of service with the Denver & Rio Grande Railroad. Brother Denison was a Signal Shop Foreman at Denver, Colorado, at the time of his retirement. Brother Denison served as Recording-Financial Secretary.

JACK B. DIGMAN—retired member of **LOCAL 219**.

Brother Digman retired in 1989 after 45 years of service with the Milwaukee Road Railroad. Brother Digman was a Signal Maintainer at Marquette, Iowa, at the time of his retirement. Brother Digman is a U.S. Army Air Force Veteran who served during WWII.

WALTER G. FISK—retired member of **LOCAL 229**.

Brother Fisk retired in 1986 after 20 years of service with the Western Pacific and Union Pacific Railroads. Brother Fisk was a Signal Inspector at Wells, Nevada, at the time of his retirement.

GEORGE W. GOWANLOCK—retired member of **LOCAL 10**.

Brother Gowanlock retired in 1998 after 45 years of service with the New York Central and Penn Central Railroads and Conrail. Brother Gowanlock was a Signal Inspector at Jackson, Michigan, at the time of his retirement.

MICHAEL T. GUTIERREZ—active member of **LOCAL 179**.

Brother Gutierrez had three years of service with Union Pacific Railroad. Brother Gutierrez was a Signalman working on the Zone 2 Construction Signal Gang at the time of his passing.

VIRGIL D. HILL—retired member of **LOCAL 176**. Brother Hill retired in 1980 after 38 years of service with the Louisville and Nashville Railroad. Brother Hill was a Signal Tester Helper at Louisville, Kentucky, at the time of his retirement. Brother Hill served as Recording-Financial Secretary.

JACK M. HOLLOWAY—retired member of **LOCAL 9**.

Brother Holloway retired in 1988 after 39 years of service with the Chicago and North Western Transportation Company. Brother Holloway was a Signal Inspector at Milwaukee, Wisconsin, at the time of his retirement.

FREDRICK D. KING—retired member of **LOCAL 130**.

Brother King retired in 1996 after 41 years of service with the Chicago and North Western Transportation Company. Brother King was a Signal Inspector at Northlake, Illinois, at the time of his retirement. Brother King is a U.S. Marine Corps Veteran who served during the Korean War.

SAMUEL M. LOPEZ—active member of **LOCAL 156**.

Brother Lopez had 45 years of service with the Atchison, Topeka and Santa Fe Railway; Burlington Northern Railroad; and BNSF Railway Company. Brother Lopez was a Signal Inspector at San Bernardino, California, at the time of his passing.

GLENN L. LOUTZENHISER—retired member of **LOCAL 117**.

Brother Loutzenhiser retired in 1991 after 42 years of service with the Erie Railroad and Conrail. Brother Loutzenhiser was a Signal Maintainer at Greenville, Pennsylvania, at the time of his retirement. Brother Loutzenhiser served for over 20 years as Local President and Local Chairman.

MAURICE “JACK” MOFFETT—retired member of **LOCAL 8**. Brother Moffett retired in 1980 after 21 years of service with Union Pacific Railroad. Brother Moffett was a Signalman at Omaha, Nebraska, at the time of his retirement. Brother Moffett is a U.S. Army Veteran who served during WWII in the Pacific Theatre.

JOHN W. PHILLIPS—retired member of **LOCAL 25**.

Brother Phillips retired in 1999 after 40 years of service with the Chicago and Eastern Illinois Railroad and CSX Transportation. Brother Phillips was a Signal Maintainer at Terre Haute, Indiana, at the time of his retirement.

JAMES M. POTTS—active member of **LOCAL 14**. Brother Potts had 24 years of service with Conrail. Brother Potts was a Signal Maintainer at Port Huron, Michigan, at the time of his passing.

JAMES F. TEMPLE—retired member of **Local 87**. Brother Temple retired in 2008 after 41 years of service with the Northern Pacific and Burlington Northern Railroads and BNSF Railway Company. Brother Temple was a Traveling Signal Maintainer at Greybull, Wyoming, at the time of his retirement.

