

The **SIGNALMAN'S JOURNAL**

Volume 101
4TH QUARTER 2020



*Season's
Greetings*



2021 UAW Union-Built Vehicle Guide



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

UAW CARS

Cadillac CT4
Cadillac CT5
Chevrolet Bolt (electric)
Chevrolet Camaro
Chevrolet Corvette
Chevrolet Malibu
Chevrolet Sonic
Ford Mustang
Lincoln Continental

UAW TRUCKS

Chevrolet Colorado
Chevrolet Medium-Duty Silverado
Navistar (regular and crew cab)
Chevrolet Silverado Light Duty
(crew** and double cab only)
Chevrolet Silverado Heavy Duty
Ford F Series
Ford F-650/750
Ford Ranger
Ford Super Duty Chassis Cab
GMC Canyon
GMC Sierra Light Duty
(crew** and double cab only)
GMC Sierra Heavy Duty
Jeep Gladiator
Ram 1500 (classic model — DS)*
Ram 1500 (new model — DT)*

UAW SUVs/CUVs

Buick Enclave
Cadillac Escalade
Cadillac Escalade ESV
Cadillac Escalade Hybrid
Cadillac XT4
Cadillac XT5
Cadillac XT6
Chevrolet Suburban
Chevrolet Tahoe
Chevrolet Tahoe (police)
Chevrolet Tahoe (special service)
Chevrolet Traverse
Dodge Durango
Ford Escape
Ford Expedition
Ford Explorer
GMC Acadia
GMC Yukon
GMC Yukon Hybrid
GMC Yukon XL
Jeep Cherokee
Jeep Grand Cherokee
Jeep Wrangler
Lincoln Aviator
Lincoln Corsair
Lincoln Navigator

UAW VANS

Chevrolet Express
Chevrolet Express (cut-away)
Ford E-Series (cut-away)
Ford Transit
GMC Savana
GMC Savana (cut-away)

UNIFOR CARS

Chrysler 300
Dodge Challenger
Dodge Charger

UNIFOR SUVs/CUVs

Chevrolet Equinox*
Ford Edge
Lincoln Nautilus

UNIFOR VANS

Chrysler Pacifica
Dodge Grand Caravan

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

However, vehicles marked with a single asterisk (*) are also produced in Mexico.

All heavy-duty Chevrolet Silverados and GMC Sierras will be built in Flint, Michigan, only. Light-duty Chevrolet Silverado and GMC Sierra regular cabs are produced in Mexico only. Vehicles marked with a double asterisk (**) are the crew cab versions of the Chevrolet Silverado light-duty and GMC Sierra light-duty trucks. Those are assembled by UAW members in Fort Wayne, Indiana, and also in Mexico.

When purchasing a vehicle marked with a single or double asterisk, it's important to check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; a "2" identifies a Canadian-made vehicle; a "3" identifies a vehicle made in Mexico. Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.



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WWW.BRS.ORG

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Season's Greetings

The Officers and Grand Lodge Staff wish everyone a safe and happy holiday season, and we all look forward to a fruitful 2021..... 2

Don't Forget to Get Your Flu Vaccine

According to the Centers for Disease Control and Prevention, the flu and COVID-19 viruses will likely be spreading at the same time this year. Getting your flu vaccine to protect yourself, your family, and others is more important than ever. For members the flu vaccine is covered at 100% when you use a provider or location in your health plan's network..... 5

DID YOU SERVE in a Branch of the Military?



If so, please send in your photo(s) so you may be included in an upcoming "special edition" of The Signalman's Journal. The issue will feature BRS members who are veterans, reservists, etc. in a special edition of the Journal featuring your photos and honoring your service to our country..... 11

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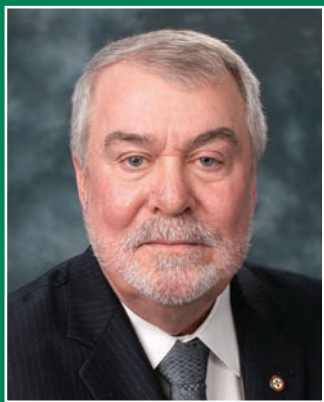
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COVER: Replacing a B head on intermediate signal 231.6 on the Sandhills Subdivision, Powder River Division, in Thedford, Nebraska.

Photo submitted by Todd Zolkosky, Local 20 member.



Season's



JERRY BOLES



MIKE BALDWIN



JOE MATTINGLY



JIM FINNEGAN



MIKE EFAW



KURT MULLINS



QUINN NORMAN



CHRIS HAND



GENE MOORE



JILLIAN LASKY



TERESA EMBREY



MICHAELA CLAYWELL

Greetings



TIM TARRANT



CORY CLAYPOOL



BRANDON ELVEY



DOUG VANDERJAGT



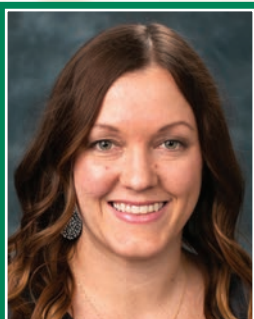
GUS DEMOTT



JOHN MCARTHUR



CHRIS NATALE



OLIVIA LAMBERT



DONICA BOLES



CARA STARKEY



WHITNEY HAMRICK



CRYSTAL ROBINSON



FROM THE PRESIDENT

— Jerry C. Boles, BRS President

Wishing You a Safe & Happy
Holiday Season

Brothers and Sisters,

This has been an unusual and difficult year for most, 2020 is not like any other that I remember. Signalmen have found themselves on the front lines of a global pandemic, deemed essential workers. Masks have become part of your Personal Protective Equipment (PPE) and social distancing from your brothers is just another day at work.

Many local and general committee meetings have moved to virtual when face-to-face is not possible. Our family lives have been turned upside down with virtual school and spouses working from home; there were so many changes in a short period of time. Finally, we see 2020 concluding with a contentious presidential election, COVID-19 numbers on the rise, again, and being encouraged to forgo the holiday celebrations we look forward to each year. Even with all these obstacles, Signalmen continue to show their worth and value by overcoming every challenge they encounter.

Despite the railroads' continued reliance on Signalmen, we find ourselves fighting an uphill battle when it comes to contract negotiations, safety regulations, time allowed to complete our required testing, and acquiring safe working conditions and adequate PPE. With the installation of Positive Train Control (PTC) coming to an end and railroads adopting the Precision Scheduled Railroading (PSR) model, it has cost our Organization and all of Rail Labor numerous jobs. The current Department of Transportation and Federal Railroad Administration has been working to undercut the safety and integrity of the railroad and our jobs; they have continually granted waivers for testing on CFR Parts 234 and 236 tests, without input from Signalmen and other railroad crafts. These regulations and tests are required for a reason, they are proven to keep the railroads and traveling public safe!

The work of having labor- and worker-friendly candidates appointed into positions of influence has just begun. Many promises were made during campaign season about more "Made in America," expanding the role Unions, and re-

establishing good paying jobs in the middle class. All of Rail Labor, along with all organized Labor, are ready to take up that challenge. As long as we have a seat at the table, we can truly help mold worker-friendly laws and regulations that reward the American worker for their contribution to the success of their employers.

