

VOLUME 101 • 3RD QUARTER 2020

THE SIGNALMAN'S JOURNAL





UNION PLUS CAN HELP

COVID-19 has impacted all of us, **Union Plus can help.**

Our Union Plus program partners have accommodations for members struggling during this public health crisis. Participants in our Union Plus Mortgage, Credit Card, Personal Loan, or Supplemental Insurance programs may be eligible for additional hardship assistance through the Union Plus Mortgage Assistance Program and Union Plus Hardship Help.

Visit **unionplus.org** and follow Union Plus on Facebook at **facebook.com/unionplus** for ongoing program updates and resources.

Be well and stay healthy,

The Union Plus Team

Learn more at **unionplus.org**



The SIGNALMAN'S JOURNAL

Official Publication of the
BROTHERHOOD OF RAILROAD SIGNALMEN
WWW.BRS.ORG

VOLUME 101 • 3RD QUARTER 2020



DIRECTORY

NATIONAL HEADQUARTERS:
917 Shenandoah Shores Road
Front Royal, VA 22630-6418
(540) 622-6522 • Fax: (540) 622-6532
signalman@brs.org

Jerry Boles, President
(ext. 525) • jcb@brs.org

Mike Baldwin, Secretary-Treasurer
(ext. 527) • msb@brs.org

Tim Tarrant, Vice President Headquarters
(ext. 528) • tmt@brs.org

Brandon Elvey, Vice President NRAB
(ext. 524) • b.elvey@brs.org

Kurt Mullins, Director of Research
(ext. 572) • kmullins@brs.org

Quinn Norman, Grand Lodge Representative
(ext. 573) • q.norman@brs.org

Chris Hand, Grand Lodge Representative
(ext. 566) • c.hand@brs.org

WASHINGTON OFFICE:
815 16th Street NW, 4th Floor
Washington, D.C. 20006

Mike Efaw, National Legislative Director
917 Shenandoah Shores Road, Front Royal, VA 22630
(ext. 528) • mle@brs.org

FIELD VICE PRESIDENTS:

Joe Mattingly, Vice President Midwest
400 Contessa Lane, Trenton, KY 42286
(270) 466-0405 • jlm@brs.org

**Jim Finnegan, Vice President
Commuter/Passenger**
917 Shenandoah Shores Road, Front Royal, VA 22630
(540) 622-6522 (ext. 528) • jmfinnegan@brs.org

Cory Claypool, Vice President West
917 Shenandoah Shores Road, Front Royal, VA 22630
(540) 622-6522 (ext. 528) • clic@brs.org

Doug VanderJagt, Vice President East
917 Shenandoah Shores Road, Front Royal, VA 22630
(540) 622-6522 (ext. 528) • drvanderjagt@brs.org

BOARD OF TRUSTEES:

Gus Demott, Chairman
P.O. Box 888, Clinton, SC 29325
(864) 938-0353

John McArthur, Secretary
P.O. Box 960639, El Paso, TX 79996
(775) 846-1794

Chris Natale, Member
60 Oak Place, Babylon, NY 11702
(631) 587-0024

OFFICERS EMERITUS:

V.M. "Butch" Speakman, Jr., President Emeritus
14212 Viola Place, Huntley, IL 60142

The Signalman's Journal (ISSN-0037-5020) is published quarterly by the Brotherhood of Railroad Signalmen 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

Periodicals Postage Paid at
Front Royal, VA and additional offices.

POSTMASTER: Send address changes to:
The Signalman's Journal,
The Brotherhood of Railroad Signalmen,
917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

Subscription Rates: \$10.00 per year, sold only in the United States and Canada. Single copy price is \$3.00.



Coordinated Bargaining Coalition

NATIONAL NEGOTIATIONS

A meeting on July 28, 2020, was held for the sole purpose of exchanging power point presentations, relative to each side's respective positions on the issues contained within their Section 6 Notices. 7

| | |
|---|----|
| The BRS Grand Executive Council Endorses Joe Biden for President | 8 |
| Voter Registration Frequently Asked Questions | 9 |
| Health On Track — 5 Myths About Mental Health Issues | 10 |
| Agreements — Chicago, Fort Wayne & Eastern Railway | 12 |
| United Rail Unions File Suit to Block Carriers from Modifying Healthcare Benefits without Bargaining | 13 |
| AFL-CIO Do Buy | 14 |
| AFL-CIO Don't Buy | 15 |
| Benefits — Transition to The Hartford | 18 |
| BRS Website — Union Education | 18 |
| A Helping Hand — The Thomson Foundation | 19 |
| Union Plus Scholarship Program | 19 |
| Photo Highlights from Local 119 Meeting | 29 |
| Photo Highlights from L&N General Committee Meeting | 32 |
| Photo Highlights from Local 41 Meeting | 33 |
| Photo Highlights from Local 14 Meeting | 33 |
| Photo Highlights from Local 228 Meeting | 34 |
| Photo Highlights from Local Chairmen's Training | 35 |

| | |
|---|----|
| From the President | 2 |
| From the Secretary-Treasurer | 4 |
| Railroad Retirement Questions & Answers | 16 |
| Washington Report | 20 |
| Obituaries | 24 |



| | |
|---|----|
| Designated Legal Counsel | 26 |
| Benefits Directory | 27 |
| Continuous Membership | 28 |
| Signalman's Store | 30 |
| Photo Contest Winners for 3rd Quarter 2020 | 36 |

COVER: Installation of new solar panels at MP 450, on the Dalhart Subdivision. Pictured is Josh Parham (Local 87), Cliff Hoerner (Local 87), Travis Brossard (Local 154), Chass Eichelberg (Local 154), Chris Helton (Local 161), and Boom Operator Adam Molenda (Local 87).

Photo submitted by Thomas Umgelter (Local 154).



FROM THE PRESIDENT

——— Jerry C. Boles, BRS President



NATIONAL NEGOTIATIONS

Brothers and Sisters, we are currently involved in a historic round of National Negotiations. Our Organization has joined with nine other Rail Unions representing more than 105,000 rail workers; this group makes up over 80 percent of the workforce across all of the major rail Carriers in the United States. The Brotherhood of Railroad Signalmen (BRS) is joined in a coalition by the American Train Dispatchers Association (ATDA);

the Brotherhood of Locomotive Engineers and Trainmen/Teamsters Rail Conference (BLET); the International Association of Machinists (IAM); the International

Brotherhood of Boilermakers (IBB); the National Conference of Firemen & Oilers/SEIU (NCFO); the International Brotherhood of Electrical Workers (IBEW); the Transport Workers Union of America (TWU); the Transportation Communications Union/IAM (TCU), including TCU's Brotherhood of Railway Carmen Division (BRC); and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD), to form the *Coordinated Bargaining Coalition* (CBC).

The Class I Carriers negotiate together in a coalition, the *National Carrier's Conference Committee* (NCCC), this includes BNSF Railway Company, Canadian National, CSX Transportation, Kansas City Southern, Norfolk Southern, and Union Pacific. In accordance with the Railway Labor Act, the BRS served its Section 6 notice to the NCCC on December 13, 2019; the NCCC served its Section 6 notice to the BRS on November 1, 2019. Both can be viewed on the BRS website, www.brs.org.

The process to get to a voluntary agreement is a lengthy one; however, the BRS and the other unions in the CBC are committed to working in solidarity to reach the best agreement for all members in the coalition.

Along with every other aspect of our lives, National Negotiations has been affected by the COVID-19 pandemic. We have had only one face-to-face meeting in late February; at this meeting the NCCC gave its overview of what it wants in this round of bargaining. The most impactful proposed changes are to Health and Welfare, including vision, dental, pharmaceutical drug coverage, and ERMA. The Carriers also want drastic

changes in work rules, to include incidental work (meaning any employee can do any task on the railroad), one man crews, and to bring pay to a level, with comparable skills, to other "mainstream"

(non-union) industries. Signalmen are among the highest-skilled workers in the rail industry, we continue to work hard to ensure we are compensated for the skills and responsibilities we acquire.

So far, the CBC has agreed to two virtual meetings, with specific rules in place. We will continue to bargain in good faith, without putting members of the bargaining unit at risk; this may mean further virtual negotiations, determined as conditions warrant.

In light of the COVID-19 pandemic, the CBC believes it is imperative to fight for the inclusion of paid sick days. It is a grave injustice that BRS members have to endure, in some cases, 12-hour days, seven days a week, be on 24-hour call, work away from home, perform in some of the most hostile weather conditions, show up in pandemic hot spots, and yet receive no compensated sick days. We will continue to work hard to correct this injustice through the negotiating process, and hope to reach a fair and equitable agreement. Continue to check the BRS website for updates on National Negotiations.

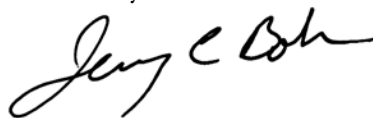
The following is the step-by-step process for National Negotiations, in accordance with the Railway Labor Act:

- **STEP 1** — Notice is served under Section 6 of the Railway Labor Act by either party. **(completed)**
- **STEP 2** — Reply required within 10 days sets time/date of initial conference, which must be held within 30 days. **(completed)**
- **STEP 3** — Negotiations begin. No time limit. **(ongoing)**
- **STEP 4** — Agreement reached through negotiations, if not, continue to Step 5.
- **STEP 5** — Within 10 days after conferences end, either party may request National Mediation Board (NMB) mediation, or NMB may proffer mediation.
- **STEP 6** — If mediation is not requested or proffered within 10 days; strike, lockout, or promulgation of new rules.
- **STEP 7** — Agreement reached through mediation, if not, continue to Step 8. There is no time limit on mediation; the NMB has the discretion to hold the parties in mediation indefinitely.
- **STEP 8** — NMB's proffer of binding arbitration is offered by NMB or requested.
- **STEP 9** — Agreement reached through accepting binding arbitration. If not, continue to Step 10.
- **STEP 10** — Self-help strike, lockout—30 days after NMB notifies both parties that proffer of arbitration was refused.

