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DIRECTORY

WWW.BRS.ORG

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) • r.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) • clc@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

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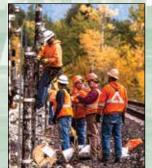
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Collectively, the CBC unions represent more than 105,000 railroad workers covered by the various organizations' national agreements, and comprise over 80% of the workforce who will be impacted by this round of negotiations 6

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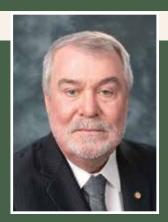
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COVER: Replacing wire and upgrading the slide fences in Badrock Canyon on the Hiline subdivision near Coram, Montana. Signalmen Charles Haupt, Local 119, and Todd Riggs, Local 87, tying in new wire with crew helping.

Photo submitted by Chris Heaps, Jr., retired Mobile Construction Signal Inspector and Local 87 member.



FROM THE PRESIDENT

- Jerry C. Boles, BRS President

Ushering in a New Year 202 1

Dear Brothers and Sisters,

As we turn the page on 2020 and usher in the new year, I look forward, with hope. We stood in solidarity and gave our all to push through as a pandemic ravaged our nation and a divisive election season concluded. As we enter 2021, we have a vaccine to help combat the COVID-19 pandemic, and a new administration in the White House who has vowed to support labor and include those leaders in plans for future legislation.

I am encouraged by the early steps President Biden has taken; his transition team has met with, and included, Labor Leaders as he appoints key positions relevant to the BRS and labor as a whole.

I encourage you to continue to stand in solidarity as Signalmen, Rail Labor, and Union Workers, as we face the challenges of 2021 with a renewed sense of Brotherhood.

JERRY C. BOLES — BRS PRESIDENT

Thus far, at the top of the appointee list, is Pete Buttigieg as the Secretary of the Department of Transportation (DOT). Mr. Buttigieg has a vibrant vision for the future of the U.S. as a leader in high-speed rail and job creation through investments in infrastructure. Secretary Buttigieg was confirmed by the Senate on February 3; since that day he has engaged Labor to address concerns and find a path forward for the DOT's top priorities. Throughout the last four years, there was little priority given to investments in rail infrastructure; I am encouraged by Secretary Buttigieg's early engagement on rail and labor issues.

With Secretary Buttigieg, I am waiting for the confirmation of the Acting Administrator of the Federal Railroad Administration (FRA), Amit Bose. Mr. Bose has an extensive resume with experience at the FRA

and on top projects with the Northeast Corridor and New Jersey Transit, to name a few. Acting Administrator Bose has already reached out to my office on numerous occasions to discuss FRA matters, and I am hopeful, if confirmed, Signalmen and Labor will have an advocate for working people at the FRA.

President Biden nominated one of Labor's own for Secretary of Labor, which would be a welcomed change from the prior administration's history of union-busting appointees. Marty Walsh is the Mayor

> of Boston and an active member of the Laborers' Union, Local 223, and the Boston Metropolitan District Building Trades Council. Mayor Walsh would be an advocate for expanding workers' rights, strengthening collective bargaining, and making good paying

jobs a top priority. He knows the struggle families face daily, and would fight to improve life for the average American worker.

The Surface Transportation Board (STB) also has a new Chairman, Martin Oberman. The STB regulates and decides disputes involving railroad rates, mergers, line sales, and other transportation matters.

There have been shake-ups at the National Mediation Board and its associated agencies, as President Biden rid them of anti-labor partisans and others who stood in the way of workers' rights. Labor has implored the Administration to nominate a new pro-labor member to the NMB to fill a member's expiring term and to reappoint Linda Puchala, who has a pro-worker record. President Biden has appointed National Labor

Relations Board Member Lauren McFerran as Chair of the agency; this as well as the the appointment of Jennifer Abruzzo, currently Special Counsel with the Communication Workers of America, as the new General Counsel, are steps in the right direction. As with the previously mentioned changes, we are confident this is a reflection on the Administration's priorities to give Labor a voice and strengthen the working class in America.

Lastly, Jeffrey Freund has been appointed to serve as Director of the Department of Labor's (DOL) Office of Labor-Management Standards; he is very familiar with the Railway Labor Act from his past work, and should aim to assist labor with issues, education, and the DOL's regulatory issues.

As we look to the new year, let us remember this quote from Henry Ford, "Coming together is a beginning; keeping together is progress; working together is success." I encourage you to continue to stand in solidarity as Signalmen, Rail Labor, and Union Workers, as we face the challenges of 2021 with a renewed sense of Brotherhood.

In Solidarity,

Jerry C. Boles — BRS President

ye Boh





FROM THE SECRETARY-TREASURER

Mike Baldwin, BRS Secretary-Treasurer

Priority #1

Taking Care of Yourself & Your Family During this Pandemic

As this pandemic continues to shape our everyday lives, it is important to recognize the effects it has taken on our mental and emotional well-being. Simple disruptions to our everyday routines, social isolation, a 24-hour news cycle, and the uncertainty of what the future holds have real impacts on our

mental health. Beyond acknowledgment, it is even more important to take the steps to find support that helps buffer against those effects when they are making it difficult to function. It is ok not to be ok. Our health & welfare plan has resources to help, and we encourage you to use them!