The time has come to hold our elected leaders accountable, be it locally, state-wide, Congress, or the President; their words need to be more than campaign promises and rhetoric. I plan to do this by having the BRS work with the AFL-CIO and the Transportation Trades Department (AFL-CIO) to ensure that the President-elect appoints worker-first leaders to fill key positions at the Department of Labor, Department of Transportation, Federal Railroad Administration, and the National Mediation Board, to name a few. We are working to do this nationally and invite our members to participate locally, in their states and municipalities, and do the same. If you need assistance with getting involved, please reach out to Grand Lodge.

As Signalmen, trade unionist, essential personnel, and brothers, we have much more that unites us than divides. We each strive daily to perform our test, ensure the safety of the trains and traveling public, earn a fair wage, provide for our family, ensure a safe workplace, are able to retire with dignity, and continue to be our brother's keeper. This is what a Union is about, uniting and coming together stronger through the tough times. I encourage you to lay aside any differences and work together to unite around all we have in common.

In closing, I wish each of you and your families a safe and cheerful holiday season and look forward to a very happy and fruitful 2021.

In Solidarity,

Jerry C. Boles — BRS President



A: GETTING YOUR FLU SHOT!¹

According to the Centers for Disease Control and Prevention (CDC), the flu and COVID-19 viruses will likely be spreading at the same time this year. **So getting your flu vaccine to protect yourself, your family and others from the flu is more important than ever.**

There are many convenient places to get your flu shot, including retail pharmacies and convenient care clinics, which are often located inside retail stores. Schedule yours now, as October is considered the prime time to get a shot.

**IT'S COVERED
100%.**



For members of The Railroad Employees National Health and Welfare Plan or The National Railway Carriers and United Transportation Union Health and Welfare Plan, the flu vaccine is covered at 100% (\$0 out of pocket) when you use a provider or location in your health plan's network.

**HAVE QUESTIONS?
NEED HELP FINDING A FLU VACCINE LOCATION?**

Call Railroad HEALTHLINK at 1-866-735-5685.

A team of dedicated registered nurses is available 24/7 to help regardless which health plan you have.



FROM THE SECRETARY-TREASURER

Mike Baldwin, BRS Secretary-Treasurer

- ✓ 2020 IRS Form 990 Filings
- ✓ Local Officer Credentials and AR-1 Forms
- ✓ Grants for Computer Equipment for Locals

2020 IRS Form 990 Filings

Last year, President Trump signed the Taxpayer First Act into law. This law changed the filing requirements for tax-exempt organizations that must file the Form 990 series of returns. Previously, only the smaller organizations that qualified to complete Form 990-N (which is only available electronically) were required to e-file the return.

With this change in law, all organizations that file Form 990 or Form 990-EZ must now also electronically file those returns. This requirement is effective for tax years that begin after July 1, 2019. Since the vast majority of our Locals and General Committees are on a calendar year for tax purposes, the 2020 Form 990 or Form 990-EZ that is due May 17, 2021, will be the first return that MUST be electronically filed. If your tax year is not a calendar year, please contact my office regarding questions concerning when the new law will apply to you.

Since mailing a paper copy of Form 990 is no longer an option, we have reviewed the IRS Exempt Organization Modernized e-File Providers list of authorized IRS providers. We found one provider, Form 990 Online (form990.org), that does not charge a fee to complete and e-file Form 990 or Form 990-EZ if gross receipts are less than \$100,000. Fees DO apply for gross receipts higher than \$100,000.

There are multiple authorized providers listed, so feel free to research

and choose a company to complete and e-file your return that best suits your needs. The list can be found on the IRS website at www.irs.gov/e-file-providers/tax-year-2019-exempt-organizations-modernized-e-file-mef-providers. If you have any questions or would like assistance on the new e-file requirement or the authorized providers list, please contact my office.

BROTHERHOOD OF RAILROAD SIGNALMEN
 917 Shenandoah Shores Road, Front Royal, VA 22630
 (540) 622-6522 • FAX: (540) 622-6532

FORM AR-1E
REV 3/08

Date _____
 Name of Local Lodge _____ Lodge Number _____
 Meeting Date(s) _____
 Time(s) _____
 Place(s) _____

Local President
 Cert. # _____ Phone () _____ Email _____
 Financial Secretary
 (Recording Financial Secretary where combined)
 Cert. # _____ Phone () _____ Email _____
 Local Trustee
 Cert. # _____ Phone () _____ Email _____
 Local Trustee
 Cert. # _____ Phone () _____ Email _____
 Local Trustee
 Cert. # _____ Phone () _____ Email _____
 First Local Vice President
 Cert. # _____ Phone () _____ Email _____
 Second Local Vice President
 Cert. # _____ Phone () _____ Email _____

List below Local Chairmen ONLY. Do not list other Grievance Committee Members.

Local Chairman
 Cert. # _____ Phone () _____ Email _____
 Local Chairman
 Cert. # _____ Phone () _____ Email _____
 Local Chairman
 Cert. # _____ Phone () _____ Email _____
 Local Chairman
 Cert. # _____ Phone () _____ Email _____
 Local Chairman
 Cert. # _____ Phone () _____ Email _____
 Local Chairman
 Cert. # _____ Phone () _____ Email _____

District (where applicable) _____
 District (where applicable) _____
 District (where applicable) _____
 District (where applicable) _____
 District (where applicable) _____
 District (where applicable) _____

(send additional forms with any additional information)


Recording Secretary _____
 Recording Secretary _____

Current Quarterly Dues Rate _____

Local Officer Credentials and AR-1 Forms

When Local Grievance Committee members are elected at regular triennial elections, or appointed due to a vacancy, a new credential must be issued and signed by the Local President and Local Recording/Financial Secretary. It should bear the seal of the Local. No Local Chairman shall be admitted as a member of the General Grievance Committee unless he bears this credential, properly filled out and filed. The form certifies the member has been duly elected as a member of a Local Grievance Committee. The pink copy should be forwarded to the President at Grand Lodge.

Article II, Section 44, of the Constitution of the Brotherhood of Railroad Signalmen requires the Local

	C R E D E N T I A L	
	Brotherhood of Railroad Signalmen	
Local Lodge #: _____		Date: _____
THIS IS TO CERTIFY that the following HAS/HAVE BEEN DULY <input type="checkbox"/> Elected <input type="checkbox"/> Appointed TO FILL A VACANCY AS:		
Local Chairman: _____ <small>(PRINT NAME)</small>	Certificate #: _____	
Committeeman: _____ <small>(PRINT NAME)</small>	Certificate #: _____	
Committeeman: _____ <small>(PRINT NAME)</small>	Certificate #: _____	
TERM OF OFFICE from: _____ to: _____		
(SIGNED): _____ <small>(LOCAL PRESIDENT)</small>		
(SIGNED): _____ <small>(RECORDING SECRETARY)</small>		

WHITE COPY to Local Chairman
 YELLOW COPY to General Chairman
 PINK COPY to President

Financial Secretary to forward the annual report (AR-1) to the Secretary-Treasurer at Grand Lodge by January 10 or when changes occur. This report includes meeting information and the names, certificate numbers, and telephone number for Local Lodge Officers.