- **STEP 11** — NMB may notify the President of the United States that it believes the dispute will interrupt interstate commerce.
- **STEP 12** — President may appoint an emergency board if he/she agrees with Step 11. (The President will appoint individuals to decide what the agreement should look like; they do not have to be in the rail industry, this step also negates the ability for self-help.)
- **STEP 13** — Presidential Emergency Board reports to President within 30 days.
- **STEP 14** — Agreement reached based on Presidential Emergency Board report, if not, continue to Step 15.
- **STEP 15** — Indefinite strike or lockout permitted 30 days after report issued. Agreement may be reached.
- **STEP 16** — If no agreement, settlement can be legislated by Congress.

The process to get to a voluntary agreement is a lengthy one; however, the BRS and the other unions in the CBC are committed to working in solidarity to reach the best agreement for all members in the coalition. We, the BRS, will continue to protect employees, infrastructure and the traveling public by installing and maintaining a safe and reliable signal system.

In Solidarity,



Jerry C. Boles — *BRS President*



Find us on Facebook





FROM THE SECRETARY-TREASURER

Mike Baldwin, BRS Secretary-Treasurer

DEPARTMENT OF LABOR

Requirements & Recommendations



The fiduciary responsibilities of the officers of our Organization is incredibly important, and I commend our local and general committee officers that take on that responsibility. As the Department of Labor (DOL) is performing random audits of locals and general committees, it is important to make sure your books are always in order. Below are some DOL requirements and recommendations to keep in mind.

LMRDA Recordkeeping Requirements

Section 206 of the Labor-Management Reporting and Disclosure Act of 1959 (LMRDA), as amended, outlines the general recordkeeping requirements for unions. The Office of Labor-Management Standards (OLMS) finds about 35 percent of the unions audited by OLMS failed to maintain adequate records. The overwhelming majority of these violations were unintentional; the responsible union officials often did not understand what specific records had to be kept for the required five-year period. However, because of the wide diversity of recordkeeping systems used by unions and their affiliates, it is not possible for OLMS to precisely define what records must be maintained by every union.

As a general rule, all types of records used in the normal course of doing business must be maintained by unions for five years. This includes such financial records as receipts and disbursements journals, cancelled checks and check stubs, bank statements, dues collection receipts, per capita tax reports, vendor invoices, and payroll records. OLMS has found that, for the most part, unions do maintain these types of basic financial records, but often fail to keep other records which help explain or clarify financial transactions such as:

- Credit card slips and itemized receipts for each credit card charge;
- Member ledger cards for former members;
- The union's copy of bank deposit slips;
- Bank debit and credit memos;
- Vouchers for union expenditures;
- Internal union financial reports and statements;
- Minutes of all local meetings; and,
- Recording-financial secretary work papers and other internal worksheets used to prepare financial statements.

Union officials occupy positions of trust and, therefore, must ensure that the union's funds and other assets are used solely for the benefit of the union and its members.

All types of financial records and other related records that clarify or verify financial transactions must be maintained for five years after the applicable LM reports are filed. If the principal financial officers or trustees have any questions about

recordkeeping responsibilities, the union records in question should be retained or advice from the nearest OLMS field office should be sought.

LMRDA Bonding Requirements

Section 502(a) of the Labor-Management Reporting and Disclosure Act of 1959 (LMRDA), as amended, establishes bonding requirements for certain union officers and employees. Every union covered by the LMRDA is subject to these bonding requirements except for unions whose property and annual receipts do not exceed \$5,000 in value.

Essentially, the law provides that any person who "handles" union funds or property must be bonded for at least 10% of the funds handled during the union's preceding

fiscal year up to a maximum of \$500,000. An individual is considered to be “handling” funds or other property of a union if the union could suffer a loss if the individual performed his/her duties fraudulently or dishonestly. Handling funds is not limited to physical contact with money, but is based on various factors. For example, a person who receives dues, fees, etc., from members clearly handles union funds. However, any officer or employee who has authority to sign checks or make withdrawals from a savings account is “handling union funds,” even if he/she has no physical contact with the funds. Individuals who typically handle funds include union officers (both elected and non-elected), employees such as business agents, trustees, key administrative and professional staff, and clerical personnel. The required bond must be obtained from a company on the U.S. Treasury Department list of approved bonding companies.

An easy way to compute the approximate amount of bonding coverage required using information from your union records or from your union’s most recently completed LM report follows:

| | | |
|--|------|-----------------|
| Cash on hand and on deposit at the start of the year | \$ | _____ |
| Plus total receipts for the year | + | _____ |
| Equals total funds handled | = | _____ |
| Multiply by 10% | X | _____ .10 _____ |
| Equals amount of coverage required | = \$ | _____ |

If you have any questions about the bonding requirements, contact the nearest OLMS office and request copies of the explanatory pamphlet, “Bonding Requirements Under the LMRDA and CSRA,” which includes a checklist to more accurately calculate the amount of coverage required by the LMRDA. Copies of the LMRDA bonding regulations, 29 CFR Part 453, are also available from OLMS.

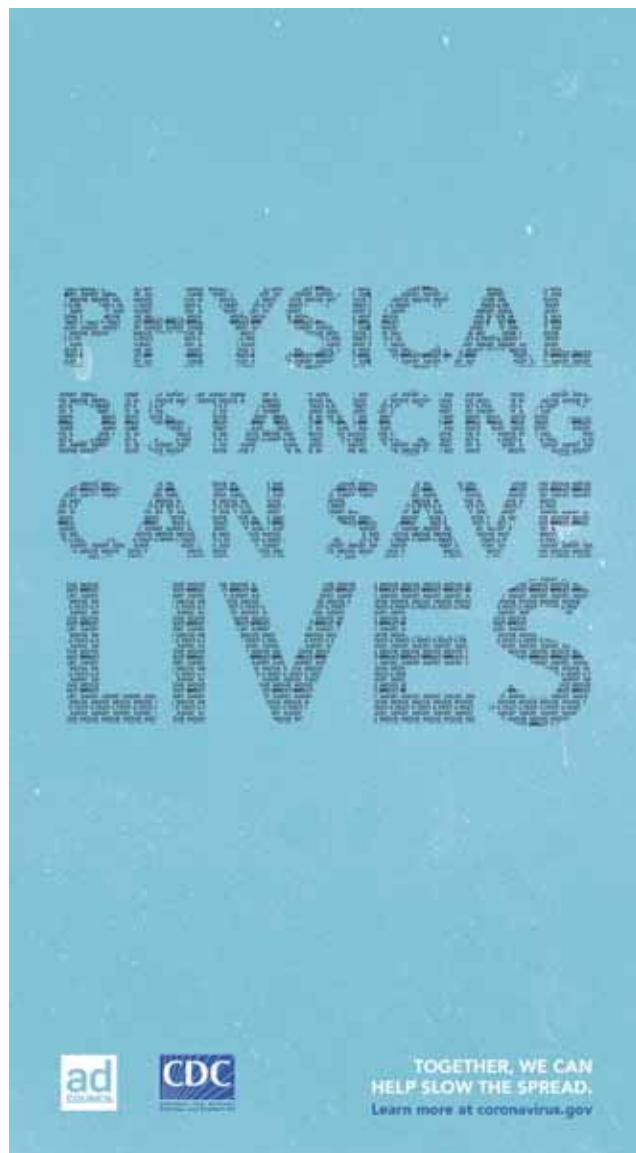
Internal Financial Controls

Section 501 of the LMRDA outlines the general fiduciary responsibilities for officers and employees of unions. Union officials occupy positions of trust and, therefore,

must ensure the union’s funds and other assets are used solely for the benefit of the union and its members. Unfortunately, if a union or other organization does not have an adequate system of internal financial controls, some individuals may use or be tempted to use some of the organization’s funds for their own purposes or become careless and mix the organization’s money with their own.

To prevent, or at least deter, the misuse or embezzlement of their funds, most organizations including corporations, banks, international unions, etc., establish internal

continued on page 6



FROM THE SECRETARY-TREASURER


continued from page 5

controls over the handling of their finances. Adequate and effective internal controls require a separation of functions and responsibilities among a number of individuals who are actively involved in handling the union's finances and who provide a system of "checks and balances" over each other's activities. An entirely adequate system of internal controls is not always possible in small unions which employ no more than one full-time or part-time officer or employee to handle the union's financial affairs and cannot afford the services of an independent accountant. However, some effective internal controls can usually be established even in one-person operations. For example, union executive boards or other governing bodies should consider taking the following actions to safeguard union funds by requiring that:

- The union's financial officer issue pre-numbered receipts to members for all money collected from them and maintain records showing the dues payment status of each member;
- The union's financial officer make regular, frequent deposits of dues and other union funds to the union's bank account;
- The union's financial officer maintain receipts and disbursements journals (or similar records) to record all monies received and spent by the union;
- There are constitutional provisions or membership or executive board meeting authorizations for the level of salary, allowances, and expenses, if any, to which the union's officers are entitled;
- Prior authorization be obtained for large or unusual financial transactions;
- Signature stamps not be used on checks and that checks be signed only after they are completely filled out, and the cosigner knows the purpose and legitimacy of each transaction;
- All checks drawn on the union's bank account have a second signature;
- The financial officer give a report of the union's finances at each membership or executive board meeting; and,

- Trustees conduct periodic audits and provide reports to the membership.

Although establishment of internal financial controls will not absolutely prevent misuse or embezzlement of union funds, internal controls, such as those listed above, will deter most individuals from misusing union funds. Trustees and other union officers who have further questions about internal financial controls should seek the advice of Grand Lodge or the nearest OLMS field office. For information on OLMS field offices, visit: <https://www.dol.gov/olms/contacts/regoffice.htm> ■



DID YOU KNOW?

The Brotherhood of
Railroad Signalmen
offers free email
accounts to all
members and retirees.

Get your free BRS email account today,
by signing up at www.BRS.org.

Already registered? Then go to the
"Member Resources" page on our web-
site to register for a free email address.

COORDINATED BARGAINING COALITION

NATIONAL NEGOTIATIONS



Bargaining teams from 10 unions that make up the Coordinated Bargaining Coalition (CBC) for this round of national freight rail negotiations participated in a Zoom conference with National Railway Labor Conference (NRLC) Chairman Brendan Branon and participating Carrier representatives on Tuesday, July 28, 2020. This meeting was held for the sole purpose of exchanging power point presentations relative to each side's respective positions on issues contained within their Section 6 notices. While there were no negotiations during the Zoom conference, the meeting was beneficial to both sides in an effort to keep the process moving forward in a good faith effort to achieve a voluntary agreement.