Don't Let Life's Challenges Derail You

We live in challenging times. To help you navigate the challenges, we offer 24/7, confidential support as part of your behavioral health benefits. From day-to-day worries to bigger concerns, help is available for whatever might be troubling you, including:

- Stress or anxiety
- Depression
- Alcohol use
- Substance use
- Anger management
- Marital problems
- Coping with grief and loss
- Domestic violence
- Eating disorders
- Compulsive spending or gambling



United Behavioral Health services are available to you and your covered family members as part of your National Railroad benefits, whether you're enrolled in an Aetna, Highmark or UnitedHealthcare medical plan. No matter which plan you have, remember to seek support from a behavioral health provider that's in the network to ensure you don't pay more than you need to.

If you or someone you know is having suicidal thoughts, a Behavioral Health Advocate is a licensed professional who can provide caring support. Call 1-866-850-6212 anytime, day or night.

Get Support from a Mental Health Professional

You can schedule an in-person appointment with a licensed mental health professional or substance use counselor who can listen to your concerns and help you get back on track.

Due to COVID-19, you also have the option to meet with a mental health or substance use provider virtually — online or by phone. Keep in mind that you will be responsible for your regular fixed-dollar copayment for these services, just as you would for an in-person office visit.



More Resources to Help Make Life a Little Easier

You and your family can also take advantage of the following support to help you address life's challenges.

Access tools and information online

Find articles, self-care tools, caring providers, and other mental health and substance use disorder resources at *liveandworkwell.com*, available anytime, day or night (access code: Railroad).

Explore ways to dial things down

The Sanvello™ app offers expert tips to help you dial down the symptoms of stress, anxiety, and

depression, available at no additional cost. Download it from the App Store® or on Google Play™.

Get help for substance use

Connect to a substance use recovery advocate who can help you chart a path to recovery, available 24/7. Call 1-866-850-6212.

Let an Advocate be your guide

If you have questions, need help finding a network provider, or wish to make an appointment, contact a Behavioral Health Advocate:



1-866-850-6212

liveandworkwell.com
Access code: Railroad

Your privacy is important — That's why we never share your personal records with your employer or anyone else without your permission. All records are kept strictly confidential, in accordance with federal and state laws.

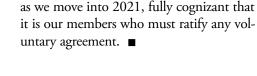
COORDINATED BARGAINING COALITION-

NATIONAL NEGOTIATIONS





January 22, 2021 — The Rail Unions comprising the Coordinated Bargaining Coalition (CBC), negotiating together in the current round of National Negotiations, have issued the following statement:



The unions comprising the Coordinated



The CBC and the nation's Rail Carriers first met concerning the November 1, 2019, Section 6 Notices in January 2020. Although the COVID 19 Pandemic has made meetings for groups of this size challenging, the parties continued to meet virtually to make presentations concerning their proposals throughout 2020. Additional meetings have now been scheduled for early 2021.



Metal, Air, Rail, and Transportation Workers





While CBC and the Rail Carriers continue to share and discuss all aspects of what would be necessary to reach a voluntary agreement, the Rail Carriers have not made any proposals worthy of consideration by the membership of the CBC Unions. The parties will continue to meet in good faith



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.







(SMART-TD).



Transportation Labor Mourns the Loss of

TTD President Larry Willis





LARRY I. WILLIS

TTD President

On November 29, 2020, with his wife and daughter by his side, Transportation Trades
Department (TTD) President Larry Willis, 53, succumbed to injuries sustained on November 22 in a tragic biking accident.

Originally from Northbrook, Illinois, Larry

lived in the Washington, D.C. area upon graduating from University of Iowa, returning to Chicago to attend John Marshall Law School before returning to D.C. to work for the TTD.

TTD Secretary-Treasurer Greg Regan issues this statement of mourning and remembrance:

"We mourn today the shocking loss of a brother and fierce advocate for working people.

The transportation labor family and the entire workers' rights community lost a leader, activist, mentor, and friend when Larry Willis, President of the Transportation Trades Department, AFL-CIO (TTD), passed away yesterday.

For more than 20 years, Larry dedicated his life to the labor movement, working tirelessly to enhance the rights and livelihoods of those who work on the front lines of our transportation system. In addition to serving as President, a position he was elected to in 2017, Larry also served as Secretary-Treasurer, Chief of Staff, General Counsel, and Legislative Counsel and Representative at TTD. His mastery of complex legal and regulatory issues set the foundation for TTD's policy leadership and raised the bar for demanding and enforcing worker protections throughout our nation's transportation system.

During his tenure at TTD, Larry faced some of transportation labor's most daunting challenges. He met those and other crises head on, showing an unwavering dedication to working people and their unions, and a deep-seated desire to help those suffering from circumstances beyond their control. In the aftermath of the September 11 terrorist attacks, Larry took on the insurmountable challenge of restoring our transportation industry and balancing the security needs of the country with the due process working people are entitled to, successfully securing protections in our laws that lie at the center of our homeland security regime. During the 2008 financial crisis, he played a pivotal role in shaping the largest economic stimulus package for transportation investments ever passed in the U.S. Even up until the week he left us, Larry continued to push for health care and economic assistance for those impacted by the COVID-19 pandemic and acted as a steady reminder that recovery from this crisis is not possible without the essential functions performed by transportation workers.