Grants for Computer Equipment for Locals

The North American Railway Foundation (NARF) was formed on October 22, 1996, as a non-profit organization (a private operating foundation). Its purpose is to explore, nurture, and support railway safety, efficiency, and technology and to educate about and preserve the history of railroads in the United States and Canada. The goals of the Foundation are achieved by providing direct and active financial support to deserving non-profit institutions and projects, which exemplify the Foundation's purpose. The Foundation has provided support to rail labor and other non-profit, rail-related entities, and endeavors totaling \$17.7 million from its inception through June 30, 2018.

NARF provides computer equipment to organizational units at no cost. Equipment provided by NARF is the property of the



organizational unit and not any one individual. If your Local is in need of new computer equipment, applying for this grant would be a great way to save money. You may access the grant application at: <https://www.cognitofrms.com/BRCF1/RailLaborApplicationForFunding2>

For more information on the North American Railway Foundation, please visit <http://www.narfoundation.org>



DON'T MISS YOUR FLU VACCINE IN 2020

Tips to Help Keep Your Health on Track!

According to the Centers for Disease Control and Prevention (CDC), the flu and COVID-19 viruses will likely be spreading at the same time this year. That's why getting a flu vaccine is more important than ever.¹

Reduce your risk of getting the flu and ending up in the hospital.

Here's what you need to know.¹

Who should get a flu shot in fall 2020?

Everyone 6 months of age or older (with rare exceptions) should get the vaccine.

When should people get the vaccine?

The flu arrives at slightly different times every year, and its peak varies in different areas of the country. In general, September and October are the best months to get vaccinated. But remember, later is better than never. If flu season is still happening, vaccines still make sense.

Will new flu strains circulate this season?

The viruses change constantly, so there will likely be new strains of the flu this year.

Will both the flu and COVID-19 spread in the fall and winter? Could I have both at the same time?

It's likely that both will be spreading at the same time, and it's possible that you could have both. That's why it's so important to get a flu vaccine this year. It can help reduce your chance of needing to go to the hospital for the flu and help reduce the spread of respiratory illnesses, which makes some people more at risk for serious symptoms if they get COVID-19.

Will a flu vaccine protect against COVID-19?

No, it will not protect against COVID-19, but it will reduce your risk of getting the flu. When we take steps as a society, we can keep more people out of the hospital—and preserve health care resources, which may be in short supply. Also, people at high risk for flu complications also seem to be at higher risk for COVID-19. So it's especially important to get your flu shot if you're at high risk.

Get your flu shot soon!

For members of The Railroad Employees National Health and Welfare Plan or The National Railway Carriers and United Transportation Union Health and Welfare Plan, the flu vaccine is covered at **100%** (\$0 out of pocket) when you use a provider or location in your health plan's network. That includes many retail pharmacies and convenience care clinics often located inside retail stores. Be sure to bring your health plan ID card when you get your flu shot.

Have questions? Need help finding a flu vaccine location?

Call Railroad **HEALTHLINK** at **1-866-735-5685**. A team of dedicated registered nurses is available 24/7 to help—regardless of which health plan you have.



1-866-735-5685

RAILROAD HEALTHLINK

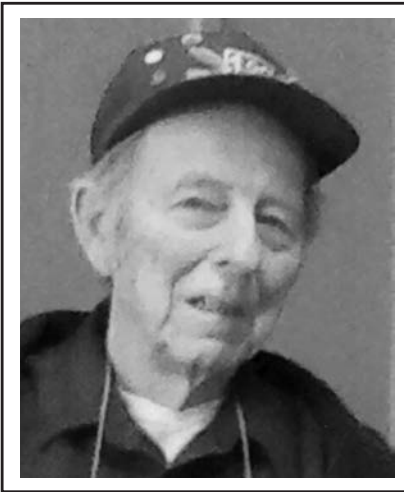
Your health. Our focus 24/7.

1. CDC. Frequently Asked Influenza (Flu) Questions: 2020–2021 Season. Available at: <https://www.cdc.gov/flu/season/faq-flu-season-2020-2021.htm>. Accessed September 2, 2020.

This service should not be used for emergency or urgent care needs. In an emergency, call 911 or go to the nearest emergency room. The information provided through RAILROAD HEALTHLINK is for informational purposes only and provided as part of your health plan. Nurses, Wellness Coaches and other program representatives cannot diagnose problems or recommend treatment and are not a substitute for your doctor's care. Your health information is kept confidential in accordance with the law and will not be shared with your Railroad employer or Labor Union.

In Memoriam

— EARL “HOD” D. HODSDON • 1930–2020 —



Earl “Hod” D. Hodsdon passed away on August 2, 2020. Brother Hodsdon began his railroad career as a Signal Helper on the Soo Line Railroad in January 1950.

Brother Hodsdon served Local 226 in the capacity of Local Chairman. Most notably, Brother Hodsdon served as General Chairman of the Soo Line Railroad General Committee.

In 1992, after 42 years of service with the Soo Line Railroad, Brother Hodsdon retired as a Signal Maintainer at Glenwood, Minnesota. ■



DID YOU KNOW?

TITLE 49: TRANSPORTATION

§236.14 SPRING SWITCH SIGNAL PROTECTION; REQUIREMENTS

(a) The indication of signal governing movements from siding to main track with the current of traffic on track signaled for movements in only one direction through a spring switch in automatic block signal territory shall be not less restrictive than “Proceed at Restricted Speed” when the block, into which movements are governed by the signal, is occupied, and shall be “Stop” when the main track is occupied by a train approaching the switch within at least 1,500 feet in approach of the approach signal located stopping distance from the main track signal governing trailing movements over switch, except that the indication may be caused to be less restrictive if approach or time locking is used.

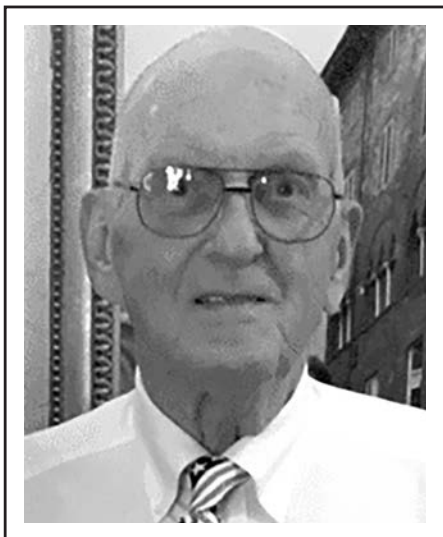
(b) The indication of signal governing movements against the current of traffic from the reverse main of main tracks to a single track, or signal governing movements from a siding to a main track signaled for movements in either direction, through a spring switch, in automatic block signal territory, shall be

not less restrictive than “Proceed at Restricted Speed” when the block, into which movements are governed by the signal, is occupied by a preceding train, and shall be “Stop” when the block on the single track into which the signal governs is occupied by an opposing train.