RODNEY L. URBAN—active member of **LOCAL 119**.

Brother Urban had 37 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Urban was a Signal Maintainer at Waverly, Nebraska, at the time of his passing.

ALLAN K. WARNER—retired member of **LOCAL 98**.

Brother Warner retired in 1994 after 43 years of service with the Chicago, Rock Island and Pacific Railroad and Chicago and North Western Transportation Company. Brother Warner was a Signal Maintainer at Hampton, Iowa, at the time of his retirement. Brother Warner served as Local Trustee.

Editor's Note: Please notify Grand Lodge of the passing of retired BRS members. Email: membership@brs.org

DID YOU KNOW?

Title 49: Transportation

§ 236.307 INDICATION LOCKING

Indication locking shall be provided for operative approach signals of the semaphore type, power-operated home signals, power-operated switches, movable-point frogs and derails, and for all approach signals except light signals, all aspects of which are controlled by polar or coded track circuits or line circuits so arranged that a single fault will not permit a more favorable aspect than intended to be displayed. ■

Transportation Unions Call for Federally Mandated Two-Person Crews on Freight Trains

The Transportation Trades Department, AFL-CIO (TTD) endorsed a federal mandate that requires at least a two-person crew on U.S. freight trains.

"Just four months ago in Quebec Canada we saw firsthand why the federal government must act now to mandate two-person crews on freight trains as a safety precaution," said TTD President Edward Wytkind. While the cause of that accident is still under investigation, the runaway train carrying 72 cars of crude oil that killed 47 people was parked uphill by a lone crewmember. *"It is imperative that a second crewmember be on hand not only in cases of emergency, but also because long shifts and unpredictable work schedules out of the hands of rail employees can lead to incidents caused by fatigue,"* said Wytkind.

The solution involves both regulatory and legislative action. TTD applauds the work of the Federal Railroad Administration (FRA) in releasing an Emergency Order following the Quebec accident requesting railroads take immediate precautions. The FRA also instructed its Rail

Safety Advisory Committee (RSAC), which is comprised of both labor and management representatives, to examine the issue of crew size.

"Unfortunately history has shown that rail companies consistently oppose two-person crew mandates. We have no reason to believe they would depart from this path now, leaving us with serious concerns that the RSAC process will fail to produce the policy changes so urgently needed," Wytkind said.

TTD supports legislation authored by Rep. Michael Michaud (D-ME). The Michaud bill, the Safe Freight Act, mandates that one certified conductor and one certified engineer be aboard every freight train. While two-person crews are the norm, it should not be left to the rail companies to decide.

"We will push members of Congress to co-sponsor the Michaud bill," said Wytkind. *"We are disappointed that our nation's freight railroads are not embracing this common sense safety reform."* ■

Union Plus Scholarship Program

Since 1992, the Union Plus Scholarship Program has awarded more than \$3.5 million to students of working families who want to begin or continue their post-secondary education. Over 2,300 families have benefited from our commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation.

EVALUATION CRITERIA: This is a competitive scholarship. Applicants are evaluated according to academic ability, social awareness, financial need, and appreciation of labor. A GPA of 3.0 or higher is recommended.

The required essay can account for up to half of your total score.

Scholarship applicants are judged by a committee of impartial post-secondary educators.

APPLICATION DEADLINE: A complete application must be received on or before 12:00 p.m. (Eastern Time) on Friday, January 31, 2014. 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 2014. 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 2014 award recipients will be individually notified by mail, and all applicants will be sent an email with notification that the award list is posted at UnionPlus.org/Scholarships. 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. ■

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, 2012, to June 30, 2013, by certified public accountants. The firm Geissler & Associates was selected for the task.