The first formal negotiating session took place, in person, earlier this year on February 26–27, 2020, and a second meeting had been scheduled for March 31. This meeting was cancelled because of the COVID-19 pandemic, and all subsequent scheduled meetings were also cancelled. Tuesday, July 28, was the first time the parties had convened in any manner since February.

Members of the unions participating in the CBC will be kept apprised of further

developments on your contract negotiations as developments warrant.

The unions comprising the Coordinated Bargaining Coalition are: the American Train Dispatchers Association (ATDA); the Brotherhood of Locomotive Engineers and Trainmen/Teamsters Rail Conference (BLET); the Brotherhood of Railroad Signalmen (BRS); the International Association of Machinists (IAM); the International Brotherhood of Boilermakers (IBB); the National Conference of Firemen & Oilers/SEIU (NCFO); the International Brotherhood of Electrical Workers (IBEW); the Transport Workers Union of America (TWU); the Transportation Communications Union / IAM (TCU), including TCU's Brotherhood Railway Carmen Division (BRC); and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD). ■

Collectively, the CBC unions represent more than 105,000 railroad workers covered by the various organizations' national agreements, and comprise over 80% of the workforce who will be impacted by this round of negotiations. ■



THE BRS GRAND EXECUTIVE COUNCIL Endorses Joe Biden for President

BIDEN

FRONT ROYAL, VA — On June 11, 2020, the members of the BRS Grand Executive Council voted to unanimously endorse former U.S. Senator and Vice President Joe Biden for President of the United States.

"The Grand Executive Council monitors and promotes candidates who demonstrate that they understand and support our Union values and the working class in this country. I acknowledge that your vote is a personal choice, and I hope you take the time to research which candidate will support the growth of the Rail industry, safety regulations for Signalmen and Roadway Workers, as well as our right to bargain for a fair contract and good benefits for our members."

— Jerry Boles, President.

Through the primary season, former Vice President Biden has laid out his plans on many issues, including two of the most important to the BRS, Infrastructure and Unions. Vice President Biden states he will:

1. Spark the second great railroad revolution.
2. Electrify the rail system.
3. Invest in freight infrastructure, including freight rail.
4. Check the abuse of corporate power over labor.
5. Encourage and incentivize unionization and collective bargaining.
6. Ensure workers are treated with dignity and receive the pay, benefits, and workplace protections they deserve.

President Boles added, *"I feel Vice President Biden's experience as Vice President, and a multi-term United States Senator, makes him the most qualified candidate in the field, add that to his platform which supports the working class, and I think the choice for endorsement was clear to the entire Grand Executive Council. We need a President who will protect workers' rights, pay, and health and safety on the job."* ■

I'M UNION

LABOR ✓
2020

I VOTE

Voter Registration Frequently Asked Questions

Am I registered to vote?

- Many states let you check your registration status online.
- Most states will send you a voter registration card within a few weeks if you've successfully registered to vote or a notification if there is a problem with your application.
- Check with your state or territory election office for procedures for your location.

Where do I register?

- You can begin your voter registration online at *Vote.USA.gov*. Depending on your state's rules, the site can help you register online, download the Voter Registration Form, or find guidance for states and territories with different registration procedures.
- You can call your state or territory election office to have a mail-in voter registration form sent to you.
- You may be able to register to vote in person at public facilities, such as state or local voter registration and/or election offices, the Department of Motor Vehicles, armed services recruitment centers, and state or county public assistance offices. Check with your state or territory election office before heading to any of these locations.

How can I find out what state I'm registered in? I have moved several times.

- You must register to vote in the state or territory where you legally reside. You cannot be registered to vote in more than one place at a time.
- If you don't know whether you're registered under your current legal address, check with your state or territory election office. Many states let you check your registration status online.
- When you register to vote in a new location, you'll be asked for the address where you were last registered to vote. Your new election office will send a cancellation form to your previous election office. Your voter registration record should always reflect your current residence.

How do I update my name or address for my voter registration?

- If your state has online voter registration, you can usually do this online.
- In most cases, you can use the National Mail Voter Registration Form to report a change of name or address. A few states and territories require you to use their state/territory form.
- Some states let you report a change of name or address by phone.
- Check with your state or territory election office for procedures in your area.

What party am I registered with?

- You may be able to find this information on your voter registration card or in an online voter registration look-up.
- You can contact your state or territory election office for help finding this information.
- It's possible that you're not registered with any political party, either because your state doesn't accept party affiliations or because you didn't indicate a party preference when you registered to vote. You can register to vote and participate in general elections and nonpartisan primary elections without ever choosing a party affiliation.
- In some states, you must register with a party if you want to take part in that party's primary election, caucus, or convention.

When is the general election?

The 2020 general election will be held on Tuesday, November 3, 2020.

How to Research Candidates

When evaluating candidates for public office, it's important to decide what strengths you're looking for in a candidate, to research their positions on the issues, to learn about their leadership abilities, and to recognize any distortions in the information and opinions they express. ■

5 myths about mental health issues

They're more common than you think



When it comes to [mental well-being](#), only 17 percent of U.S. adults are considered to be in "optimal health," according to the Centers for Disease Control and Prevention. Each year, [one in five Americans](#) deals with a mental health condition that can affect their thinking, mood and behavior — including anxiety, depression and post-traumatic stress disorder (PTSD).

You're not alone.

Help is available through your mental health/substance abuse benefit through United Behavioral Health. Any support you receive will be kept completely confidential.



You can connect with professionals and counselors who are available 24/7 to help with:

- Anxiety/stress
- Depression
- Substance abuse
- Compulsive behavior
- Grief and loss
- Eating disorders
- Anger management
- Relationship problems
- Pain management

Real Problems Need Real Solutions

*Take care of
your mental health*

If you're concerned about yourself or a family member, find quality-reviewed health care professionals by calling United Behavioral Health at 1-866-850-6212.

United Behavioral Health has 130,000 in-network, licensed and certified professionals, including counselors, psychiatrists, psychologists and social workers. They also offer more than 5,600 treatment facilities providing both inpatient and outpatient programs. By choosing an in-network professional, you'll have access to providers who are regularly reviewed for quality and have lower out-of-pocket costs and less paperwork to manage.

This service is available as part of your Railroad benefits. Any care you receive will be kept completely confidential.

The material contained in this article has been selected to provide background and useful information.

It is not designed to replace either medical advice or medical treatment. Always seek the advice of a qualified physician or health provider for medical diagnosis and treatment.

Here are five common myths about mental health, and where to find help for yourself or a loved one.



Myth #1

"It'll never happen to me."

According to the American Psychological Association, half of U.S. adults will develop a mental health condition at some point in their life.



Myth #2

"If I get help, everyone will know."

Through your mental health benefit, you have 24/7 access to private, confidential support. All records are kept strictly confidential in accordance with federal and state laws. This means that unless you give permission to share your personal and private information, no one will know if you seek help.

Myth #3

"Asking for help means I'm weak."

If knee or back pain kept you from your daily activities, you'd probably see a doctor. A mental health concern should be no different. According to the National Alliance on Mental Illness, 70 to 90 percent of people feel better after talking with a mental health specialist to develop an action plan, which may include taking medication.



Myth #4

"I can handle it myself."

While there are things you can try to reduce stress, depression and anxiety, it's recommended to talk to your doctor if you're experiencing feelings of sadness, excessive worries, extreme mood changes, problems sleeping, or are using drugs or alcohol to numb your feelings.

Myth #5

"It'll just go away."

Mental health issues are legitimate conditions that can be caused by divorce, job stress, trauma, genetics or other factors. Symptoms may come and go, but ignoring them could lead to serious problems down the line.



Agreements



CHICAGO, FORT WAYNE & EASTERN RAILWAY

The Maintenance of Way members of BRS Local Lodge 242 employed by the Chicago, Fort Wayne & Eastern Railway Company (CFER) have hammered out and ratified a new five-year contract.

The Agreement was ratified on July 22, 2020, at a contract ratification meeting in Van Worth, Ohio. The new Agreement became effective July 25, 2020, and runs through December 31, 2024.

The new CFER — Maintenance of Way Employees' Agreement provides annual general wage increases as follows:

The first general wage increase for the year 2020, effective upon signing is 3.5 percent. The second general wage increase will be effective January 1, 2021, and will be 3.0 percent. The third general wage increase will be effective January 1, 2022, and will be 3.0 percent. The fourth general wage increase will be effective January 1, 2023, and will be 3.0 percent. Finally, the fifth wage increase will be effective January 1, 2024, and will be 2.0 percent.

The general wage increases represent a 14.5 percent wage increase for the duration of the contract, which compounds to 15.3 percent pay increase during the term of the Agreement.

Also won was five (5) flex days per year after an employee provides 120 days of service. Paid holidays were increased to 10 per year with 1 additional floating holiday, for a total of 11 holidays per year.

There were no changes to the employees' health and welfare benefits plan. Current employee contributions, prescription co-pays, and deductibles are frozen at their current levels during the term of the Agreement.

The employee annual steel-toed safety boot allowance was increased to not less than \$225. The two-year prescription eyewear reimbursement was increased from \$200 to not less than \$225.

Maintenance of Way Employee's Agreement Rule 8 — Overtime for Calls, was also amended to pay a four-hour minimum call out.

Maintenance of Way members assigned to drive a vehicle for the majority of their tour of duty, requiring a Commercial Driver's License (CDL), will now be paid an additional \$1.00 per hour for providing that service.

Lastly, the Maintenance of Way Track Inspector classification positions will transition from being a strictly salaried position to an hourly position during the term of this Agreement with overtime being paid when worked.

B&O General Chairman John Heise and BRS Local Lodge No. 242 Track Inspector Robert Moore, III negotiated the final terms of the five-year deal. BRS Midwest Vice President Joe Mattingly assisted the Bargaining Committee throughout the filing, negotiations, and ratification process.