(c) The indication of signal governing movements against the current of traffic from the reverse main of main tracks to a single track or signal governing movements from a siding to a main track signaled for movements in either direction through a spring switch in automatic block signal territory shall be “Stop” when the normal direction main track of the double track or the single track signaled for movements in both directions is occupied by a train approaching the switch within at least 1,500 feet in approach of the approach signal located stopping distance from the main track signal governing trailing movements over switch, except that indication may be caused to be less restrictive if approach or time locking is used. ■

In Memoriam

CHARLES E. KING, SR. • 1929–2020



Charles E. King, Sr., passed away on January 9, 2020. Brother King began his railroad career as a Signal Helper on the Clinchfield Railroad in March 1951. Brother King served Local 198 in the capacity of Local President and Recording-Financial Secretary. Most notably, he served as General Chairman of the CSX Transportation General Committee. In 1994, after 43 years of service with the Clinchfield Railroad and CSX Transportation, Brother King retired as a SC&E Maintainer at Erwin, Tennessee. Brother King is a U.S. Army Veteran. ■



DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.7 ACCIDENTS INVOLVING GRADE CROSSING SIGNAL FAILURE

(a) Each railroad shall report to FRA every impact between on-track railroad equipment and an automobile, bus, truck, motorcycle, bicycle, farm vehicle, or pedestrian at a highway-rail grade crossing involving an activation failure. Notification shall be provided to the National Response Center within 24 hours of occurrence at (800) 424-0201. Complete reports shall thereafter be filed with FRA pursuant to §234.9 of this part (activation failure report) and 49 CFR 225.11 (accident/ incident report).

(b) Each telephone report must state the:

1. Name of the railroad;
2. Name, title, and telephone number of the individual making the report;
3. Time, date, and location of accident;
4. U. S. DOT-AAR Grade Crossing Identification Number;
5. Circumstances of the accident, including operating details of the grade crossing warning device;
6. Number of persons killed or injured, if any;
7. Maximum authorized train speed; and
8. Posted highway speed limit, if known. ■



In 2008, the AFL-CIO Union Veterans Council (UVC) was established to bring together union leaders and union members who are veterans, to speak out and to hold government and elected officials accountable to the needs of military veterans by influencing public policy to improve the quality of life for U.S. veterans and their families.

The UVC advocates for Union veterans day-in and day-out, year-in and year-out, and not just prior to election cycles, but for the millions of union members who are veterans of military service.

The men and women who have served or are currently serving in the U.S. military deserve the best that this nation can provide. The BRS and other Organizations who have joined the AFL-CIO Union Veterans Council will work tirelessly to that end. Additional information concerning the UVC can be reviewed by a link on our website or at www.unionveterans.org. On the website Union veterans can register to receive e-mail alerts that will keep you informed about important issues and events, in addition to letting you know when your voice is needed to make a difference. ■

DID YOU SERVE

in a Branch of the Military?



If so, please send in your photo(s) so you may be included in an upcoming "special edition" of *The Signalman's Journal*. The issue will feature BRS members who are veterans, reservists, etc. in a special edition of the Journal featuring your photos and honoring your service to our country.

Name: _____

Local: _____

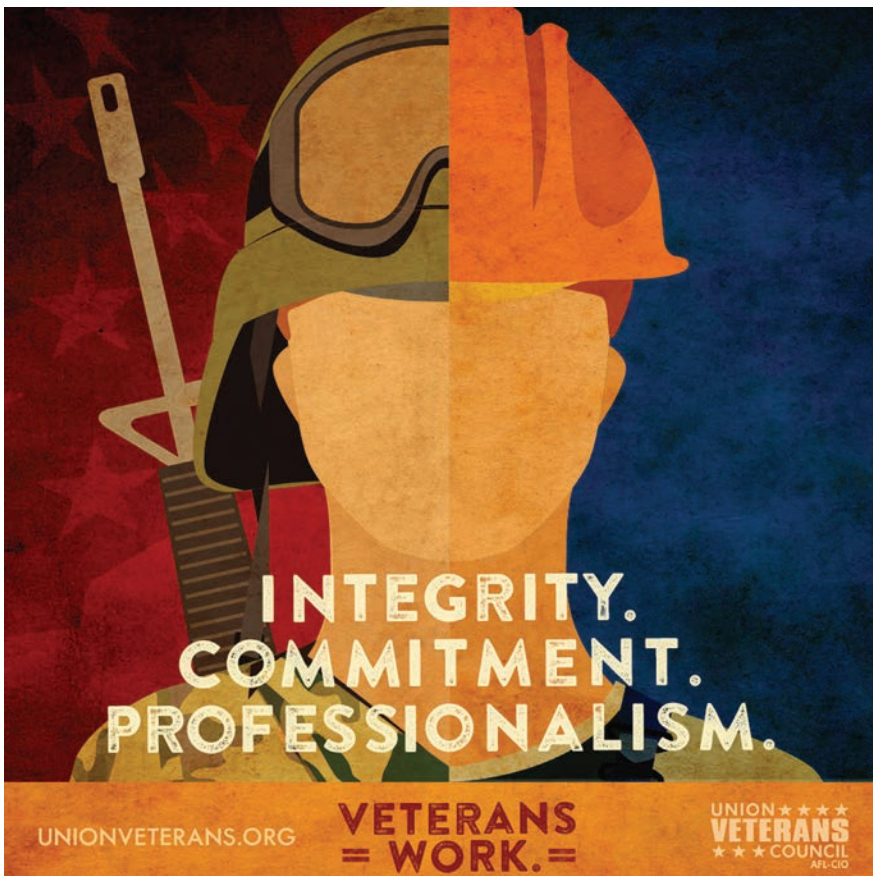
Branch of the military: _____

Please email your photos to tme@brs.org or mail prints to the address below.

Also, we would love to display your military unit patches at Grand Lodge. If you would like your unit to be included in this display, please send your patch to:

The Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road
Front Royal, VA 22630



AUDITOR'S REPORT

ON FINANCES

As provided for in Article 1, Section 68, of the Constitution, the Chairman of the Grand Board of Trustees caused the examination and audit of Grand Lodge financial records for the fiscal year July 1, 2019, to June 30, 2020, by certified public accountants. The firm Novak Francella, LLC was selected for the task.

GENERAL FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

Per capita tax, initiation fees, dues, donations, refunds	\$ 6,258,698	
Sales of supplies, services, books, advertising, subscriptions	26,259	
Interest, gain	378,565	
		\$ 6,663,522

EXPENSES:

Salaries, payroll taxes, insurance	\$ 3,776,140	
Travel expenses	597,014	
Office expenses	437,974	
Association per capita, dues, subscriptions	133,442	
Attorney fees, professional services	274,177	
Depreciation	121,405	
Building expenses	87,776	
Convention, meeting expenses	237,850	
Signalman's Journal	71,738	
Allocation to Contingent Fund	77,200	
		5,814,716

NET INCOME (LOSS)

CAPITAL — June 30, 2019	848,806
CAPITAL — June 30, 2020	8,979,772
	\$ 9,828,578

CONTINGENT FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

General fund allocation	\$ 75,780	
		\$ 75,780

EXPENSES:

Convention credit	\$ —	
Bank charges	319	
		319

NET INCOME (LOSS)

CAPITAL — June 30, 2019	75,461
CAPITAL — June 30, 2020	4,231,655
	\$ 4,307,116

AUDITOR'S REPORT

ON FINANCES

The audit was completed and submitted to the Grand Board of Trustees on or before November 20, 2020. In a written report, the auditors stated:

“In our opinion, the financial statements referred to above present fairly, in all material respects, the assets, liabilities, and net assets of the Brotherhood of Railroad Signalmen as of June 30, 2020 and 2019 and its revenue, expenses and changes in net assets for the years then ended...”