GENERAL FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

Per capita tax, initiation fees, dues, donations, refunds	\$ 5,606,718.83	
Sales of supplies, services, books, advertising, subscriptions	30,804.30	
Interest	164,320.01	
		\$ 5,801,843.14

EXPENSES:

Salaries, payroll taxes, insurance	\$ 2,832,686.37	
Travel expenses	698,361.33	
Office expenses	399,339.84	
Association per capita, dues, subscriptions	144,304.57	
Attorney fees, professional services	115,281.62	
Depreciation	112,614.98	
Building expenses	98,185.93	
Convention, meeting expenses	105,994.75	
Signalman's Journal	84,094.52	
Allocation to Contingent Fund	82,148.00	
		4,673,011.91

NET INCOME (LOSS)

CAPITAL — June 30, 2012	1,128,831.23
CAPITAL — June 30, 2013	4,700,996.65
	\$ 5,829,827.88

CONTINGENT FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

General Fund Allocation	\$ 82,148.00
-------------------------	--------------

EXPENSES:

Convention Credit	\$ —	
Bank Charges	192.87	
		192.87

NET INCOME (LOSS)

CAPITAL — June 30, 2012	81,955.13
CAPITAL — June 30, 2013	3,571,821.53
	\$ 3,653,776.66

AUDITOR'S REPORT

ON FINANCES

The audit was completed and submitted to the Grand Board of Trustees on or before October 2, 2013. Copies were furnished to each Local Lodge and General Committee on or before October 2, 2013. 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, 2013, and the changes in its capital and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America."

Balance Sheet

June 30, 2013

ASSETS

CURRENT ASSETS	Combined	General Fund	Contingent Fund
Cash	\$ 3,751,790.55	\$ 2,772,557.58	\$ 979,232.97
Securities - at cost	3,654,406.07	979,862.38	2,674,543.69
Accounts Receivable	99,824.45	99,824.45	—
Prepaid Expenses	6,488.00	6,488.00	—
TOTAL CURRENT ASSETS	\$ <u>7,512,509.07</u>	\$ <u>3,858,732.41</u>	\$ <u>3,653,776.66</u>
FIXED ASSETS			
Land, Front Royal, VA	\$ 81,663.00	\$ 81,663.00	\$ —
Building, Front Royal, VA	1,829,772.77	1,829,772.77	—
Office furniture & equip.	62,257.25	62,257.25	—
TOTAL FIXED ASSETS	<u>1,973,693.02</u>	<u>1,973,693.02</u>	<u>—</u>
TOTAL ASSETS	\$ <u>9,486,202.09</u>	\$ <u>5,832,425.43</u>	\$ <u>3,653,776.66</u>

LIABILITIES

CURRENT LIABILITIES

Accounts Payable	\$ 2,769.99	\$ 2,769.99	\$ —
Accrued payroll taxes	(172.44)	(172.44)	—
TOTAL CURRENT LIABILITIES	\$ <u>2,597.55</u>	\$ <u>2,597.55</u>	\$ <u>—</u>

CAPITAL

General Fund	\$ 5,829,827.88	\$ 5,829,827.88	\$ —
Contingent Fund	<u>3,653,776.66</u>	<u>—</u>	<u>3,653,776.66</u>

TOTAL CAPITAL	\$ 9,483,604.54	\$ 5,829,827.88	\$ 3,653,776.66
TOTAL	\$ <u>9,486,202.09</u>	\$ <u>5,832,425.43</u>	\$ <u>3,653,776.66</u>

Cholesterol: What are Your Numbers? What do they Mean? Tips to Help Keep Your Health On Track!



High cholesterol is a major risk factor for heart disease, heart attacks, diabetes or other serious health conditions. It's important to understand what cholesterol is, what your numbers are and what they mean, and what you can do to help improve any undesirable levels and/or maintain the good numbers.

Types of cholesterol

A blood test, called a lipid panel or lipid profile, is used to check three cholesterol levels:

- **HDL cholesterol:** high-density lipoprotein ("good" cholesterol). Helps prevent arteries from becoming clogged. This is the only cholesterol level where a higher number is a good thing — see the chart below.
- **LDL cholesterol:** low-density lipoprotein ("bad" cholesterol). Contributes to artery blockages that

can lead to heart attacks. The lower your LDL, the better — see the numbers in the chart below.