Larry's advocacy style was straightforward and effective: forge meaningful relationships with leaders at all levels of government and across the political spectrum, build power through unity and find ways to work together to lift up all transportation workers. This approach is perhaps best exemplified in the 2018 FAA Reauthorization bill. Under a Republican-controlled Congress and White House, Larry's leadership led transportation labor to endorse one of the most pro-labor FAA reauthorization bills in U.S. history.

Millions of people have had their lives improved because of the work Larry did, yet most of those people will never know Larry's name. For Larry, that didn't matter. He was not motivated by fame or fortune – his end goal was always about doing the most good for the greatest number of people. Though his time with us has been cut short, Larry's legacy will live on in the legislation he helped shape, the policy makers he reached through thoughtful, sophisticated arguments, the colleagues and staff he influenced and mentored, and the working people he dedicated his life to.

Larry graduated from the University of Iowa with a B.A. in Political Science and earned a J.D. from the John Marshall Law School. He was an active member of the D.C. Bar. He loved Camp Echo, biking, traveling with his wife, cheering on his daughter at swim competitions, and playing tennis with his father. Larry is survived by his loving wife, Amy, and beloved daughter, Samantha."



ROADWAY WORKERS FATALLY INJURED BY TRAINS OR ON-TRACK EQUIPMENT IN MULTIPLE TRACK TERRITORY

The Mission of the Fatality Analysis of Maintenance-ofway Employees and Signalmen (FAMES) Committee is to analyze all fatalities and selected related incidents in order to make recommendations to reduce the risk of future occurrences and eliminate fatalities to roadway workers.

FAMES, as of the date of this publication, has analyzed 89 individual cases, of which, 46 involved trains or on-track equipment where two or more tracks were present. Below is the breakdown of the hazards and statistics pertaining to those accidents.

There are unique hazards while working on or near multiple tracks that increase the risks for Roadway Workers. The FAMES committee has observed the following conditions through the investigation of numerous fatal accidents:

- Movements of trains and on-track equipment occurred on tracks not expected.
- A watchman's warning may not be for the train you can see and expect.
- Impaired vision and hearing makes it difficult to distinguish the direction and number of movements on multiple tracks.
- Watchman/Lookouts failures.
- Fouling the track when not necessary or without ontrack protection.

Of the **46** fatalities in multiple track territory analyzed by FAMES, **22** accidents (47 percent) were found to occur in territories involving more than two tracks. This is a disproportional accident ratio, when compared to the entire rail network, as multiple track territory only accounts for **13** percent of the rail network.

FINDINGS:

- Over half of the accidents occurred on an adjacent track where work was not occurring.
- **30 percent of accidents** involved a Watchman/ Lookout either not performing their duties or the fatally injured was the Watchman/Lookout.
- **In one third of the accidents**, the safety briefing failed to identify conditions or was not conducted.

• The risk of being struck by a train increases as the maximum authorized speed of the track increases.

RECOMMENDATIONS:

- Do not foul a track without proper protection, including fouling the adjacent track to monitor work being conducted.
- Every roadway worker must understand the predetermined place of safety, the speed of movement on the track, protection on adjacent track (if needed) and any other unique conditions that could impede your ability to detect a train.
- Care must be taken in establishing train approach warning for all adjacent tracks. Roadway Workers must comply with watchman's warning even if they cannot immediately determine the approach of any oncoming trains or on-track equipment.
- Do not return to work until all watchmen have given indication that it is safe to do so.
- Watchman/Lookout must give full attention to the detection of approaching trains. A watchman/lookout must:
 - Identify multiple movements
 - Provide distinct and timely warnings
 - Maintain required sight distance
 - Never perform other duties
 - Maintain a safe position, as discussed in the ontrack safety briefing.

For more information, see the FAMES Watchman/ Lookout alert. ■

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care. The views, opinions, and recommendations contained in this report are those of the FAMES Committee and do not necessarily represent the views, opinions, or recommendations of any specific railroad, labor organization, or governmental agency.

TTD Congratulates Secretary Pete Buttigieg on his

Senate Confirmation to Lead the DOT

Following the Senate's vote to confirm Pete Buttigieg as Secretary of Transportation, Greg Regan, Secretary-Treasurer of the Transportation Trades Department, AFL-CIO (TTD), issues this statement:

"Transportation labor congratulates Pete Buttigieg on his confirmation as Secretary of the U.S. Department of Transportation. The challenges we face are daunting, but with President Joe Biden, Vice President Kamala Harris, and now Secretary Buttigieg at the helm, we have no doubt that America can and will build back better.

Secretary Buttigieg understands the critical role working people play in keeping America moving and our economy strong. The fact that he will prioritize the health, wellbeing, and safety of frontline transportation workers, as well as investments in the systems they build, operate, and maintain, gives us hope that we can conquer the COVID-19 crisis and build a better future for working people across transportation.

We look forward to working with Secretary Buttigieg to meet the short- and long-term needs of our transportation system and the heroic frontline workers who continue to sacrifice so much in our time of greatest need."



PETE BUTTIGIEG

Secretary of the U.S. Department of Transportation

DID YOU KNOW?

TITLE 49: TRANSPORTATION §234.209 INTERFERENCE WITH NORMAL **FUNCTIONING OF SYSTEM**

- (a) The normal functioning of any system shall not be interfered with in testing or otherwise without first taking measures to provide for safety of highway traffic that depends on normal functioning of such system.
- (b) Interference includes, but is not limited to:
- (1) Trains, locomotives or other railroad equipment standing within the system's approach circuit, other than normal train movements or switch-
- ing operations, where the warning system is not designed to accommodate those activities.
- (2) Not providing alternative methods of maintaining safety for the highway user while testing or performing work on the warning systems or on track and other railroad systems or structures which may affect the integrity of the warning system.