Balance Sheet

June 30, 2020

ASSETS

CURRENT ASSETS

	Combined	General Fund	Contingent Fund
Cash	\$ 1,926,643	\$ 1,898,582	\$ 28,061
Investments – market value	12,661,048	6,005,014	6,656,034
Inventory	68,027	68,027	–
Accounts receivable	301	15,591	(15,290)
Prepaid expenses	278,020	278,020	–
TOTAL CURRENT ASSETS	<u>14,934,039</u>	<u>8,265,234</u>	<u>6,668,805</u>

FIXED ASSETS

Land, Front Royal, VA	81,663	81,663	–
Building, Front Royal, VA	1,749,730	1,749,730	–
Land Improvements	10,837	10,837	–
Office furniture & equipment	48,378	48,378	–
TOTAL FIXED ASSETS	<u>1,890,608</u>	<u>1,890,608</u>	<u>–</u>
TOTAL ASSETS	<u>\$ 16,824,647</u>	<u>\$ 10,155,842</u>	<u>\$ 6,668,805</u>

LIABILITIES

CURRENT LIABILITIES

Accounts Payable	\$ 59,763	\$ 59,763	\$ –
Accrued payroll taxes	(577)	(577)	–
TOTAL CURRENT LIABILITIES	<u>59,186</u>	<u>59,186</u>	<u>–</u>

CAPITAL

General Fund	\$ 9,828,578	\$ 9,828,578	\$ –
Contingent Fund	4,307,116	–	4,307,116
Change in fair market value of securities	<u>2,629,767</u>	<u>268,078</u>	<u>2,361,689</u>
TOTAL CAPITAL	<u>\$ 16,765,461</u>	<u>\$ 10,096,656</u>	<u>\$ 6,668,805</u>
TOTAL LIABILITIES AND CAPITAL	<u>\$ 16,824,647</u>	<u>\$ 10,155,842</u>	<u>\$ 6,668,805</u>

Objection Procedures for Expenditures Not Germane to Collective Bargaining

Advance Reduction — Section 1

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

Notice of Objection — Section 2

(a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector’s current home address, and he or she will be obligated to keep the Secretary-Treasurer informed of any change in address.

(b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days from tendering their resignation.

(c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days of receiving such notice.

Chargeable & Non-Chargeable Expenditures — Section 3

Objectors will be charged for their fair share of the costs of representation and collective bargaining, including all expenditures which:

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

Chargeable Expenditures:

- (a) All funds expended on collective bargaining.
- (b) All funds expended on contract administration, grievance adjustment, and arbitration.
- (c) All funds expended on internal governance and administration.
- (d) Grand Lodge conventions and meetings,
- (e) Union business meetings,

- (f) Costs of benefits available to all bargaining unit employees,
- (g) Litigation expenses and attorneys’ fees incidental to negotiating and administering contracts and collective bargaining,
- (h) Economic action in support of collective bargaining,
- (i) Travel expenses for Union officers and employees attributable to collective bargaining, representation for collective bargaining and related activities,
- (j) Portions of salaries and fringe benefits of Union officers, business agents, and employees attributable to collective bargaining, representation and related activities,
- (k) Union publications to the extent that they report on representational activities.

Non-Chargeable Expenditures:

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

In fiscal year 2019, 93.3% of expenditures were made for chargeable activities. This percentage was certified by independent auditors who are also certified public accountants.

Audit Report — Section 4

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

Advance Reduction Calculation — Section 5

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

Challenge of Calculation — Section 6

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

Selection of Arbitrator — Section 7

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

Arbitration Procedures — Section 8

(a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.

(b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.

(c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy available for inspection.

(d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.

(e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses it intends to call, except for exhibits and witnesses it may introduce for rebuttal. Copies of exhibits will be made available upon request.

(f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.

(g) If the arbitrator determines that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

(h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Escrow Account — Section 9

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

Administration by Secretary-Treasurer — Section 10

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

Amendments — Section 11

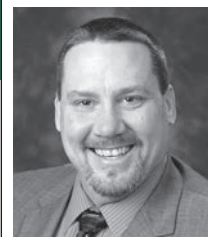
The Grand Executive Council will have authority to amend this policy as it deems appropriate.

Not Applicable in Canada — Section 12

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



The Supreme Court & The FAST Act



MIKE EFAW
*National
Legislative Director*

The Supreme Court

To ensure a separation of powers, the U.S. Federal Government is made up of three branches: legislative, executive, and judicial. The Supreme Court is one of the three branches of the United States Federal Government. To ensure the government is effective and citizens' rights are protected, each branch has its own powers and responsibilities, including collaborating and checking the power of the other branches. The legislative branch, known as Congress, makes the laws and is comprised of the Senate and the House of Representatives. The executive branch, which consists of the President, his or her advisors, and various departments and agencies, carries out the laws. The judicial branch interprets laws and is comprised of the Supreme Court of the United States; it is the highest Court in the United States. The Supreme Court was created by Article III, Section 1 of the Constitution of the United States of America. The Judiciary Act of 1789 established the tiered federal court system of district courts and appellate courts and defined the kinds of cases federal courts can hear.

The Supreme Court, first assembled in 1790, handed down their first opinion on August 3, 1791. The Supreme Court's term is established by law. It begins on the first Monday in October, continuing until the first Monday in October of the next year. Approximately 7,000 to 8,000 new cases are filed each term, but only 100-150 cases are heard.

Since its formation, there have been 17 Chief Justices and 102 Associate Justices. The number of Justices on the Supreme Court has changed six times. In its present form, the Supreme Court is made up of nine members. A Chief Justice and eight Associate Justices. Once confirmed by the Senate, a Supreme Court Justice holds office under a life tenure. There is no term limit. Justices are required to take two oaths before being permitted to perform the duties of the Court. Occasionally, appointees to the Supreme Court have taken a combined version of the two oaths. The passing of Justice Ruth

Bader Ginsburg opened a seat on the Supreme Court of the United States. Following a unanimous vote by the Judiciary Committee, the Senate confirmed on October 26, 2020, Amy Coney Barrett to become the 115th Associate Justice on the United States Supreme Court. Barrett makes the third seat filled by President Trump, and the Supreme Court now consists of a 6-3 conservative majority.

Only time will tell how this iteration of the Supreme Court will rule on issues that affect Rail Labor. Everything we do is on a federal level. Whenever we challenge a railroad on the legality of an issue, it goes to federal court. Normally, conservative philosophical ideologies do not line up with the interests of Signalmen. This is an area where an election can haunt us for decades. The current Administration has packed the Federal Courts with Justices. According to the Pew Research Center, about a quarter (24%) of all active federal justices are Trump appointees. This move could reshape the courts for years. It will not take long to see how the Federal Courts rule on issues that are of utmost importance to us.