When asked about the CFER negotiations, Vice President Mattingly said; *"Our negotiations were slowed by the COVID-19 pandemic. Local 242 members are to be commended for their patience, persistence, and understanding, as we all worked through this very trying process remotely. They knew what needed to be accomplished in order to ratify an Agreement during these very difficult times. The dedicated, timely, and quality services our members provide year-round throughout the Indiana and Ohio region were instrumental in reaching this Agreement."*

Mattingly added, *"This was only the second Collective Bargaining Agreement on this property for the Maintenance of Way Employees. Our membership was confronted with some hard-bargaining decisions in order to reach an acceptable agreement."*

The final terms of the BRS — Chicago, Fort Wayne & Eastern Railway Agreement runs until December 31, 2024. However, either party may serve or progress a bargaining notice after January 1, 2024, not to become effective before January 1, 2025. BRS Local 242 members negotiate under the terms of the Railway Labor Act. Therefore, the terms of their Agreement shall remain in effect until and unless changed under the provisions of the Act. ■

United Rail Unions File Suit

TO BLOCK CARRIERS FROM MODIFYING HEALTHCARE BENEFITS WITHOUT BARGAINING

On August 5, 2020, 12 rail unions whose members and their families are covered by the NRC/UTU Plan and the Railroad Employees National Health and Welfare Plan, filed suit against the nation's Class I railroad carriers in the United States District Court for the District of Columbia.

The suit asks the court to force the carriers to bargain in good faith with the unions over mandatory subjects of bargaining. The involved issues have been the subject of collective bargaining for decades and are in fact part of the carriers' bargaining notices served on November 1, 2019, pursuant to Section 6 of the Railway Labor Act (RLA). At issue are the carrier's attempts to restrict access to certain medications and to forcibly reconfigure health care networks.

The unions are: the American Train Dispatchers Association; the Brotherhood of Locomotive Engineers and Trainmen; the Brotherhood of Maintenance of Way Employees; the Brotherhood of Railroad Signalmen; the International Association of Machinists and Aerospace Workers; the International Association of Sheet Metal, Air, Rail and Transportation Workers, Mechanical Division; the International Association of Sheet Metal, Air, Rail and Transportation Workers, Transportation Division; the International Brotherhood of Boilermakers; the International Brotherhood of Electrical Workers; the National Conference of Fireman & Oilers District, Local 32BJ, SEIU; the Transportation Communications Union/IAM; and the Transport Workers Union.

The rail carriers are: BNSF Railway Company; Kansas City Southern Railway Company; CSX Transportation; Grand Trunk Western Railroad Company; Norfolk Southern Railway Company; Soo Line Railway Company; and Union Pacific Railway Company. Also named in the suit is the National Railway Labor Conference (NRLC), whose National Carriers' Conference Committee (NCCC) is the designated bargaining agent of the railroads.

The unions have asked the court to:

- issue a declaratory judgment that the carriers are obligated to bargain in good faith with the unions on proposed health and welfare changes in accordance with the collective bargaining procedures outlined

under the RLA;

- issue a declaratory judgment that health and welfare plan design changes are a mandatory subject of collective bargaining pursuant to the RLA;
- issue a declaratory judgment that the NRLC may not force plan design changes upon its employees without the agreement of the unions, to be achieved through the mandatory dispute resolution process of the RLA;
- issue an order enjoining the NRLC from trying to force these health and welfare changes via arbitration rather than addressing them in collective bargaining; and
- issue an order requiring the NRLC to engage in good faith negotiations with the unions over their proposed health and welfare changes through the RLA's major dispute resolution procedures.

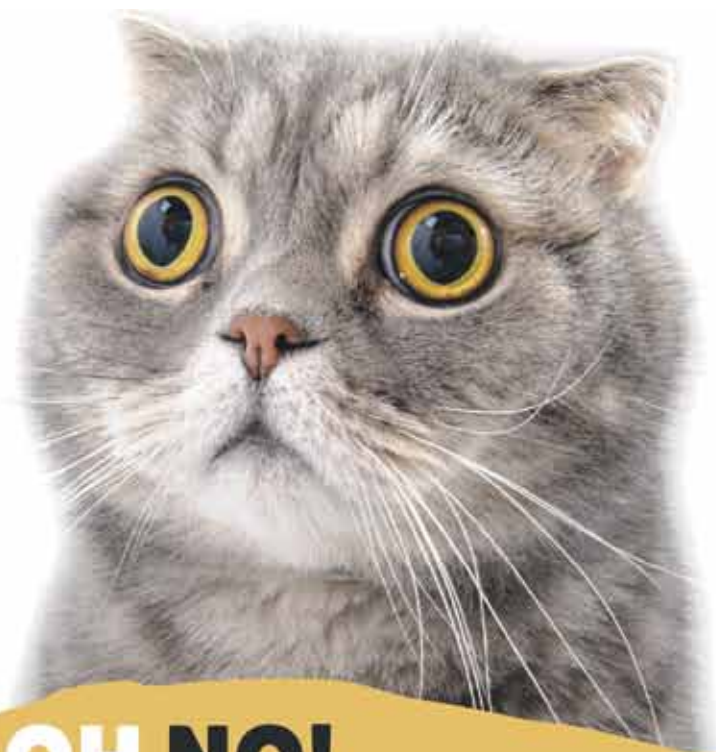
The chief executives of the 12 unions issued the following statement concerning the lawsuit:

The railroads' attempt to evade their legal obligation to bargain on these issues of great importance to our members has left us with no choice but to enforce these legal rights in court. If implemented without successfully negotiated application, the carriers' proposals could be extremely harmful to our members and their families. Even more outrageous, the process they are attempting to impose would allow rail carriers to reduce employees' access to medicines and doctors in the middle of a pandemic. When they should be rewarding the contributions of their essential employees with hazard pay, the rail carriers instead attempt to reduce medical benefits when they are needed most. Events like these are why railroad managers were labeled as "Robber Barons" over a century ago; their actions today are proof positive that the label still applies. Unfortunately for working class Americans, this is the way of many corporations across the country in Donald Trump's America; essential employees are treated as expendable employees. We will not stand idly by while management attacks the core legal rights our members enjoy. ■

Updates will be provided as developments warrant.

AMERICA IS AT ITS BEST WHEN YOU SHOP AND SAY "UNION YES!"

AMERICA IS AT ITS BEST WHEN YOU SHOP AND SAY "UNION YES!"



OH NO! OUT OF PET FOOD?

MAKE SURE TO SUPPORT OTHER PET
PARENTS BY BUYING UNION MADE!

UFCW

9 LIVES
ALPO
ANCHOR
BEGGIN' STRIPS
CHEW-EEZ
FANCY FEAST
FRESH STEP
FRISKIES
MILK-BONE DOG BISCUITS
NATURE'S RECIPE
PURINA ANIMAL FEEDS
PURINA BENEFUL
PURINA CAT CHOW
PURINA DOG CHOW
PURINA PRO PLAN
PURINA PUPPY CHOW
SANDERSON FARMS
SKIPPY
SNAUSAGES
TIDY CAT'S
WAYNE FARMS

BCTGM

ALPO
CHEW-EEZ
FANCY FEAST
MILK-BONE
PURINA MILLS ANIMAL FEEDS
PURINA BENEFUL
PURINA CAT CHOW
PURINA DOG CHOW
PURINA ONE
PURINA PRO PLAN
PURINA PUPPY CHOW

*Treat your pets right and support
working families. This list of pet
products are made by members of the
United Food and Commercial Workers
(UFCW) and the Bakery, Confectionery,
Tobacco Workers and Grain Millers
(BCTGM).*

AMERICA IS AT ITS BEST WHEN YOU SHOP AND SAY "UNION YES!"

AMERICA IS AT ITS BEST WHEN YOU SHOP AND SAY "UNION YES!"

AFL-CIO NATIONAL BOYCOTTS



HOSPITALITY, TRANSPORTATION & TRAVEL

SUBMITTED BY UNITE HERE!

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

→ **CALIFORNIA:** Hyatt Regency Santa Clara, Hyatt Regency Sacramento, Hyatt Fisherman's Wharf San Francisco, Hilton Long Beach, Le Meridien San Diego, Hilton LAX—*This includes the Crowne Plaza Hotel LAX, Yokoso Sushi Bar, the Landing Restaurant, Century Taproom, and the Boulevard Market Cafe.*

→ **SEATTLE:** Grand Hyatt Seattle and Hyatt at Olive 8 Seattle

OTHER

SUBMITTED BY Farm Labor Organizing Committee (FLOC)

→ Reynolds American, Inc.,
Vuse e-cigarettes

FOOD

SUBMITTED BY United Steelworkers (USW)

→ Palmero Pizza

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

→ Mondelez International Snack
Foods (those made in Mexico)

LEGAL

SUBMITTED BY American Federation of State, County & Municipal Employees

→ Gleason, Dmm, Walsh & O'Shea

→ McDonald, Lamond,
Canzonetti and Hickernell

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

POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

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

THE GUIDELINES INCLUDE THESE PROVISIONS:

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

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



Acting for Impaired Railroad Retirement Beneficiaries

According to Railroad Retirement Board (RRB) policy, every annuitant has the right to manage his or her own benefits. However, when physical or mental impairments make a railroad retirement annuitant incapable of properly handling benefit payments, or where the RRB determines that the interests of the annuitant so require, the agency can appoint a representative payee to act on the annuitant's behalf. A representative payee may be either a person or an organization selected by the RRB to receive benefits on behalf of an annuitant.

The following questions and answers provide information for family members, or others, who may have to act on behalf of an annuitant.

Does the RRB have legal authority to appoint a representative payee for an annuitant?

The Railroad Retirement Act gives the RRB authority to determine whether direct payment of benefits, or payment to a representative payee, will best serve an annuitant's interest. The RRB can appoint a representative payee regardless of whether there has been a legal finding of incompetence or commitment and, depending on the circumstances in a particular case, the RRB can select someone other than the individual's legal representative to be the representative payee.

What if a person has been given power of attorney by an annuitant?

Power of attorney is a legal process where one person grants another the authority to transact certain business on his or her behalf; but the RRB, like the Social Security Administration, does not recognize power of attorney for purposes of managing benefit payments for a beneficiary. For this purpose, the RRB uses the position of representative payee.

Why doesn't the RRB recognize power of attorney?

The Railroad Retirement Act protects a person's right to receive benefits directly and to use them as he or she sees fit by prohibiting the assignment of benefits, which means that a railroad retirement annuitant may not

direct the RRB to pay his or her annuity to a third party. Power of attorney creates an assignment-like situation in that it would give a third party authority to act on an annuitant's behalf. The Act likewise gives the RRB exclusive jurisdiction in determining whether to appoint a representative payee for an annuitant. If the RRB recognized power of attorney, it would be deferring to a designation made by someone outside of the agency and would, in effect, be relinquishing its responsibility to the annuitant.