- **Triglycerides:** a type of fat often increased by eating a diet high in carbohydrates, physical inactivity, smoking and excess alcohol consumption. Higher levels may increase the risk for heart disease and diabetes.

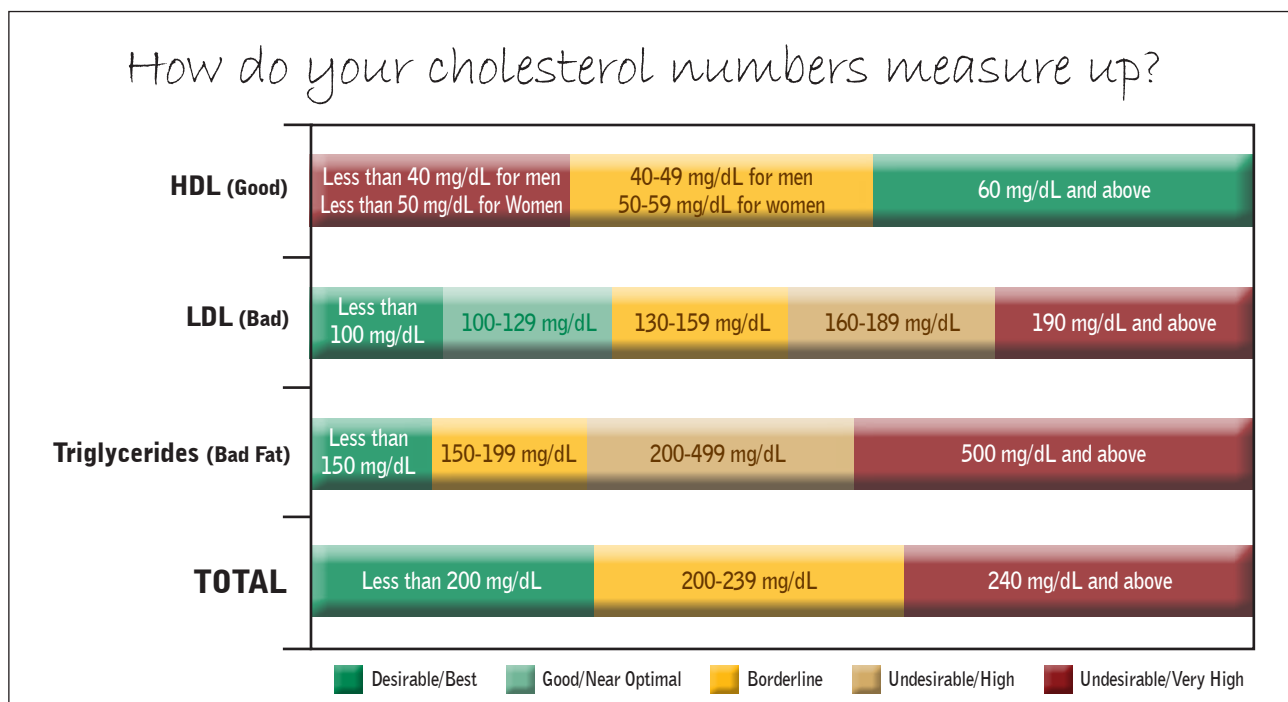
Total cholesterol is calculated by adding HDL and LDL and 20% of the triglyceride level.

*You can find more information at
www.yourtracktohealth.com*

*Your health plan also offers
educational tools and resources*

How do your cholesterol numbers measure up?

Adults ages 20 and older should have a lipid test to check their cholesterol levels. See the chart below for the desirable and undesirable cholesterol numbers by each type.



Tips to lower your cholesterol

Below are some things that may help you improve and/or maintain your numbers.