FAST Act

Fixing America's Surface Transportation Act (FAST Act) was set to expire on September 30, 2020. The House of Representatives passed the bipartisan House Continuing Appropriations Act 2021, with a 359 to 57 vote on September 22, 2020. The Senate initially disregarded the House proposal. However, the two sides came to an agreement and H.R. 8337 passed in the Senate with the majority vote on the eve of the Fast Act expiration. The set of continuing resolutions (CR) funds federal government programs through December 11, 2020, and includes a one-year extension of the surface transportation authorization law. With a one-year extension, we will begin urging Congress to get a multi-year (Surface Transportation Reauthorization) bill passed before this extension expires in September 2021. ■

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, Dunn, Walsh & O'Shea

→ McDonald, Lamond,
Canzoneri and Hickernell

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

POLICY GUIDELINE FOR ENDORSEMENT OF AFFILIATES' BOYCOTTS

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

THE GUIDELINES INCLUDE THESE PROVISIONS:

- All requests to the national AFL-CIO for endorsement must be made by a national or international union.
 - Any affiliated union with a contract in force with the same primary employer will be contacted by the AFL-CIO to determine whether there is an objection to the federation's endorsement.
 - Affiliates will be asked to provide the AFL-CIO with background information on the dispute in a confidential information survey. Prior to endorsement of the boycott, the executive officers, or their designees, will meet with the national union's officers, or their designees, to discuss the union's strategic plan and timetable for the boycott, or other appropriate tactics, and to discuss the federation's role.
 - The national or international union initiating the boycott is primarily responsible for all boycott activities; the AFL-CIO will provide supplemental support.
 - Boycotts will be carried on the AFL-CIO national boycott list for a period of one year, and the endorsement will expire automatically at the end of that time. National and international unions may request one-year extensions of the listings for actions where an organizing or bargaining campaign is actively in place. ■
- (These guidelines were adopted by the
AFL-CIO Executive Council in April 2011.)



RAILROAD RETIREMENT SPOUSE & WIDOW(ER)S'

Annunities & Public Service Pensions

Unless certain exemption requirements are met, Railroad Retirement Act spouse and widow(er)s' annuities (including divorced spouse, surviving divorced spouse and remarried widow(er)s' annuities) must be reduced when a spouse or widow(er) is also entitled to a public service pension. Such dual entitlement, if not reported to the Railroad Retirement Board (RRB), can result in benefit overpayments which have to be repaid, sometimes with interest and penalties.

The following questions and answers describe how payments are adjusted by the RRB for spouse and widow(er) annuitants entitled to public service pensions.

What is considered a public service pension for social security or railroad retirement purposes?

A public service pension is any periodic benefit payment, as well as lump-sum payments made in lieu of periodic payments, based on an individual's employment with a Federal, State, or local government unit. Some examples include pensions paid on the basis of age or disability to teachers, police officers, and civil service personnel. Full salary benefits paid to a judge who has retired or resigned under the Federal judiciary retirement system are also considered public service pensions.

Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. A pension paid by a foreign government or an interstate instrumentality also has no effect on a spouse or widow(er)s' annuity.

What is the background of the public service pension reduction in spouse and widow(er)s' annuities?

The public service pension reduction in social security and railroad retirement spouse and widow(er)s' benefits was created by social security legislation enacted in 1977 which also applied to the tier I benefits of railroad retirement spouses and widow(er)s. The tier I portion of a railroad retirement annuity is based on railroad retirement credits and any social security credits the railroad

employee has acquired. It is computed under social security formulas and approximates what social security would pay if railroad work were also covered by that system. Tier I benefits are, therefore, reduced in the same manner as social security benefits when certain other benefits are also payable.

How is the public service pension reduction applied to railroad retirement spouse or widow(er)s' annuities?

Under current law, the tier I portion of the annuity is reduced by an amount equal to 2/3 of the amount of the public pension. The amount of the public service pension is the current gross amount, before any deductions for income tax withholding, Medicare premiums, health insurance or other benefits.

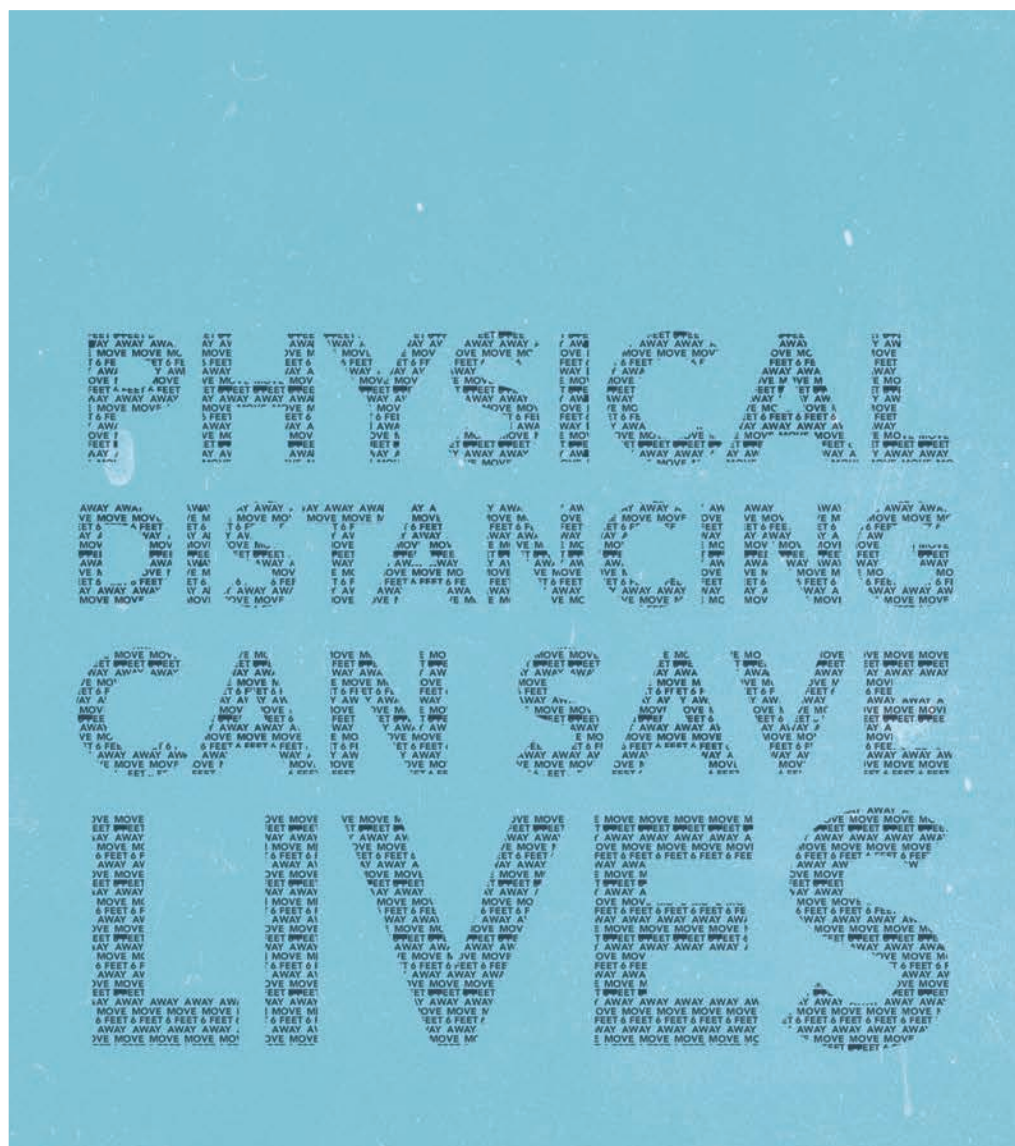
Are there any provisions that would exempt railroad retirement spouse or widow(er) annuitants from the public service pension offsets?