Also, events often occur which may affect an annuitant's eligibility for benefits. The responsibility for reporting these events to the RRB is placed, by law, directly on the annuitant or the annuitant's representative payee. When benefits are accepted, the annuitant or his or her payee attests to a continued eligibility for such benefits. And if payments are misused, they can be recouped from the payee. This is not true with power of attorney.

How are these representative payees selected?

Generally, the RRB's local field offices determine the need for a representative payee and interview potential payees. The field office also advises the payee of his or her duties, monitors the payee, investigates any allegations of misuse of funds, and changes the method of payment, or the payee, when appropriate.

The RRB provides 15 days' advance notice to an annuitant of its intent to appoint a representative payee, and

the name of the payee, in order to allow the annuitant a period of time in which to contest the appointment.

What are the primary duties and responsibilities of a representative payee?

The payee must first consider the annuitant's day-to-day needs. This includes paying for food, shelter, clothing, medical care, and miscellaneous personal needs. Beyond day-to-day needs, railroad retirement benefits may be used for other expenses.

The payee is also responsible for reporting events to the RRB that affect the individual's annuity, and is required to account for the funds received on behalf of the annuitant.

In addition, since railroad retirement benefits are subject to Federal income tax, a representative payee is responsible for delivering the benefit information statements issued each year by the RRB to the person handling the annuitant's tax matters.

Periodically, the payee will be asked to complete a report which includes questions regarding how much of the railroad retirement benefits available during the year were used for the support of the beneficiary, how much of the benefits were saved, and how the savings were invested. In order to complete the questionnaire correctly, a payee must keep current records of the railroad retirement benefits received and how the benefits were used. The records should be retained for four years.

What are a representative payee's primary responsibilities for an annuitant's Medicare coverage?

When an annuitant requires covered medical services, the payee must have the annuitant's Medicare card available. The payee must also keep records of the services received and the expenses incurred or paid, just as for any other usage of railroad retirement benefits.

What if an annuitant is confined to an institution?

When annuitants are in a nursing home, hospital, or other institution, their railroad retirement benefit payments should be used to meet the charges for their current maintenance. Current maintenance includes the usual charges the institution makes for providing care and services.

The payee should use the benefit payments to aid in the annuitant's possible recovery or release from the institution, or to improve his or her living conditions while confined. Payments may be used, for example, to provide clothing, personal grooming supplies, transportation of relatives to visit the patient, trial visits to relatives or to places where the patient can be helped to recover, medical and dental care, and reading materials and hobby supplies.

How should railroad retirement benefits not immediately required to meet an annuitant's needs be handled?

Benefit payments which will not be needed in the near future must be saved or invested unless they are needed for the support of the annuitant's legally dependent spouse or child, or to pay creditors under certain circumstances. It is recommended that conserved funds be held in interest-bearing accounts. Preferred investments are Federally-insured or State-insured accounts at financial institutions and obligations of, or those backed by, the Federal Government, such as U.S. Savings Bonds.

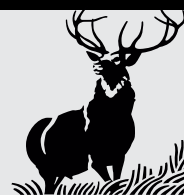
Funds should not be kept in the home, where they may be lost or stolen, nor can they be mingled with the payee's own funds or other funds.

How can a person get more information about being appointed as a representative payee, or whether the use of railroad retirement benefits for a particular purpose would be proper?

More information is available on RRB.gov, or by contacting an RRB field office. It is important to know that while the RRB's 53 field offices are physically closed to the public until further notice because of the COVID-19 virus outbreak, these offices remain accessible by e-mail and phone. Customers can send a secure e-mail to their local office by accessing Field Office Locator and clicking on the link at the bottom of their local office's page. If a customer absolutely needs to talk to an RRB employee, they can call the RRB's toll-free number (1-877-772-5772). However, customers are asked to be patient because of the expected increase in call volume due to the office closures. ■

Transition to The Hartford

Supplemental Sickness Benefit (SSB) Plans Covering
Shop Craft, Signal, and Maintenance of Way Employees



New Administrator and Online Access for SSB Plans

Effective August 1, 2020, the SSB Plans transition from Aetna to The Hartford for administration of current claims and new claim applications.

Nothing about the SSB Plan currently with Aetna is changing, but here's what you need to know:

- To file a claim on or after August 1, use The Hartford's Ability Advantage portal <https://abilityadvantage.thehartford.com/> or call (800) 205-7651.
- If you've previously filed a claim with Aetna and use their Workability portal, use the same ID and password when accessing The Hartford's Ability Advantage portal. Otherwise, go ahead and register as a new user on The Hartford's portal.
- No change to the contact phone number – it will still be (800) 205-7651.

If you have questions about this transition, contact: The Hartford at (800) 205-7651.

Filing a Claim — Reminder 60-Day Filing Deadline

The notice of claim must be given to The Hartford within 60 days of the start of disability. If you are unable to provide notice within 60 days due to your serious mental or physical injury or illness, you must provide notice of disability as soon as improvement of that condition permits.

A claim is not considered filed until you or your representative contact The Hartford either online at <https://abilityadvantage.thehartford.com> or by telephone (800) 205-7651. **Do not wait** on any action by your physician, employing railroad, or the Railroad Retirement Board. Nothing they would send to The Hartford starts the claim process for you.

If you do not submit your notice of claim within the prescribed 60-day period, or as soon as improvement of your serious mental or physical condition permits, your claim **will be denied** regardless of your reason for failing to meet the deadline.

Please do not jeopardize your benefits. Make sure you submit your notice of claim to The Hartford within 60 days after your disability begins. ■



Belonging to a Union

What do my dues pay for?

The Union doesn't do
anything for me!

What good is the Union?

These are all questions we may have asked ourselves or heard others asking. The truth is, "there is power in a union" and it takes the dues and involvement of all members to maintain that power, strength, and solidarity; a fundamental involvement includes an understanding from all members.

Sign-up at WWW.BRS.ORG & click on the Union Education Tab for more information

A Helping Hand — The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

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

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

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

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

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

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

Further information and applications may be obtained by writing to:

The John Edgar Thomson Foundation

201 S. 18th Street, Suite 318

Philadelphia, PA 19103

Telephone: (215) 545-6083

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

Email: sjethomson@aol.com

Website: www.jethomsonfoundation.com

Union Plus Scholarship Program

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

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

SCHOLARSHIP AWARD AMOUNTS — Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2021. Students may re-apply each year.

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

OUTSTANDING SCHOLARSHIP RECIPIENTS

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

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

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



- **The HEROES Act (H.R.6800)**
- **The Moving Forward Act (H.R.2)**
- **The Fiscal Year 2021 THUD bill**



MIKE EFAW
National
Legislative Director

There has been quite a bit going on within the Beltway over the last quarter. The most important bills passed out of the House of Representatives that could potentially affect you are the HEROES Act (H.R.6800), the Moving Forward Act (H.R.2), and the Fiscal Year 2021 (FY2021) Transportation-Housing & Urban Development (THUD) Bill. Of course, all of the provisions in these bills, many of which are very favorable for us, are subject to change during negotiations in the Senate. These bills need to pass through the Senate and be enacted into law without many, if any, changes, to secure our health, safety, income security, and work for years to come.

Below you will find a summary on how each bill could possibly affect our work.

All of the provisions in these bills, many of which are very favorable for us, are subject to change during negotiations in the Senate.

On May 15, 2020, the House of Representatives passed the \$3 trillion Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act. The bill provides more than \$30 billion in transportation funding and includes a number of hard-fought provisions important to rail labor.

DIVISION S — Other Matters Title VI of the HEROES Act covers Amtrak and rail workers:

Sec. 190601 — Amtrak COVID-19 Requirements.

This provision provides that, for the duration of the COVID-19 pandemic, Amtrak must require passengers and employees to wear masks or protective face coverings while onboard an Amtrak train. Amtrak must also provide masks or protective face coverings, gloves, hand sanitizer, and wipes to all employees whose job responsibilities include passenger interaction. It also ensures that Amtrak trains, stations, and 82 enclosed facilities are frequently cleaned and disinfected, and that employees who do this work are provided masks or protective face coverings and gloves.

Sec. 190602 — Additional Enhanced Benefits Under

the Railroad Unemployment Insurance Act. For railroad workers receiving unemployment benefits under the Railroad Unemployment Insurance Act, this provision would extend the temporary recovery benefit that provides \$1,200 every two weeks (per registration period) in addition to regular benefits, creating parity for railroad workers.

Sec. 190603 — Treatment of Payments from the Railroad Unemployment Insurance Account. This provision would eliminate the Balanced Budget and Emergency Deficit Control Act sequester that automatically cuts unemploy-

ment and sickness benefits provided to railroad workers under the Railroad Unemployment Insurance Act. This change would allow railroad workers to

receive the full benefit amounts to which they are entitled and would create parity with the treatment of other unemployment insurance benefit programs.

Sec. 190604 — Technical Correction for Extended Unemployment Benefits under the Railroad Unemployment Insurance Act. Provides a technical correction to a provision in the CARES Act that extended railroad unemployment benefits to allow for easier implementation of the extended benefits.

Sec. 190605 — Technical Correction. Provides a technical correction to a provision in the CARES Act by fixing an incorrect title reference to the Railroad Retirement Act.

Sec. 190606 — Clarification of Oversight and Implementation of Relief for Workers Affected by Coronavirus Act. Provides a technical correction to ensure that the Railroad Retirement Board (RRB) and its Inspector General have implementation and oversight authority over the RUIA-related provisions of the CARES Act.

DIVISION Q — COVID-19 Title I Provisions Relating to State, Local, Tribal, And Private Sector Workers:

Sec. 170101 — Definitions. This section defines key terms under Title I, including “essential work employers” and “essential work.” “Essential work” (1) is performed during the COVID-19 Public Health Emergency, (2) is not performed while teleworking, (3) involves regular interaction with others or items handled by others, and (4) is work in any of the 33 enumerated areas of work (e.g., health care, first responders, grocery stores, transportation, etc.).

Sec. 170102 — Pandemic premium pay for essential workers. This section provides that employers that apply for and receive grants will pay essential workers \$13 per hour premium pay on top of regular wages. Essential workers are eligible for up to \$10,000 (“highly compensated” essential workers earning above \$200,000, up to \$5,000) for work performed from January 27, 2020, until 60 days after the last day of the COVID-19 Public Health Emergency. If an essential worker develops symptoms of COVID-19 and dies, the worker’s next of kin receives the remainder of the premium pay as a lump sum.