STANDARD MILEAGE RATE

Effective January 1, 2021, the standard mileage rate set by the Internal Revenue Service will be 56 cents per mile. The new rate compares to a rate of 57.5 cents per mile in 2020. ■

Agreements

BOMBARDIER SIGNAL EMPLOYEES JOIN THE BRS

After a successful organizing campaign, that started in the late summer of 2020, Signal Workers at the Bombardier Transportation Company voted, unanimously, to be represented by the Brotherhood of Railroad Signalmen on February 4, 2021. Bombardier operates and maintains the River Line light-rail system

between Camden and Trenton, New Jersey. The newest members of the BRS perform signal maintenance and construction work on the 35-mile line. ■

Congratulations on a successful campaign and welcome to the BRS!!



NORTHEAST ILLINOIS REGIONAL COMMUTER RAILROAD COMPANY

After serving notice under Section 6 of the Railway Labor Act in February 2019, the Northeast Illinois Regional Commuter Railroad Company (METRA) and members of Local 183 reached a seven-year Agreement, which was officially ratified on February 24, 2021.

The contract contains a lump sum signing bonus of \$3,400, compounded annual wage increases totaling 15.39% over the term of the contract, including backpay, no increase in monthly health care cost sharing,

hourly increases to supplemental retirement accounts, and no rule changes other than improvements to the bereavement policy.

General Chairman Kevin Lavin stated the following, "The pandemic and associated issues made this round of bargaining particularly difficult. Despite the tough negotiations, our bargaining committee fought hard and in the end, the hard working members of Local 183 made their voices heard and ratified the Agreement."

DID YOU KNOW?

TITLE 49: TRANSPORTATION §236.71 SIGNAL WIRES ON POLE LINE AND AERIAL CABLE

Signal wire on pole line shall be securely tied in on insulator properly fastened to crossarm or bracket supported by pole or other support. Signal wire shall not interfere with, or be interfered by, other wires on the pole line. Aerial cable shall be supported by messenger.

In Memoriam,

ROBERT "BOB" D. FRANK • 1941–2021



Robert "Bob" D. Frank passed away on January 29, 2021. Brother Frank began his railroad career on the Chicago, Burlington & Quincy Railroad in February 1961. Brother Frank spent many years in

Signal Maintenance, his last being a Signal Inspector with the Burlington Northern Railroad. Brother Frank served Local 103 in the capacity of Recording-Financial Secretary and Local Chairman.

Most notably, Brother Frank served as General Chairman of the Burlington Northern Railroad General Committee. Brother Frank retired in 2000, after 40 years of dedicated service.



Find us on Facebook





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.



THE IMPORTANCE OF A CURRENT CONNECTION FOR Railroad Retirement Benefits

Under the Railroad Retirement Act (RRA), a "current connection with the railroad industry" is one of the eligibility requirements for both the occupational disability and supplemental annuities payable by the Railroad Retirement Board (RRB). It is also a factor in determining whether the RRB or the Social Security Administration pays monthly benefits to survivors of a railroad employee.

The following questions and answers describe the current connection requirement and the ways the requirement can be met.

How is a current connection determined under the RRA?

To meet the current connection requirement, an employee must generally have been credited with railroad service in at least 12 months of the 30 months immediately preceding the month his or her railroad retirement annuity begins. If the employee died before retirement, railroad service in at least 12 months in the 30 months before the month of death will meet the current connection requirement for the purpose of paying survivor benefits.

However, if an employee does not qualify on this basis, but has 12 months of railroad service in an earlier 30-month period, he or she may still meet the current connection requirement. This alternative generally applies if the employee did not have any regular employment outside the railroad industry after the end of the last 30-month period which included 12 months of railroad service, and before the month the annuity begins or the month of death if earlier.

Once a current connection is established at the time the railroad retirement annuity begins, an employee never loses it, no matter what kind of work is performed thereafter.

Can nonrailroad work before retirement break a former railroad employee's current connection?

Yes. Full or part-time work for a nonrailroad employer in

the interval between the end of the last 30-month period including 12 months of railroad service and the month an employee's annuity begins, or the month of death if earlier, can break a current connection, even with minimal earnings.

Self-employment in an unincorporated business will not break a current connection. However, if the business is incorporated the individual is considered to be an employee of the corporation, and such self-employment can break a current connection.

Federal employment with the Department of Transportation, National Transportation Safety Board, Surface Transportation Board, National Mediation Board, Railroad Retirement Board, or Transportation Security Administration will not break a current connection. State employment with the Alaska Railroad, as long as that railroad remains an entity of the State of Alaska, will not break a current connection. Also, railroad service in Canada for a Canadian railroad will neither break nor preserve a current connection.

Is there an exception to these normal procedures for determining a current connection?

Yes. A current connection can also be "deemed" for purposes of a survivor or supplemental annuity if the employee completed 25 years of railroad service, was involuntarily terminated without fault from his or her last job in the railroad industry, and did not thereafter decline an offer of employment in the same class or craft in the railroad industry regardless of the distance to the

new position. (A "deemed" current connection does not satisfy the current connection requirement for an occupational disability.)