Generally, in order to be exempt from a public service pension reduction, Federal, State, and local government workers must be covered by social security throughout their last 60 months of employment with the pension-paying governmental entity, or be receiving a public service pension that is not based on her or his own earnings.

Where can more specific information on how these pension offsets affect railroad retirement benefits be obtained?

More information is available on **RRB.gov**, or by contacting an RRB field office. It is important to know that while most of the RRB's 53 field offices are physically closed to the public until further notice because of the COVID-19 virus outbreak, all offices remain accessible

by e-mail and phone. Customers are encouraged to 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. Customers who prefer talking to an RRB employee can call the agency's toll-free number (1-877-772-5772). However, they should be aware that they may experience lengthy wait times due to increased call volume caused by office closures. ■



BRS DESIGNATED COUNSEL

ON-THE-JOB INJURY | FELA | RAIL LABOR | INFO | LAW RAILROAD SIGNALMEN | 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.

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W.C. Tucker, Jr.
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2001 Park Place North
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Birmingham, AL 35203
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www.mtandj.com

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NEBRASKA

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

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(800) 231-3359

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Salt Lake City, UT 84101
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www.bjdlaw.com

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www.moodyrllaw.com

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Cranwell, Moore & Emick, PLC
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Vinton, VA 24179
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(888) 635-6304
www.cranwellmoorelaw.com

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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.*)

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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

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For treatment, claims or inquiries call:
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ACCESS CODE: Railroad

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Aetna
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You may file online at: www.wkabsystem.com
COMPANY IDENTIFIER: RR

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1-855-212-6003
www.eyemedvisioncare.com/railroad

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Aetna
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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

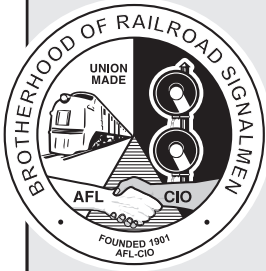
RAILROAD RETIREMENT BOARD

1-877-772-5772 — Automated Help Line
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Continuous Membership



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

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

50 YEARS OF SERVICE		30 YEARS OF SERVICE		25 YEARS OF SERVICE		25 YEARS OF SERVICE	
LC Brown	20	JT Walsh	102	ML Heath	5	GJ Georgini	62
40 YEARS OF SERVICE		JA Slentz	121	RL Barton	8	BW Boyd	72
RJ Reittinger	20	AL Brown	137	GP Cooper	8	RW Harrington	72
JA Lindenbaum	55	PE Ragland	143	MJ Eberl	8	JR Paddock	72
CJ Fatora	183	KD Hunt	158	KP Fox	8	F Cartier	86
35 YEARS OF SERVICE		WH Smith	158	BJ Holthaus	8	R Correa	102
JH Piltz	1	MA Aragon	161	BK Langan	8	S Fleming	102
JC Wullschleger	8	MS Southard	161	BA Lewis	8	M Marino	102
LL Loftin	141	AL Ratliff	176	RD Magnett	8	KS Morris	102
30 YEARS OF SERVICE		JP O'Connell	183	JL Peterson	8	KW Mosely	102
DK Dawley	188	KJ Svejksky	8	LV Newell	102	RJ Wheeler	141
JJ Harvey	8	MA Walsh	8	MC Miller	173	JV Cantu	188
WK Lewis	16	SR Clothier	226	RB Burkett	34	JO Autin, III	206
JL Hast	31	MR Fischer	226	LA Bell	42	R Gonzalez	228
RD Adams, III	102	JJ Tomashek	226	RW Curfman	43		



Unions around the country often have products printed for their members. Whether they are sold by the union or given away at meetings and conventions, they all should have one thing in common: the union “bug.” The Union Label and Service Trades Department, AFL-CIO, frequently receives requests for a list of union printers and providers of promotional products.

YOU CAN USE THE FOLLOWING RESOURCES TO FIND UNION PRINTERS:

- www.cwaprintshops.com — website that allows you to submit a request for a bid from union vendors for printing, embroidery, silk screening, engraving and other promotional products. The site is run by the Printing, Publishing and Media Workers Sector-CWA (PPMWS).
- www.Alliedlabel.org — a database of GCC and CWA union printers that allows you to search by city, state, or even label number to find a printer near you.
- Other unions, including the International Union of Painters and Allied Trades (IUPAT), United Auto Workers (UAW), and International Association of Machinists and Aerospace Workers (IAMAW), can print with a union label.

LOOK FOR THE UNION “BUG” ON YOUR PRINTED MATERIALS



OBITUARIES

WILLIAM P. BATH—retired member of **LOCAL 228**. Brother Bath retired in 1988 after 36 years of service with the New York, Chicago & St. Louis Railroad and the Norfolk & Western Railway. Brother Bath was a Signal Maintainer at Muncie, Indiana, at the time of his retirement. Brother Bath served as Local President, Recording-Financial Secretary, and Local Chairman.

LARRY K. BERG—retired member of **LOCAL 62**. Brother Berg retired in 2003 after 27 years of service with the Providence & Worcester Railroad. Brother Berg was a Track Foreman at Worcester, Massachusetts, at the time of his retirement.

JAKE M. CARTER, JR.—active member of **LOCAL 16**. Brother Carter had 18 years of service with CSX Transportation. Brother Carter was an Electronic Signal Specialist at Jacksonville, Florida, at the time of his passing.

THOMAS E. DISQUE—retired member of **LOCAL 31**. Brother Disque retired in 2007 after 37 years of service with the Baltimore & Ohio Railroad, the Chessie System, and CSX Transportation. Brother Disque was a Signal Maintainer at Wilmington, Delaware, at the time of his retirement. Brother Disque is a U.S. Navy Veteran.

STEVEN J. EIGHMY—retired member of **LOCAL 5**. Brother Eighmy retired in 2020 after 30 years of service with Amtrak. Brother Eighmy was a Signal Foreman at Providence, Rhode Island, at the time of his retirement. Brother Eighmy served as Local Trustee.

LAWRENCE T. FERGUSON, JR.—retired member of **LOCAL 8**. Brother Ferguson retired in 1992 after 35 years of service with the Union Pacific Railroad. Brother Ferguson was a Retarder Yard Maintainer at North Platte, Nebraska, at the time of his retirement.

ARTHUR J. FISET—retired member of **LOCAL 120**. Brother Fiset retired in 1988 after 43 years of service with the Boston & Maine Railroad. Brother Fiset was a Signal Maintainer at East Northfield, Massachusetts, at the time of his retirement.

PETER D. GRECO—retired member of **LOCAL 98**. Brother Greco retired in 1990 after 38 years of service with the Chicago Great Western and Chicago & North Western Railways. Brother Greco was a Signal Inspector at Mason City, Iowa, at the time of his retirement. Brother Greco served as Local Chairman.