Sec. 170103 — COVID-19 Heroes Fund. This section establishes the COVID-19 Heroes Fund in the Treasury of the United States and to be administered by the Secretary of Treasury.

Sec. 170104 — COVID-19 Heroes Fund grants. This section directs the Secretary of

the Treasury to award grants to essential work employers who choose to apply for grants for the purpose of providing premium pay to essential workers. Essential work employers are eligible for grants of \$10,000 per essential worker (\$5,000 for highly compensated essential workers) to cover the entire cost of premium pay, including employer payroll taxes for premium pay. Employer payroll taxes include the employer portion of Medicare Hospital Insurance tax (and the corresponding part of the Railroad Retirement Board (RRB) Tier 1 tax), federal unemployment tax, and state and local employment taxes. Unused funds must be returned to the Treasury.

continued on page 22



WASHINGTON REPORT

continued from page 21

Sec. 170105 — *Enforcement and outreach.* This section grants the Secretary of Labor authority to enforce payment requirements and to conduct outreach to employers. Failure to adhere to payment requirements are treated as violations of overtime requirements under the Fair Labor Standards Act.

Sec. 170106 — *Funding for the Department of the Treasury Office of Inspector General.* This section appropriates \$1 million to the Inspector General of the Department of the Treasury to conduct oversight.

Sec. 170107 — *Authorization and appropriations.* This section appropriates \$190 billion to carry out Title I. As frontline workers in the battle against COVID-19, Signalmen are certainly heroes to millions of Americans in need of the vital goods we help carry throughout the Nation. Most of all, we are heroes to our loved ones, our spouses, our children and grandchildren, brothers and sisters, etc., who support us as we go to work every day. This legislation is a step in the right direction for our health, our economy, and our country. The HEROES Act is by no means a done deal, and we will be keeping an eye on this bill as it moves through the Senate.

The Moving Forward Act (H.R.2) is a bill that can be the catalyst for bringing the economy back while ensuring the future of America's infrastructure is as strong and resilient as ever. Part of H.R.2 is the Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST Act). Among the many other items included in this Bill are the way forward on repairing and construction and other provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the Department of Transportation (DOT). Many of the 27 amendments to the bill were sponsored by Republicans, including one bipartisan amendment from Representatives Brownley (D-CA-26) and Pence (R-IN-06) that expands eligibility for the grade crossing program [23 USC 130]. It also includes \$29 billion for Amtrak, as well as much needed expansion for broadband internet access, and a way forward on affordable housing and building schools.

Some amendments that can positively affect us are:

Sec. 9303 — Directs FRA to actually promulgate employee protection provisions for passenger rail grants Under Section 22905.

Sec. 9203 — Reforms Amtrak Board of Directors, one member is to be representative of labor organization representing Amtrak employees.

Sec. 9103 — Section 22907(j) is amended so CRISI grants can go to commuter railroads and are subject to Section 22905 employee protections and they apply to successors, assigns and contractors.

Sec. 1301(k), 1302(k), 1304(j), and 1396(l) — For community transportation investment grants, passenger rail freight and passenger project grants, community climate investment grants, and gridlock reduction grants rail employees are covered by Section 22905 protections; for multi-modal grants, passenger rail and freight rail components, Section 22905 employee protections apply via new Section 22907(j).

Sec. 9502 — GAO is directed to study impact of new railroad operating models (PSR and related) for rail safety and quality and cost of service.

Sec. 9505 — Public notice and comment is required for all FRA waivers of safety regulations, this expands on existing requirement by mandating that the applicant produce the application and supporting document and that FRA provide the public with an explanation of its reasoning.

Among other provisions, the bill:

- Extends FY2020 enacted levels through FY2021 for federal-aid highway, transit, and safety programs;
- Reauthorizes for FY2022–FY2025 several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs;
- Addresses climate change, including strategies to

reduce the climate change impacts of the surface transportation system and conduct a vulnerability assessment to identify opportunities to enhance the resilience of the surface transportation system and ensure the efficient use of federal resources;

- Revises Buy America procurement requirements for highways, mass transit, and rail;
- Establishes a rebuild rural grant program to improve the safety, state of good repair, and connectivity of transportation infrastructure in rural communities;
- Implements new safety requirements across all transportation modes; and
- Directs DOT to establish a pilot program to demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and achieve and maintain a state of good repair in the surface transportation system.

On July 31, 2020, the House passed the FY2021 THUD bill. The legislation provides 158.3 billion in base budgetary resources. The Bill includes 75.9 billion in discretionary funding, an increase of \$1.7 billion above the FY2020 enacted level and \$16.8 billion above the President's 2021 budget request.

Among other provisions, the bill includes:

- A total of \$107.2 billion in total budgetary resources for DOT – an increase of \$21.1 billion above the FY2020 enacted level and \$19.4 billion above the President's 2021 budget request. Included in that is \$1 billion for National Infrastructure Investments (TIGER/BUILD).
- \$3 billion for the Federal Railroad Administration (FRA). This is an increase of \$201.8 million above the FY2020 enacted level and \$1 billion above the President's budget request;
- \$500 million for Consolidated Rail Infrastructure and Safety Improvements (CRISI), an increase of \$175 million above the FY2020 level and \$170 million above the President's budget request;
- \$200 million for Federal-State Partnership for State of Good Repair, equal to the FY2020 level. The

President's budget request proposed eliminating the program;

- \$2.05 billion for Amtrak. An increase of \$50 million above the FY2020 level and \$1.1 billion above the President's budget request; \$750 million for Northeast Corridor (NEC) Grants; \$1.3 billion for National Network Grants.

The bill also provides \$26 billion in additional funding to some DOT programs using emergency funding to further support the recovery of the transportation sector from the pandemic.

The additional infrastructure investment includes, among other things:

- Amtrak: \$8 billion: NEC – \$5 billion; National Network-\$3 billion;
- CRISI: \$5 billion;
- BUILD/TIGER: \$3 billion;
- CIG: \$5 billion.

These bills could impact Signalmen in many ways by keeping the membership working safely with better wages and working conditions. Carriers are touting the safety of the railroads with the backing of technology; however, the American Association of Railroads does not consider the work of Signalmen as being the driving force behind safety in our industry and would prefer to blame every incident and accident as the result of human error. We need bills like those mentioned above to show that, in conjunction with our skilled expertise, technology helps to enhance safety. As constituents, we must compel our elected leaders to vote for bills that are beneficial for Signalmen and the safety of the traveling public. If we do not speak out, Congress, the Carriers, and their lobbyist will take our silence as agreement with policies that are meant only to improve their bottom line. A second Coronavirus stimulus package is being discussed in both chambers of Congress. On Monday, July 14, 2020, Senate Majority Leader Mitch McConnell (R-KY) reiterated that no bill will pass the Senate without liability protection, *"for everyone related to the coronavirus."* It is imperative that Signalmen watch this carefully, it could have far-reaching implications to our work, including FELA. ■

OBITUARIES

JOSEPH E. AUGHEY—retired member of **LOCAL 84**. Brother Aughey retired in 1993 after 45 years of service with the Erie Railroad and the New Jersey Transit. Brother Aughey was an Assistant Inspector at Woodbridge, New Jersey, at the time of his retirement.

RICHARD A. BEHRENS—retired member of **LOCAL 99**. Brother Behrens retired in 2017 after 48 years of service with the Southern Pacific and Union Pacific Railroads. Brother Behrens was an Electronic Technician at Houston, Texas, at the time of his retirement.

MARION W. BROWN—retired member of **LOCAL 8**. Brother Brown retired in 1992 after 43 years of service with the Union Pacific Railroad. Brother Brown was a Signaller at Topeka, Kansas, at the time of his retirement. Brother Brown served as Local Chairman.

CLARENCE E. CARLSON—retired member of **LOCAL 226**. Brother Carlson retired in 1986 after 37 years of service with the Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) and Soo Line Railroads. Brother Carlson was a Lead Signaller at Milwaukee, Wisconsin, at the time of his retirement. Brother Carlson served as Local Chairman.

MERRILL C. DEARDORFF—retired member of **LOCAL 94**. Brother Deardorff retired in 1986 after 39 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Deardorff was a Signal Maintainer at Union Mills, Indiana, at the time of his retirement.

THADDEUS P. DELOZIER—retired member of **LOCAL 102**. Brother Delozier retired in 1992 after 37 years of service with the Pennsylvania Railroad, the Penn Central Transportation Company, Conrail, and Amtrak. Brother Delozier was a Maintainer of Tests at Princeton Junction, New Jersey, at the time of his retirement.

ROBERT J. DIEHL—retired member of **LOCAL 10**. Brother Diehl retired in 1985 after 41 years of service with Conrail. Brother Diehl was an Assistant Signal Inspector at Toledo, Ohio, at the time of his retirement. Brother Diehl served as Recording-Financial Secretary.

M.P. FARNSWORTH, JR.—retired member of **LOCAL 141**. Brother Farnsworth retired in 1989 after 40 years of service with the Texas & Pacific Railway and the Union Pacific Railroad. Brother Farnsworth was a Signal Maintainer at Ranger, Texas, at the time of his retirement.

DWIGHT D. HARRIS—retired member of **LOCAL 19**. Brother Harris retired in 1988 after 36 years of service with the Southern Pacific Railroad. Brother Harris was a Signal Maintainer at Glamis, California, at the time of his retirement. Brother Harris served as Recording-Financial Secretary.

DOUGLAS L. HART—retired member of **LOCAL 72**. Brother Hart retired in 2002 after 7 years of service with the Union Pacific Railroad. Brother Hart was a Signaller at the time of his retirement.

ROBERT E. HINEGARDNER—retired member of **LOCAL 85**. Brother Hinegardner retired in 2004 after 40 years of service with the Gulf, Mobile & Ohio and the Illinois Central Gulf Railroads, the Chicago, Missouri & Western and the Spokane, Portland, and Seattle Railways, the Southern Pacific and Union Pacific Railroads. Brother Hinegardner was a Signal Maintainer at Pontiac, Illinois, at the time of his retirement.