If all of these requirements are met, an employee may be considered to have a "deemed" current connection, even if the employee works in regular nonrailroad employment after the 30-month period and before retirement or death. This exception to the normal current connection requirement was established by amendments to the RRA and became effective October 1, 1981. It only covers employees still living on that date who left the rail industry on or after October 1, 1975, or who were on leave of absence, on furlough, or absent due to injury on October 1, 1975.

Would accepting a buy-out affect whether an employee could maintain a current connection under this exception?

Generally, in cases where an employee has no option to remain in the service of his or her railroad employer, the termination of the employment is considered involuntary, regardless of whether or not the employee receives a buy-out.

However, if an employee has the choice of either accepting a position in the same class or craft in the railroad industry or termination with a buy-out, accepting the buy-out is a part of his or her voluntary termination, and the employee would not maintain a current connection under the exception.

An employee with 25 years of service is offered a buy-out with the option of either taking payment in a lump sum or of receiving monthly payments until retirement age. Could the method of payment affect the employee's current connection under the exception?

No. The determining factor for whether the exception applies when a buy-out is paid is whether or not the employee stopped working involuntarily — not the payment option. The employee must always relinquish job rights to accept the buy-out, regardless of whether it is paid in a lump sum or in monthly payments. Neither payment option extends the 30-month period.

An employee considering accepting a buy-out should also be aware that if he or she relinquishes job rights to accept the buy-out, the compensation cannot be used to credit additional service months beyond the month in which the employee severed his or her employment relation, regardless of whether payment is made in a lump sum or on a periodic basis.

What if the buy-out agreement allows the employee to retain job rights and receive monthly payments until retirement age?

The RRB considers this type of buy-out to be a dismissal allowance. When a monthly dismissal allowance is paid, the employee retains job rights, at least until the end of the period covered by the dismissal allowance. If the period covered by the dismissal allowance continues up to the beginning date of the railroad retirement annuity, railroad service months would be credited to those months. These railroad service months would provide at least 12 railroad service months in the 30 months immediately before the annuity beginning date and maintain a regular current connection. They will also increase the number of railroad service months used to calculate the railroad retirement annuity.

Could the exception apply in cases where an employee has 25 years of railroad retirement coverage and a company reorganization results in the employee's job being placed under social security coverage?

Yes. The RRB has considered the exception applicable in cases where a 25-year employee's last job in the railroad industry changed from railroad retirement coverage to social security coverage and the employee had, in effect, no choice available to remain in railroad-retirement-covered service. Such 25-year employees have been "deemed" to have a current connection for purposes of receiving supplemental and survivor annuities.

Where can a person get more specific information on the current connection requirement?

More information is available on **RRB.gov** or by contacting an RRB field office. It is important to know that while nearly all of the RRB's 53 field offices are physically closed to the public until further notice because of the COVID-19 virus outbreak, they remain accessible online and by phone. Customers are encouraged to contact their local office by accessing **Field Office Locator** at **RRB.gov** and clicking on **Send a Secure Message** 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). ■

BE PREPARED — PACK AN EMERGENCY KIT

Tips to Help Keep Your Health On Track!



Every home and vehicle should have an emergency kit stocked with supplies that could potentially save your life in case of an emergency. You don't necessarily need to pack every item we've outlined below. Review the various items and then decide which supplies are important to you and your family based on your needs and circumstances. Families with pets and seniors need to take them into consideration as well when creating their kit. A sudden emergency may mean you need to survive on your own for several days, so at a minimum, you need to have food, water, and other supplies to last at least 72 hours.



What does a basic supply kit contain?

A basic emergency kit should include the following supplies. Place items in plastic airtight plastic bags or containers and store them in plastic bins or duffel bags.

- 1 gallon of water per day per person for at least 3 days and a 3-day supply of non-perishable food.
- Flashlight, hand crank or battery-powered radio, and extra batteries.
- Whistle, so you can signal for help.
- First aid kit, wet wipes, garbage bags and garbage ties.
- Pliers or wrench.
- Manual can opener.
- Local area maps, as well as maps of any destination you are headed to.
- Cell phone with chargers and a back-up battery, if available.
- Car battery charger cables.
- Portable air pump for tires.

What other emergency supplies should I consider adding to my emergency kit?

If your family's needs warrant it, you may want to think about adding some of the items to the right:

- Prescription medications.
- Over the counter medications, such as antacids, anti-diarrhea medications, and pain relievers.
- Pet food and extra water for any pets you may have.
- Cash or traveler's checks.
- Spare glasses or contact lenses, and contact lens solution.
- Sleeping bags for each person or at least a warm blanket for everyone.
- A change of clothes and extra pair of shoes appropriate for whatever climate you are traveling in.
- Important papers, such as medical insurance card, identification, and any necessary bank account information.
- A waterproof portable container should you need to store the papers safely.
- Matches stored in a waterproof container.
- Paper supplies, such as paper plates, cups, and plastic utensils.
- Pen or pencil and paper and some books, games or other activities to keep children occupied.

Do I need to do anything to maintain my emergency kit?