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 Southern Pacific Chicago St. Louis Railways, and the Southern Pacific and Union Pacific Railroads. Brother Hinegardner was a Signal Maintainer at Pontiac, Illinois, 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 Southern Pacific Chicago St. Louis Railway. Brother Hunt was a Signal Technician at Bloomington, Illinois, at the time of his retirement.

JAMES T. “TED” KEUSCH—retired member of **LOCAL 10**. Brother Keusch retired in 1991 after 42 years of service with the Detroit & Mackinac Railway, Penn Central Transportation Company, New York Central Railroad, and Conrail. Brother Keusch was a Signal Maintainer at Grand Rapids, Michigan, at the time of his retirement. Brother Keusch is a U.S. Army Veteran who served in the Korean War.

SHAFATH H. KHAN—active member of **LOCAL 97**. Brother Khan had 20 years of service with the Canadian National Railway. Brother Khan was a Signal Maintainer at Barrington, Illinois, at the time of his passing.

ROGER N. KIDWELL—retired member of **LOCAL 77**. Brother Kidwell retired in 1992 after 36 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Kidwell was a Signal Maintainer at Williamson, West Virginia, at the time of his retirement. Brother Kidwell served as Local Chairman.

PETER M. “PETE” KING—retired member of **LOCAL 232**. Brother King retired in 1999 after 23 years of service with the Springfield Terminal Railway and the Boston & Maine Railroad. Brother King was a Signalman at East Deerfield, Massachusetts, at the time of his retirement.

MICHAEL P. KRALL, JR.—retired member of **LOCAL 84**. Brother Krall retired in 2013 after 42 years of service with the New Jersey Transit. Brother Krall was a Relay Testman at Wood-Ridge, New Jersey, at the time of his retirement.

MARK W. MEISSNER—retired member of **LOCAL 188**. Brother Meissner retired in 2013 after 27 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Meissner was a Signal Foreman at Tacoma, Washington, at the time of his retirement.

ROBERT W. QUALLS—retired member of **LOCAL 137**. Brother Qualls retired in 1986 after 43 years of service with the Louisville & Nashville and Seaboard Coast Line Railroads. Brother Qualls was a Signalman at Nashville, Tennessee, at the time of his retirement.

F.J. RADZIEWICZ—retired member of **LOCAL 84**. Brother Radziewicz retired in 1997 after 25 years of service with the New Jersey Transit. Brother Radziewicz was a Signalman at Newark, New Jersey, at the time of his retirement.

OBITUARIES

FRANCIS “FRAN” H. SAUER—retired member of **LOCAL 154**. Brother Sauer retired in 2010 after 42 years of service with the Northern Pacific Railroad and BNSF Railway Company. Brother Sauer was a Signal Maintainer at St. Cloud, Minnesota, at the time of his retirement. Brother Sauer served as Local Chairman.

RICHARD H. SELL—retired member of **LOCAL 183**. Brother Sell retired in 2014 after 24 years of service with Conrail and Metra. Brother Sell was a Signalman at Mokena, Illinois, at the time of his retirement.

ARTHUR T. SHILLING—retired member of **LOCAL 172**. Brother Shilling retired in 1979 after 20 years of service with the Southern Pacific Railroad and the Atchison, Topeka & Santa Fe Railway. Brother Shilling was a Signalman at Winslow, Arizona, at the time of his retirement.

RICHARD L. SMITH—retired member of **LOCAL 183**. Brother Smith retired in 2016 after 39 years of service with the Illinois Central Gulf Railroad and Metra. Brother Smith was a Testman at University Park, Illinois, at the time of his retirement.

V.D. STEPHENSON—retired member of **LOCAL 72**. Brother Stephenson retired in 1995 after 30 years of service with the Union Pacific and Missouri Pacific Railroads. Brother Stephenson was a Signalman in Zone 4, at the time of his retirement.

GARY D. TARRANT—retired member of **LOCAL 123**. Brother Tarrant retired in 2002 after 33 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Tarrant was a Lead Signal Maintainer at Saginaw, Michigan, at the time of his retirement. Brother Tarrant served as Local Trustee.

RONALD E. THEROUX—retired member of **LOCAL 16**. Brother Theroux retired in 2005 after 38 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Theroux was a Signal Maintainer at Charlotte, North Carolina, at the time of his retirement.

J.S. YOUNG—retired member of **LOCAL 87**. Brother Young retired in 1987 after 31 years of service with the BNSF Railway Company. Brother Young was a CTC Maintainer at Billings, Montana, at the time of his retirement. Brother Young is a U.S. Army Veteran.

EDITOR’S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org

DID YOU KNOW?

TITLE 49: TRANSPORTATION

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

The control circuit for each aspect with indication more favorable than “proceed at restricted speed” of power operated signal governing movements over switches, movable-point frogs and derails shall be selected through circuit controller operated directly by switch points or by switch locking mechanism, or through relay controlled by such

circuit controller, for each switch, movable-point frog, and derail in the routes governed by such signal. Circuits shall be arranged so that such signal can display an aspect more favorable than “proceed at restricted speed,” only when each switch, movable-point frog, and derail in the route is in proper position. ■



HAPPY HOLIDAYS

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' x 3')		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 # _____

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SIGNALMAN'S STORE



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UNION STRONG T-SHIRT

Graphic Shown Imprinted on Back of Shirt

OXFORD SHIRTS



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BLACK WOOL
& LEATHER COAT



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WINDSHIRT



BURGUNDY*



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ASSORTED CAPS



FLAG



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MEETING PHOTOS



Illinois Central General Committee Meeting & Election — Marion, Illinois



MEETING PHOTOS



BNSF General Committee Meeting & Election — Las Vegas, Nevada



MEETING PHOTOS



CSXTN General Committee Meeting & Election — Front Royal, Virginia



Union Pacific General Committee Meeting & Election — Denver, Colorado



PHOTO CONTEST

WINNERS FOR 2020

FIRST PLACE



Members of BRS Local 188 make repairs to a slide fence after a major snow event in the Cascade Mountains in Washington State. The Signal crew included: Kevin Agarpao, Edgar Holland, along with Ellensburg crew Signalman Nick Eldredge. Photo taken by Local 188 member Shane Taft.

Photo submitted by Kevin Agarpao, Signal Maintainer, Local Chairman, and Local President of Local 188.

SECOND PLACE

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.



THIRD PLACE

Joe Bocook, Signal Maintainer and Member of Local 136, changes a light bulb on a West Bound Signal at CA 493.4, on the east end of Barboursville, West Virginia.

Photo submitted by Joe Bocook, Member of Local 136.



38TH ANNUAL 2021 PHOTO CONTEST

The Signalman's Journal will conduct its 38th Annual Photo Contest during 2021, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

The Signalman's Journal 2021 Photo Contest prizes include:

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

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

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

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

The contest rules for 2021 are as follows:

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

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2021 contest will be October 1, 2021. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location, and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

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

Or email to: tme@brs.org

BROTHERHOOD OF RAILROAD SIGNALMEN — 2021 PHOTO CONTEST

NAME	LOCAL
MAILING ADDRESS	
CITY	STATE ZIP
EMAIL ADDRESS	
PHONE (Daytime)	(Evening)
R.R. EMPLOYER	JOB TITLE
PHOTO LOCATION	R.R. DIVISION
PHOTO DESCRIPTION	



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