ANDREW J. HORVATH—retired member of **LOCAL 1**. Brother Horvath retired in 1998 after 41 years of service with the Pennsylvania Railroad, the Penn Central Transportation Company, and Conrail. Brother Horvath was a Maintainer of Communications at Columbia, Pennsylvania, at the time of his retirement.

MILTON E. HUNT—retired member of **LOCAL 85**. Brother Hunt retired in 1994 after 39 years of service with the Gulf, Mobile & Ohio Railroad and the Spokane, Portland, and Seattle Railway. Brother Hunt was a Signal Technician at Bloomington, Illinois, at the time of his retirement.

DONALD M. JOBE—retired member of **LOCAL 29**. Brother Jobe retired in 2003 after 38 years of service with the Canadian National and Illinois Central Railroads. Brother Jobe was a Signal Inspector at Fort Dodge, Iowa, at the time of his retirement. Brother Jobe served as Local Chairman.

MELVIN W. KISER—retired member of **LOCAL 141**. Brother Kiser retired in 1989 after 45 years of service with the Rock Island, Oklahoma, Kansas & Texas, and the Union Pacific Railroads. Brother Kiser was a Signal Maintainer at Duncan, Oklahoma, at the time of his retirement. Brother Kiser served as Local Chairman and Recording-Financial Secretary.

ALVIN L. KITTS—retired member of **LOCAL 109**. Brother Kitts retired in 2002 after 40 years of service with the Erie Lackawanna and Norfolk Southern Railways. Brother Kitts was a Signal Maintainer at Cleveland, Ohio, at the time of his retirement. Brother Kitts served as Local President.

OBITUARIES

DONALD W. KOROM—retired member of **LOCAL 94**. Brother Korom retired in 2005 after 41 years of service with the Baltimore & Ohio Railroad, the Chessie System, and CSX Transportation. Brother Korom was a Signal Inspector at Akron, Ohio, at the time of his retirement. Brother Korom served as Local Chairman.

MATTHEW J. McCABE—retired member of **LOCAL 120**. Brother McCabe retired in 2016 after 36 years of service with the Boston & Maine Railroad, Amtrak, and Keolis. Brother McCabe was a Signalman at Newburyport, Massachusetts, at the time of his retirement.

RICHARD K. NELSON—retired member of **LOCAL 161**. Brother Nelson retired in 2013 after 28 years of service with the Atchison, Topeka and Santa Fe Railway and the BNSF Railway Company. Brother Nelson was a Lead Signalman at Wynnewood, Oklahoma, at the time of his retirement.

JAMES K. RAGLAND—retired member of **LOCAL 14**. Brother Ragland retired in 2004 after 30 years of service with the Detroit & Toledo Short Line Railroad and the Canadian National Railway. Brother Ragland was a Lead Signalman at Pontiac, Michigan, at the time of his retirement. Brother Ragland served as Local Chairman.

MICHAEL R. SHEPHERD—active member of **LOCAL 136**. Brother Shepherd had 14 years of service with CSX Transportation. Brother Shepherd was a Signal Maintainer at Paintsville, Kentucky, at the time of his passing. Brother Shepherd is a U.S. Army Veteran.

JAMES L. SNAPP, JR.—retired member of **LOCAL 157**. Brother Snapp retired in 1997 after 44 years of service with the Rock Island and Union Pacific Railroads. Brother Snapp was a Signal Maintainer at Saint Joseph, Texas, at the time of his retirement.

STANLEY C. SWORDER—retired member of **LOCAL 87**. Brother Sworder retired in 1991 after 45 years of service with the Burlington Northern Railroad. Brother Sworder was a Signal Maintainer at Garrison, Montana, at the time of his retirement.

MARK J. WANNAT—retired member of **LOCAL 102**. Brother Wannat retired in 2017 after 34 years of service with Amtrak. Brother Wannat was a Signalman at Linden, New Jersey, at the time of his retirement.

CHARLES WATSON, JR.—retired member of **LOCAL 92**. Brother Watson retired in 1991 after 39 years of service with the Southern Pacific Railroad. Brother Watson was a Signalman at Oakland, California, at the time of his retirement.

RONALD K. WILKINS—retired member of **LOCAL 123**. Brother Wilkins retired in 1998 after 43 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Wilkins was a Signal Maintainer at Leamington, Ontario, at the time of his retirement.

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org

PETER "PETE" P. MORSA, JR. — 1980–2020



Pete Morsa passed away suddenly, while on duty, on May 21, 2020. Brother Morsa was a member of Local 53, and had 6 years of service with SEPTA Railroad as a Signal Maintainer on Signal Construction Gang 2, headquartered in Aston, Pennsylvania. He is described by his Brothers and Sisters as genuine, hardworking, and a fun-loving family man, who cherished his family and the outdoors. Brother Morsa had a very special way of making those around him feel welcomed with his smile and laughter. Brother Morsa leaves behind a wife and four children.

We thank Brother Morsa for his years of dedicated service to our Organization and we send our heartfelt condolences to his family and the Brothers and Sisters of Local 53 for their incredible loss.

BRS DESIGNATED COUNSEL

ON-THE-JOB INJURY | FELA | RAIL LABOR | INFO | LAW
RAILROAD SIGNALMEN
EMPLOYEE RIGHTS | CLAIM

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 (FELA) 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.

ALABAMA

W.C. Tucker, Jr.
Maples, Tucker & Jacobs, LLC
2001 Park Place North
Suite 1325
Birmingham, AL 35203
Tel. (205) 322-2333
www.mtandj.com

ARIZONA

Lloyd L. Rabb, III
Rabb & Rabb, PLLC
7442 N. LA Cholla Blvd.
Tucson, AZ 85728
Tel. (520) 888-6740
(800) 354-3352
www.1stinjurylaw.com

ARKANSAS

Chris Christy
Law Office of H. Chris Christy
201 W. Broadway Street
Suite G12
North Little Rock, AR 72114
Tel. (501) 454-3949

CALIFORNIA

Jay A. Kaplan
Kaplan Law Corporation
400 Oceanside
Suite 1125
Long Beach, CA 90802
Tel. (562) 372-0506
(800) 552-7526
www.kaplanlawcorp.com

Anthony S. Petru
Hildebrand, McLeod & Nelson
Westlake Building
350 Frank H. Ogawa Plaza
4th Floor
Oakland, CA 94612
Tel. (510) 451-6732
(800) 689-7066
www.bmnlaw.com

COLORADO

Jeffrey Chod
Chod Law Office
P.O. Box 17727
Denver, CO 80212
Tel. (314) 541-5862
www.chodlawfirm.com

DISTRICT OF COLUMBIA

Larry Mann
Alper & Mann, PC
9205 Redwood Avenue
Bethesda, MD 20817
Tel. (202) 298-9191
(800) 747-6266

FLORIDA

Howard A. Spier
Rossman Baumberger
Reboso & Spier, PA
9155 S. Dadeland Boulevard
Suite 1200
Miami, FL 33156
Tel. (305) 373-0708
(800) 775-6511
www.rbrlaw.com

ILLINOIS

Daniel Petro
Petro Law Firm
3400 W. Stonegate Blvd.
Suite 2360
Arlington Heights, IL 60005
Tel. (312) 332-9596
(800) 472-5729
www.petrofelaw.com

Daniel J. Downes
Ridge & Downes
230 W. Monroe Street
Suite 2330
Chicago, IL 60606
Tel. (800) 572-1136
(800) 624-2121
www.ridgedownes.com

MARYLAND

P. Matthew Darby
Berman, Sobin, Gross,
Feldman & Darby LLP
Heaver Plaza
1301 York Road
Suite 600
Lutherville, MD 21093
Tel. (410) 769-5400
(800) 248-3352
www.bsgfllaw.com

MASSACHUSETTS

Robert T. Naumes
Naumes Law Group, LLC
2 Granite Avenue
Suite 425
Milton, MA 02186
Tel. (617) 227-8444
(844) 826-8445
www.naumeslaw.com

MICHIGAN

Arvin J. Pearlman
Sommers Swartz, PC
1 Towne Square
Suite 1700
Southfield, MI 48076
Tel. (248) 356-5000
(800) 272-5400
www.sommerspc.com

MINNESOTA

Randal W. LeNeave
Hunegs, LeNeave
& Kvas
1000 Twelve Oaks
Center Drive, Suite 101
Wayzata, MN 55391
Tel. (612) 339-4511
(800) 328-4340
www.hklaw.com

6035 Binney Street
Omaha, NE 68104
Tel. (402) 341-2020

Gregory T. Yaeger
Yaeger & Weiner, PLC
2701 University Avenue SE
Suite 202
Minneapolis, MN 55414
Tel. (612) 345-9797
www.yw-law.com

MISSOURI

Gene C. Napier
Hunegs, LeNeave & Kvas
1712 Main Street
Suite 266
Kansas City, MO 64108
Tel. (913) 484-3884

Drew C. Baebler
The Baebler Firm, LLC
60 Crestwood Executive Ctr.
St. Louis, MO 63126
Tel. (314) 270-9900
www.raillaw.com

NEBRASKA

See Minnesota

NEW YORK

Marc Wietzke
Flynn & Wietzke, PC
1205 Franklin Avenue
Garden City, NY 11530
Tel. (516) 877-1234
(866) 877-3352
www.felaattorney.com

OHIO

Andrew J. Thompson, Esq.
Shapero | Roloff Co., LPA
1350 Euclid Avenue
Suite 1550
Cleveland, OH 44115
Tel. (216) 781-1700
(800) 321-9199
www.shaperoroloff.com

PENNSYLVANIA

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

Don P. Palermo
Palermo Law Offices
111 North Olive Street
Media, PA 19063
Tel. (215) 499-2957
www.palermolaw.org

TEXAS

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

TEXAS

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

UTAH

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

VIRGINIA

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

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

WASHINGTON

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

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

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

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

BENEFITS DIRECTORY

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

Your Track to Health

www.yourtracktohealth.com

Whether you want to better understand your plan and coverage, access a form, add a dependent, or research retirement benefits – it's easy to find the information you need on this site. (*NOTE: Information on this site does not apply to Amtrak employees.*)

UNITED HEALTHCARE

National Plan — GA-23000
Managed Medical Care Programs (MMCP) &
Comprehensive Health Care Benefit (CHCB)

1-800-842-9905

www.myuhc.com

Retiree Claims — GA-46000

UnitedHealthcare

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

1-800-842-5252

THE HARTFORD

The Hartford

1-800-205-7651

<https://abilityadvantage.thehartford.com>

HIGHMARK BLUE CROSS BLUE SHIELD

Highmark Blue Cross Blue Shield
Railroad Dedicated Unit

1-866-267-3320

www.bcbs.com

LIFE INSURANCE

MetLife

1-800-310-7770

www.metlife.com

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

1-800-205-7651 • Fax: 954-452-4124

You may file online at: www.wkabsystem.com

COMPANY IDENTIFIER: RR

VISION SERVICE PLAN

EyeMed

Member Support

1-855-212-6003

www.eyemedvisioncare.com/railroad

DENTAL BENEFITS UNDER GROUP POLICY NO. GP-12000

Aetna

1-877-277-3368

www.aetna.com

MANAGED PHARMACY BENEFIT EXPRESS SCRIPTS

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

Mail-order prescription service provides
medication for chronic, long-term care.