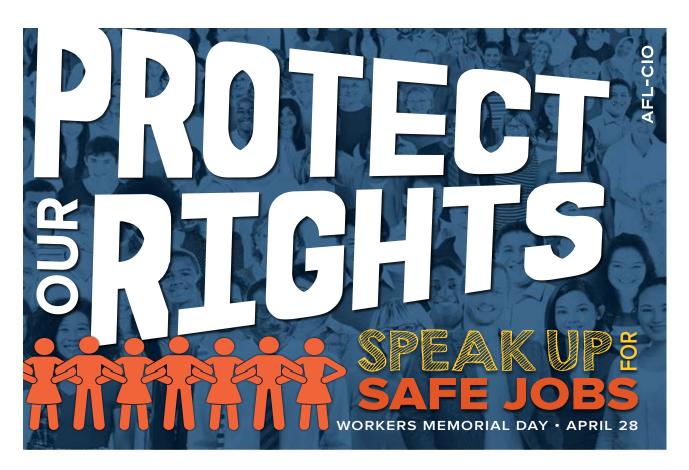
Emergency kits need to be maintained to ensure that everything is in working order, any used supplies have been replaced, and your individual needs haven't changed:

- Keep an eye on expiration dates and replace items as needed.
- Canned food should be stored in a cool, dry area.
- If your kit contains boxed food, store it in tightly closed plastic or metal containers.
- Throughout the year assess how your family needs are changing and update your kit to reflect those changes.

Where should I keep my emergency kit?

You never know where you will be if an emergency should occur so have a prepared supply kit ready for your home, your car, and, if applicable, your work.

- Home The kit should be easily accessible should you need to vacate your home quickly. Make sure that everyone in the household (other than young children) knows where it is located.
- **Vehicle** Always have an emergency kit in your car in case you become stranded.
- Work Have a kit at work in case something should happen where you may need to shelter for a minimum of a 24-hour period. Include any necessities you might need for that time period and store them in an easy to access grab and go bag. ■



WASHINGTON REPORT



Under Siege from Within — & History is Made —



MIKE EFAW

National

Legislative Director

Surreal! That was the word one colleague used to describe what it was like to be in the nation's capital on January 6, 2021. It will be a day that will live in infamy—remembered as the day a violent mob attempted insurrection at the U.S. Capitol, the cradle of modern democracy. President Trump had been making unsubstantiated claims of voter fraud and that the 2020 election had been stolen long before election day, in a desperate attempt to hold onto his presidency. He made a call to the Georgia Secretary of State, berating him and compelling him to "find" enough votes to overturn the election. He filed numerous lawsuits that were all dismissed by federal judges and Supreme Court Justices that he put on the bench. When those efforts failed, he called on his supporters. He urged them to go to Washington on multiple occasions prior to the rally on that fateful Wednesday. This call to action to, in his words, "stop the steal" brought thousands of his supporters to Washington, D.C. President Trump addressed his supporters calling them to "fight like hell" shortly before members of the group stormed the U.S. Capitol. To that end, what started out as a protest erupted into chaos and escalated into a murderous riot, leaving five dead and numerous more injured. Members of Congress and their staff were kept safe from the violent horde as they ran amok through the capitol building vandalizing, desecrating, and looting the halls and offices wherever they could.

However, the insurrectionists failed. Congress was resilient. Shortly after authorities quelled the throng, the election certification went forward and Joseph R. Biden, Jr., was declared the winner.

Historic! With the results of the election certified and President Biden and Vice President Harris sworn into office, history was made. Vice President Harris is the first female to hold the office of Vice President. She is the second person of color to hold the office of Vice President; the first was Charles Curtis, who served under President Herbert Hoover. Vice President Harris was formerly the District Attorney of San Francisco, Attorney

General of California, and most recently a U.S. Senator from California. We wish her well in upholding the duties of her office.

Presidential Election and the 117th Congress:

The Biden/Harris Ticket won the election with an electoral college count of 306–232, and with record numbers posted in the popular vote. I am certain that President Biden is assembling a top-notch cabinet. President Biden has tapped Boston Mayor Marty Walsh as the Secretary of Labor, and former Mayor of South Bend, Indiana, Pete Buttigieg, as Secretary of Transportation. Mayor Walsh will be the first union member to hold the post of Labor Secretary in 50 years. I am excited and hopeful the 117th Congress will be able to produce legislation favorable to our industry and in Labor's best interests.

U.S. House of Representatives

Democrats held onto their majority, but it narrowed considerably at 221 seats. Republicans hold 211 seats, with 3 seats being vacant.

House Democrats: The House Democrats held their leadership elections remotely on November 18, 2020. The following representatives were elected to leadership positions in the 117th Congress: Nancy Pelosi—Speaker; Steny Hoyer—Majority Leader; Jim Clyburn—Whip; Katherine Clark—Assistant Speaker; and Hakeem Jeffries—Democratic Caucus Chairman.

House Republicans: The House Republicans held their leadership elections on November 17, 2020. The following representatives were elected to leadership positions in the 117th Congress: Kevin McCarthy—Minority Leader; Steve Scalise—Whip; Liz Cheney—Republican Conference Chairman; Gary Palmer—Republican Policy Committee Chairman; and Tom Emmer—National Republican Congressional Committee (NRCC) Chair.

Senate: The U.S. Senate is a 50–50 tie thanks to a run-off election sweep by Democrats in Georgia. If a vote in

the Senate is a tie, Vice President Harris will be the tie breaking vote.