- Eat regular, well-balanced meals to avoid the urge to snack
- Eat white meat or lean cuts of red meat
- Remove skin and fat from chicken
- Use low-fat or no-fat dairy products, dressings and mayonnaise
- Increase your daily servings of fresh fruit, vegetables and grains (increase fiber)
- Limit or reduce added sugars and fructose
- Decrease or eliminate alcohol consumption
- Stay physically active
- Don't smoke
- Maintain a healthy weight

Keeping your cholesterol in check

Talk with your doctor or health care provider to find out how often you should be tested, what your number goals should be based on your medical history, and what you may be able to do to reach them.

Your health plan also offers educational tools and resources (at no additional cost). These include health coaching, yourtracktohealth.com, a member website, and a nurse help line. Check the back of your member ID card for the contact information for your member website and nurse help line.

You can also visit mayoclinic.com or the [American Heart Association](http://AmericanHeartAssociation.org) for more information about cholesterol. ■

TAKE NOTE

Three things to remember about cholesterol:

1. Know your numbers. If you're age 20 or older, you should get your cholesterol tested so you can know your numbers.
2. Know what your numbers mean. Talk with your doctor about what your "number" goals should be based on your medical history.
3. Maintain a healthy weight, stay active and smoke-free. Enroll in a coaching or healthy living program available from your health plan (at no additional cost), or talk to your doctor.

The Relationship Between Labor and the Democratic Party...



The material contained in this article has been selected to provide general background and useful information regarding cholesterol. It is not designed to replace either medical advice or medical treatment. You should discuss the information, facts, and tips with your doctor. You should not engage in physical activity, which may have injury and health risks associated with it, until you confirm with your doctor that it is appropriate for you. If you experience any pain or discomfort, call your doctor.

SIGNALMAN'S STORE



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

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

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

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

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

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

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

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

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

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

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

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

Make check or money order payable to:

Brotherhood of Railroad Signalmen

Mail payment and order to:

Brotherhood of Railroad Signalmen
917 Shenandoah Shores Road
Front Royal, VA 22630-6418

UNION-MADE



ORDER FORM

ITEM	QUANTITY	PRICE	TOTAL
Lapel Pin/Tie Tack		4.75	
BRS Flag (3' x 5')		103.00	
BRS Flag (2'x3')		39.00	
Golf Balls (3)		9.25	
Golf Balls (12)		37.00	
Reflective Decals (2 inch)		.35	
Non-Reflective Decals (4 inch)		.45	
Inside Window Decals (3 inch)		.50	
Coffee Mug		8.50	
Set of 4 Coffee Mugs		31.50	
Pocket Watch		94.50	
Wrist Watch		115.50	
Mantle/Desk Clock		132.00	
8-Pocket Tool Pouch		52.00	

BASEBALL CAPS

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

T-SHIRTS

Signal Graphic	S	M	L	XL	2X	3X	13.00
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SWEATSHIRTS

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

GOLF SHIRTS

Blue (Logo on sleeve)	S	M	L	XL	2X	3X	37.00
Blue (Logo on front)							37.00
Gray (Laser Logo)							37.00
Beige (Logo on sleeve)							37.00
Beige (Logo on front)							37.00
Navy w/piping							35.00
White w/piping							35.00
Red w/piping							35.00
White							37.00
Wind Shirt							34.00

JACKETS

Blue	S	M	L	XL	2X	3X	63.00
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COATS

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

Available sizes in un-shaded boxes only

TOTAL

NAME _____

CERTIFICATE NUMBER _____

STREET _____

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Black Sweatshirt



Windshirt



Brown Canvas Coat



Black Wool & Leather Coat



Blue Jacket



Black Canvas Coat



Hooded Sweatshirt



Blue Golf Shirt



Beige Golf Shirt



Gray Golf Shirt



Golf Shirts with Piping



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

Large Selection



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



NEW

Baseball Caps

Golf Balls



Mantle Clock



Coffee Mugs are available individually or in a set of 4

Coffee Mug



Pocket Watch



Wrist Watch



Flag

MEETING PHOTOS



Local 178 Meeting & Retirement Picnic Cullman, AL



LEFT TO RIGHT: Retirees honored at the Local 178 Retirement Picnic held in September were M.E. (Melvin) Phillips and N.W. (Nauvelle) "Brownie" Brown, Jr.