UnitedHealthcare Plans GA-23000 and
GA-46000

1-800-842-0070

www.express-scripts.com

RAILROAD RETIREMENT BOARD

1-877-772-5772 — Automated Help Line

www.rrb.gov

UNION PLUS

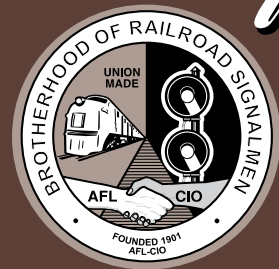
Union Plus Mortgage Company • AT&T Discount
Credit Card • Scholarships • Free College
Insurance Discounts, and more.

www.unionplus.org

Continuous Membership

The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signaller'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:

55 YEARS OF SERVICE

RD Howard 157

50 YEARS OF SERVICE

BR Faulks 141

45 YEARS OF SERVICE

DC Brookman 102

KL Schoepf 119

40 YEARS OF SERVICE

TW Haselden 16

DL Hofer 16

DM Truluck 16

LR Showalter, II 77

JE Bailey 102

K Hill 129

EW Roiniotis 130

KW Howry 141

RL Cauley 206

35 YEARS OF SERVICE

JM Schroeder 20

JD Hodge 49

EC Posey 49

CR Warren, Jr. 49

CT Slone 77

30 YEARS OF SERVICE

PA Prenosil 5

DL Knapp, Jr. 8

RA Payne 8

SO Jones 14

WL Avin, Jr. 16

GR Campbell, Jr. 16

BL McVey 16

J Mojarro 19

GA Nurnberg 20

JL Volkening 20

DJ Norman 25

MR Kittleson 29

JF Blizzard 53

WD Freeman 53

GR Guenther 53

NZ Kolodij 53

MJ Tozzi 60

SJ Land 72

LR Hudson 77

DJ Barth 87

DV Girard 87

TL Guile 93

JA Henderson 94

SK Kreiling 119

DJ Richards 119

MH Jorge 120

30 YEARS OF SERVICE

JW Russell 123

AJ Corbett, Jr. 129

JL Pankey 129

CL Rapp 129

KC Sedlak 129

RM Young 129

RJ Ockman 141

JA Fazio 143

TT Govern 143

JR Clarke 173

DJ Cobb 183

KL Brooks 208

AS Brubaker 229

25 YEARS OF SERVICE

TG Mattingly 13

DA Porter 19

D Ho 20

AE Sheppard 25

JO Diehl 33

MA Macek 35

MJ Riha 72

CL Morris 77

MW Tankersley 77

F Caputo 84

MA Culver 84

25 YEARS OF SERVICE

KL Holley 84

SB Johnson 84

H Kadirwell 84

TJ Wells 99

E Miretskiy 102

DM Klebe 106

DM Lockard 106

JT Lewis 107

JP Muhlhauser 119

JT Schofield 119

RE Holmes, Jr. 141

GL Pourciau, Jr. 141

HL Smith, Jr. 162

AF Durkee 174

WE Manfredi 183

AM Siembzruch 183

JJ Lane 188

WR MacIsaac 188

RC Hoedebecke 191

JA Martin 206

EJ Harribine 213

JJ Healy 213

CB Morgan 228

SP Lawrence 232

JP Trask 232

MEETING PHOTOS



Local 119 Meeting
Alliance, Nebraska



I'M UNION

LABOR 
 2020

I V  TE

SIGNALMAN'S STORE

BRS WATCHES — Gold BRS logo on the face.

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

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

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

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

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

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

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

MAIL PAYMENT AND ORDER TO:

BRS Online Store
P.O. Box 220690
Chantilly, VA 20153
(703) 788-2566

| ITEM DESCRIPTION | QUANTITY | PRICE | TOTAL |
|------------------------|----------|--------|-------|
| BRS Flag (3' x 5') | | 85.00 | |
| BRS Flag (2'x3') | | 54.50 | |
| Golf Balls (pack of 3) | | 10.50 | |
| Coffee Mug | | 8.00 | |
| Pocket Watch | | 94.50 | |
| Wrist Watch | | 120.00 | |
| Mantle/Desk Clock | | 136.00 | |
| Magnet | | 6.00 | |
| Keychain/Bottle Opener | | 4.00 | |

| HATS | QUANTITY | PRICE | TOTAL |
|---------------------------|----------|-------|-------|
| Cap (pink) | | 11.00 | |
| Cap (camo/orange) | | 20.75 | |
| Cap (black) | | 11.00 | |
| Cap (blue) | | 11.00 | |
| Cap (grey) | | 11.00 | |
| Cap (black dye sub) | | 18.00 | |
| Cap (brown diamond plate) | | 18.00 | |
| Black Knit Hat | | 11.00 | |

| APPAREL | S | M | L | XL | 2X | 3X | 4X | PRICE | TOTAL |
|--------------------------------------|---|---|---|----|----|----|----|--------|-------|
| Union Strong T-Shirt (navy) | | | | | | | | 16.00 | |
| Union Strong T-Shirt (charcoal) | | | | | | | | 16.00 | |
| Golf Shirt (black w/logo) | | | | | | | | 37.50 | |
| Golf Shirt (burgundy w/logo) | | | | | | | | 37.50 | |
| Golf Shirt (navy w/logo) | | | | | | | | 37.50 | |
| Golf Shirt (steel blue w/logo) | | | | | | | | 37.50 | |
| Golf Shirt (women's burgundy w/logo) | | | | | | | | 37.50 | |
| Oxford Dress Shirt (blue) | | | | | | | | 44.00 | |
| Oxford Dress Shirt (grey) | | | | | | | | 44.00 | |
| Oxford Dress Shirt (white) | | | | | | | | 44.00 | |
| Navy Windshirt | | | | | | | | 57.50 | |
| Black Wool & Leather Coat | | | | | | | | 201.00 | |
| Black Canvas Coat | | | | | | | | 90.00 | |
| Brown Canvas Coat | | | | | | | | 90.00 | |
| Grey Sweatshirt | | | | | | | | 31.50 | |
| Navy Softshell Jacket | | | | | | | | 96.50 | |
| Service T-Shirt (burgundy) | | | | | | | | 18.00 | |
| Service T-Shirt (grey flag) | | | | | | | | 15.00 | |

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____ CERTIFICATE # _____

ORDER ONLINE AT WWW.BRS.ORG

SIGNALMAN'S STORE



CHARCOAL



NAVY



BLUE



WHITE



GRAY

UNION STRONG T-SHIRT

Graphic Shown Imprinted on Back of Shirt

OXFORD SHIRTS



BROWN CANVAS COAT



BLACK WOOL
& LEATHER COAT



BLACK CANVAS COAT



WINDSHIRT



BURGUNDY*



BLACK



NAVY



STEEL BLUE

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



ASSORTED CAPS



FLAG



POCKET WATCH



WRIST WATCH



MANTLE CLOCK

MEETING PHOTOS



L&N General Committee Meeting

Bowling Green, Kentucky



MEETING PHOTOS



Local 41 Meeting

Terre Haute, Indiana



Local 14 Meeting

Battle Creek, Michigan



On August 7, 2020, members of Local 14 held their triannual elections for Local Chairmen, Local Officers, and Grievance Committee. Despite COVID-19 restrictions in the State of Michigan, Local 14 found a way to conduct this important business. Members were permitted to enter the voting area, no more than 10 at a time, and cast their ballots. Members who were unable to vote in person were afforded the opportunity to vote via mail-in ballot. Local 14 Recording Financial Secretary Hugh Adair said of the elections, "We all have a voice and want to be heard and this is the first step in that process, the act of getting involved." Congratulations to Local 14 and to their newly elected Local Officers!!



MEETING PHOTOS



Local 228 Meeting

Sandusky, Ohio



Find us on Facebook



TRAINING PHOTOS



Local Chairmen's Training

Denver, Colorado



PHOTO CONTEST

WINNERS FOR 3rd Quarter 2020

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

Photo submitted by Danny Chaparro, retired Local 161 member.

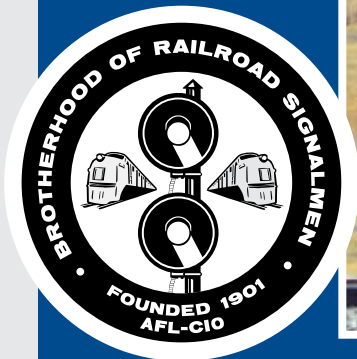


PHOTO CONTEST

WINNERS FOR 3rd Quarter 2020



Jim Muhlhauser, BNSF Signalman and Local 119 Local Chairman (not pictured) perform routine testing on the cantilever crossing signal at 9th Avenue in Loveland, Colorado, while Local 119 Signalmen Frank Chesner and Ryan Barr (pictured), help replace a bad conductor below.

Photo submitted by Local 119 Member Ryan Barr.



Members of Local 31, Ken Caldwell, Jr. and Clifton Berry, install a PTC circuit controller on a new tie, on the Ohio River Subdivision in Bens Run, West Virginia.

Photo submitted by Local 94 Local Chairman, Randall Racine.



GEAR **UP** GRADE GIVEAWAY

The USA will gear up one lucky union member
with Thorogood boots and Milwaukee tools!



PACKAGE VALUE

+\$1,800

ENTER TO WIN
FOR FREE:

GEAR.USACONTEST.ORG