Agency Notes: Some of the key members of the U.S. Department of Transportation (USDOT) leadership have been announced. Those of interest to us are Marty Oberman—Chair, Surface Transportation Board; Amit Bose—Deputy Administrator, Federal Railroad Administration; and Nuria Fernandez—Deputy Administrator, Federal Transit Administration.

We are expecting a lot of movement in the 117th Congress. We will be keeping track of legislation that is important to Signalmen, and the interests of our members is at the forefront of our lobbying efforts. Remember to visit our website at *www.brs.org* and follow us on Facebook. We will be putting legislative updates out on those forums.



January 31, 2021: At approximately 2:00 pm, a 60-year-old male track laborer with 41 years of service was mark-

ing ties when a tamper unexpectedly travelled forward and fatally struck the laborer. The tamper operator, with 28 years of service, stated he had to drop the tamping heads to stop the machine.

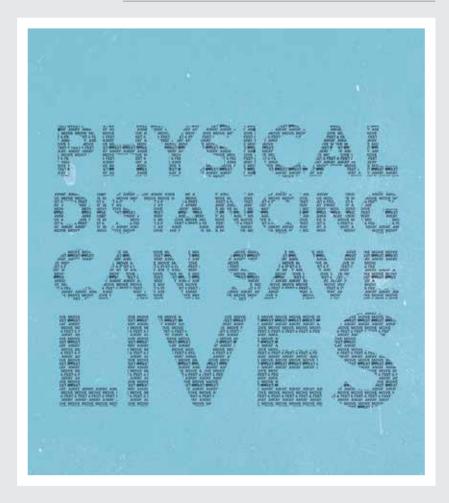
Take Away

While this recent tragedy has not yet been analyzed, the FAMES Committee reminds all roadway workers to remain vigilant. Ensure that during the on-track safety briefing, identify if RMMs will be present and take actions to manage any additional risks associated with their presence. Last, but not least, remember to always establish clear communication between Roadway Maintenance Machine operators and workers on the ground and maintain proper clearance.

The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators. FAMES is a continuous improvement process that relies on the candid sharing of available data and the

views of its participants. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

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



LIMON MADE LIMOS Control Co



The U.S. Department of Transportation (DOT) has made it very easy to find union-made tires by requiring that each tire carry a code that shows the company and the location of the plant that manufactured the tire. DOT requires that each tire sold in the United States carry a code that look something like this: DOT BE XX XXX XXX. The two letters or numbers that follow the DOT identify a particular factory as listed below.

- » BE: B.F. Goodrich, Tuscaloosa, Ala.
- » BF: B.F. Goodrich, Woodburn, Ind.
- » VE, YE, YU, 8B: Bridgestone/ Firestone, Des Moines, Iowa
- » D2, E3, W1, Y7: Bridgestone/ Firestone, La Vergne, Tenn.
- » 2C, 4D, 5D: Bridgestone/ Firestone, Morrison, Tenn.
- » UP: Cooper, Findlay, Ohio
- » UT: Cooper, Texarkana, Ark.

- » JU, PC, UK: Goodyear, Medicine Hat, Alberta
- » DA: Dunlop, Buffalo, N.Y.
- » DA, 1DA Falken Sumitomo, Buffalo, N.Y.
- » JN, MJ, PY: Goodyear, Topeka, Kan.
- » JE, MC, PT: Goodyear, Danville, Va.
- » JF, MM, PJ: Kelly-Springfield, Fayetteville, N.C.

- » CF: Titan Tire, Des Moines
- » JH, MN, PK: Titan Tire, Freeport,
- » B plus serial #: Titan Tire, Bryan, Ohio
- » CC: Yokohama Tire, Salem, Va.

All tires made at the above locations are made by members of the United Steelworkers (USW). Make sure you use this easy-to-follow guide to buy union-made tires.

Early Retirement Plan Increases Maximum

he lifetime maximum benefit for each individual covered under The Railroad Employees National Early Retirement Major Medical Benefit Plan (UnitedHealthcare's Policy GA-46000) is adjusted each year based on the medical cost component of the Consumer Price Index. As of January 1, 2021, this maximum will increase to \$175,700.

An important consideration for individuals thinking about retirement is health coverage after retirement. The information below summarizes the eligibility requirements under the National Early Retirement Major Medical Benefit Plan.

Eligibility Rules

For Age Annuitants:

- You apply for a 60/30 annuity for which you are eligible:
 - on or after the date you reach age 60, or
 - anytime during the three months before your 60th birthday, provided you continue working into, or received vacation pay during, the month before the month in which you turn age 60.

On the day before you apply for your annuity, you must be covered (other than under COBRA) under The Railroad Employees National Health and Welfare Plan.

For Disability Annuitants:

- You have a current connection with the railroad industry.
- You have applied for a disability annuity to which you are entitled.
- You are covered under The Railroad Employees
 National Health and Welfare Plan (other than by
 COBRA) on the day before the latest of the following dates:
 - The date you reach age 60,
 - The date you became disabled, or
 - The date your railroad service equals 30 years.

If you retire and are eligible for GA-46000, you can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum of \$500,000.