DID YOU KNOW?

Title 49: Transportation

§ 236.106 RELAYS

Each relay, the functioning of which affects the safety of train operations, shall be tested at least once every four years except:

- (a) Alternating current centrifugal type relay shall be tested at least once every 12 months;
- (b) Alternating current vane type relay and direct current polar type relay shall be tested at least once every 2 years; and
- (c) Relay with soft iron magnetic structure shall be tested at least once every 2 years. ■

**LIGHT
THE
WAY!**



Huck

2014

UAW UNION-BUILT VEHICLES LIST

UAW CARS

BUICK LACROSSE
 BUICK VERANO
 CADILLAC ATS
 CADILLAC CTS
 CADILLAC ELR (ELECTRIC)
 CHEVROLET CORVETTE
 CHEVROLET CRUZE
 CHEVROLET CRUZE (DIESEL)
 CHEVROLET IMPALA
 CHEVROLET IMPALA (POLICE)
 CHEVROLET MALIBU
 CHEVROLET SONIC
 CHEVROLET VOLT
 CHRYSLER 200
 CHRYSLER 200 CONVERTIBLE
 DODGE AVENGER
 DODGE DART
 FORD C-MAX (FULL HYBRID/
 ELECTRIC)
 FORD FOCUS
 FORD FOCUS (ELECTRIC)
 FORD FUSION*
 (GAS-POWERED ONLY)
 FORD MUSTANG
 FORD TAURUS
 LINCOLN MKS
 SRT VIPER

UAW TRUCKS

CHEVROLET SILVERADO**
 FORD F SERIES
 GMC SIERRA**
 RAM 1500*

UAW VANS

CHEVROLET EXPRESS
 FORD E SERIES
 FORD TRANSIT
 GMC SAVANA

UAW SUVs/CUVs

BUICK ENCLAVE
 CADILLAC ESCALADE ESV
 CADILLAC ESCALADE/HYBRID
 CHEVROLET EQUINOX
 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/HYBRID
 GMC YUKON XL
 JEEP CHEROKEE
 JEEP COMPASS
 JEEP GRAND CHEROKEE
 JEEP PATRIOT
 JEEP WRANGLER
 LINCOLN NAVIGATOR
 MITSUBISHI OUTLANDER SPORT

UNIFOR SUVs/CUVs

CHEVROLET EQUINOX
 FORD EDGE
 FORD FLEX
 GMC TERRAIN
 LINCOLN MKT
 LINCOLN MKX



TONY HUTFORD/UAW LOCAL 360

UNIFOR CARS

BUICK REGAL
 CADILLAC XTS
 CHEVROLET CAMARO
 CHEVROLET IMPALA
 CHRYSLER 300
 DODGE CHALLENGER
 DODGE CHARGER



UNIFOR VANS

CHRYSLER TOWN & COUNTRY
 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 that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk () are produced in the United States and another country. The light-duty, 1500 crew cab versions of the vehicles marked with a double asterisk (**) are manufactured in the United States and Mexico.*

When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

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.



FALL Entertainment



Did you know you can support union workers in the comfort of your own home? Many television shows are scored by members of the American Federation of Musicians.

Local 47 – Scored Emmy Nominated Shows in 2013:

- American Horror Story: Asylum (FX Networks)
- American Idol (FOX)
- Arrested Development (Netflix)
- Bates Motel (A&E)
- Battlestar Galactica (Syfy)
- Behind the Candelabra (HBO)
- The Bible (History)
- The Big Bang Theory (CBS)
- Bob's Burgers (FOX)
- Conan (TBS)
- Da Vinci's Demons (Starz)
- Dancing With the Stars (ABC)
- Defiance (Syfy)
- Family Guy (FOX)
- Glee (FOX)
- Golden Globe Awards, 70th Annual (NBC)
- Grammy Awards, 55th Annual (CBS)
- Halo 4: Forward Unto Dawn (web series)
- House of Cards (Netflix)
- How I Met Your Mother (CBS)
- Jimmy Kimmel Live (ABC)
- The Kennedy Center Honors (CBS)
- Mad Men (Lionsgate TV)
- Mike & Molly (CBS)
- Modern Family (ABC)
- Nashville (ABC/Lionsgate TV)
- NCIS (CBS)
- The Newsroom (HBO)
- Nikita (The CW)
- The Office (NBC)
- Once Upon a Time (ABC)
- The Oscars, 85th Annual (ABC)
- Parks and Recreation (NBC)
- Political Animals (USA)
- Revolution (NBC)
- Rock and Roll Hall of Fame Induction Ceremony (HBO)
- Scandal (ABC)
- The Simpsons (FOX)
- Smash (NBC)
- Southland (TNT)
- Super Bowl XLVII Halftime Show Starring Beyoncé (CBS/NFL Network)
- Two and a Half Men (CBS)
- The Voice (NBC)
- The Walking Dead (AMC)

Need an evening out? These films are among those that are also scored by members of the AFM.

Recently Scored Films (excerpted list):



- After Earth (James Newton Howard)
- Blackfish (Jeff Beal)
- Captain Phillips (Henry Jackman)
- Copperhead (Laurent Eyquem)
- Despicable Me 2 (Heitor Pereira, Pharrell Williams)
- Dorothy of Oz (Toby Chu)
- Epic (Danny Elfman)
- Good Deeds (Aaron Zigman)
- Grown Ups 2 (Rupert Gregson-Williams)
- Identity Thief (Christopher YOUNG)
- Kick-Ass 2 (Matthew Margeson)
- Man of Steel (Hans Zimmer)
- Monsters University (Randy Newman)
- Much Ado About Nothing (Joss Whedon)
- Oz the Great and Powerful (Danny Elfman)
- Pacific Rim (Ramin Djawadi)
- Percy Jackson: Sea of Monsters (Andrew Lockington)
- Planes (Mark Mancina)
- Puppet Master X: Axis Rising (Richard Band)
- R.I.P.D. (Christophe Beck)
- Savannah (Gil Talmi)
- Side Effects (Thomas Newman)
- Star Trek Into Darkness (Michael Giacchino)
- The Hangover Part III (Christophe Beck)
- The Heat (Mike Andrews)
- The Internship (Christophe Beck)
- The Lone Ranger (Hans Zimmer)
- The Marriage Counselor (Aaron Zigman)
- The Wolverine (Marco Beltrami)
- This is the End (Henry Jackman)
- Turbo (Henry Jackman)
- Under the Dome (W.G. Snuffy Walden)
- White House Down (Harold Kloser, Thomas Wander)

EDITOR'S NOTE: as with all Do Buy lists, this list does not include all available union-made products and services. We welcome your suggested additions and invite you to add your products to our online database at www.unionlabel.org

MEMBER PHOTOS



Golden Shoes Horseshoe Throwing Championship



William "Bill" Watson, left; Jason Bird, right.



On September 19, 2013, Chicago Metropolitan General Committee, Local 183, held their annual Golden Shoes Horseshoe throwing Championship. Winners this year were retired member Bill Watson and active member Jason Bird.

The teams are selected in a random drawing. Each winner gets a traveling trophy. The winners keep the trophy for the year and return it prior to the next year's event. The names of all previous winners are engraved on the trophies. The event promotes fellowship among members and is always a good time. ■

DID YOU KNOW?

Title 49: Transportation

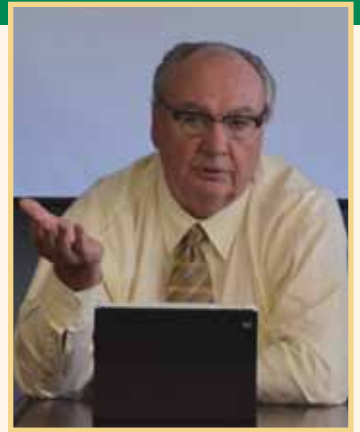
§ 236.7 CIRCUIT CONTROLLER OPERATED BY SWITCH-AND-LOCK MOVEMENT

Circuit controller operated by switch-and-lock movement shall be maintained so that normally open contacts will remain closed and normally closed contacts will remain open until the switch is locked. ■

TRAINING PHOTOS



Local Chairmen's Training Front Royal, VA



Recording-Financial Secretary Training Front Royal, VA



MEETING PHOTOS



Local 60 Retirement Dinner

Newark, NJ



Local 20 Meeting

Chillicothe, MO



PHOTO CONTEST

WINNERS FOR 2013



FIRST PLACE

Members of Local 239 — Michael D. Collins, Robert M. Delasky, Benjamin Hubka, and Cory L. Magolski — install a signal at the Rocky Run Southern Division in Stevens Point, Wisconsin, on the Canadian National Railway.

Photo submitted by Local 239 President Gerald "Butch" Hillila.

SECOND PLACE



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

Photo submitted by Local 31 Chairman and Trustee Nick Freesland.

THIRD PLACE



Amsterdam, NY — The Empire Service is a high-speed train service operated by Amtrak within the state of New York in the U.S.

Photo submitted by retired Local 60 member Robert Saul. Brother Saul retired after completing 40 years with PATH.

31ST ANNUAL 2014 PHOTO CONTEST

The Signalman's Journal will conduct its 31st Annual Photo Contest during 2014, 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 2014 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 2014 are as follows:

1. Photographs should be 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 2014 contest will be October 1, 2014. 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

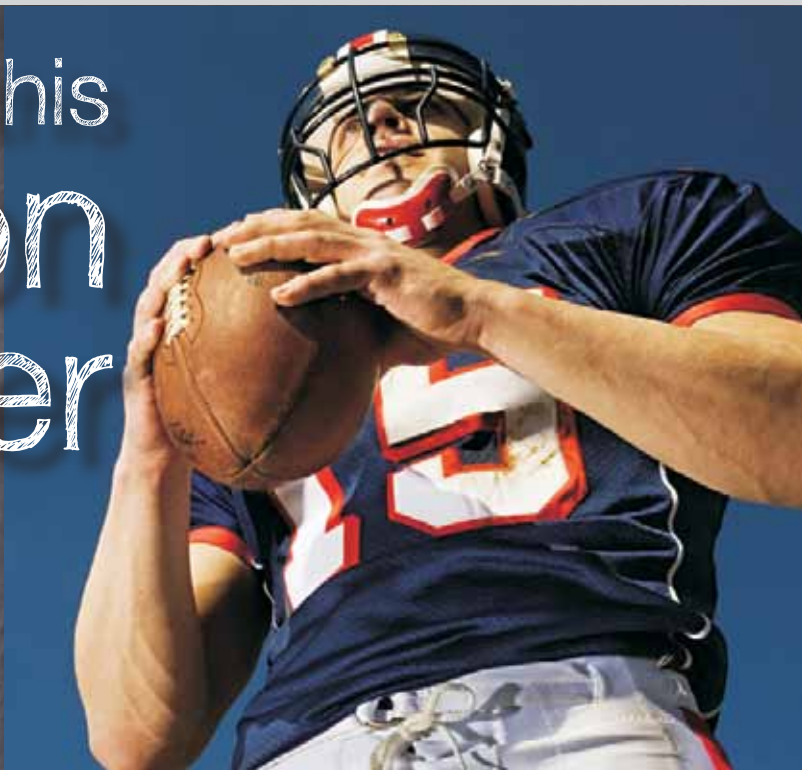
Or email to: tme@brs.org

BROTHERHOOD OF RAILROAD SIGNALMEN — 2014 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

You support this
**Union
Worker**



Why Not
this One?



**Brotherhood
of Railroad
Signalmen**

www.brs.org