Enrollment Is Necessary

When you retire, your railroad will not report you to UnitedHealthcare as a retiree eligible for GA-46000. You must enroll yourself and your family with UnitedHealthcare. You can do this in two ways:

- You can purchase GA-23111, Plan E supplemental coverage. Your eligibility for GA-46000 will be verified when your enrollment for that coverage is processed. ID cards for both GA-46000 and GA-23111 will be sent to you. A booklet explaining the Plan E benefits and an Enrollment form can be obtained by calling UnitedHealthcare.
- You can complete and return the "Retiree and Dependent Information" form found in the center of the GA-46000 employee booklet. Your eligibility will be verified and a GA-46000 ID card will be sent to you. You can obtain a GA-46000 booklet from your employer or union representative. ■

If you have any questions about your eligibility for GA-46000 or the benefits provided under the Plan, Call UnitedHealthcare at 1-800-842-5252

Alcohol and Drug Testing

MINIMUM RANDOM TESTING RATES FOR 2021 REMAIN UNCHANGED

The Federal Railroad Administration (FRA) announced the minimum random testing rates for railroad workers in the year 2021.

Using data from Management Information System annual reports, the FRA has determined that because the industry random drug testing positive rate was below 1.0 percent for the last two years, it has determined that the minimum annual random drug testing rate for the period January 1, 2021, through December 31, 2021,

will remain at 25 percent of covered railroad employees. In addition, because the industry-wide random alcohol testing violation rate has remained below 0.5 percent for the last two years, the Administrator has determined that the minimum random alcohol testing rate will remain at 10 percent of covered railroad employees for the period January 1, 2021, through December 31, 2021.

On June 12, 2017, maintenance-of-way (MOW) employees became subject to FRA random drug and alcohol testing. For the calendar year 2021, the FRA has set the initial minimum annual random testing rates for MOW employees at 50 percent for drugs and 10 percent for alcohol.

BRS members need to be aware that this notice sets the minimum random testing rates, and the railroads remain free under their own policies to conduct random testing at higher rates. The BRS reminds its members that many railroads have a zero-tolerance policy when it comes to reporting to work under the influence of drugs or alcohol. In many cases, a positive test result will result in being placed out of service.

DOT AGENCY	RANDOM DRUG TESTING RATE	RANDOM ALCOHOL TESTING RATE		
Federal Motor Carrier Safety Adminstration (FMCSA)	50%	10%		
Federal Aviation Administration (FAA)	25%	10%		
Federal Railroad	25% Covered Service	10% Covered Service		
Administration (FRA)	50% Maintenance of Way*	10% Maintenance of Way*		
Federal Transit Administration (FTA)	50%	10%		
Pipeline and Hazardous Materials Safety Administration (PHMSA)	50%	N/A		
United States Coast Guard (USCG)	50%	N/A		

* Random testing for MOW employees began on 6-12-2017

NOTE: Employers (and C/TPAs) subject to more than one DOT Agency drug and alcohol testing rule may continue to combine covered employees into a single random selection pool.

Please note that USCG covered employees may be combined with DOT covered employees in drug testing pools even though the USCG is part of the Department of Homeland Security.

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§236.59 INSULATED RAIL JOINTS

Insulated rail joints shall be maintained in condition to prevent sufficient track circuit current from flowing between the rails separated by the insulation to cause a failure of any track circuit involved.

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-ClO will provide supplemental support.
- → Boycotts will be carried on the AFL-ClO 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.)

BRS DESIGNATED COUNSEL

ON-THE-JOB FELA | RAIL LABOR | INFO | LAW INFO | LAW INFO | LAW | RAILROAD SIGNALMEN | CLAIM | 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 Oceangate 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.hmnlaw.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

F. Daniel Petro
Petro & Harrington, LLC
150 S. Wacker Drive
Suite 2400
Chicago, IL 60606
Tel. (312) 332-9596
(800) 472-5729
www.petrofelalaw.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.bsgfdlaw.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.blklaw.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

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

TEXASWeldon 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.moodyrrlaw.com

C. Richard Cranwell

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

WASHINGTON

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

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

HEALTH | CLAIMS | GROUP POLICIES | INFO HEALTH | RAILROAD RETIREMENT | PLANS

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 Behavorial 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

Automated Help Line

1-877-772-5772

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

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

45 YEARS OF SERVICE		30 YEARS OF SERVICE		25 YEARS OF SERVICE		25 YEARS OF SERVICE	
DW Poole	188	JL Eagle, Jr.	31	AB Perez	19	FL Collins, Jr.	114
40 YEARS O)F E	DW Crawford	34	DW Burrows	20	MJ Flynn	119
JR Gonzales	16	ED Herlong JD King, Jr.	49 49	BL Otterstrom	20	BW Scott	119
M Jackson, Jr.	16	P McCadden	56	ML Eldridge	25	TJ Ashworth	129
SJ Risley	55	TW Lankford	77	CD Peary	31	LD Scholes	129
JJ Stranimier	55	JB Wright	77	GS Copeland	33	CW Thompson	137
AE Henry	99	DL White	87	CR O'Brien	33	TL Weaver	153
GD Ryan	111	JP Fazekas	102	BR Jones	48	JM Raya	156
FJ Chesner	119	H Kremp	102	JM Czelusniak	56	G Chavez	173
35 YEARS O SERVICE	F E	BC Lucas DR Jackson	141 154	V Plaia	56	RF Garrett, Jr.	178
RE Smith	77	L Peknik	183	NJ Sellers	56	CP Uhlig	179
J Thornsberry	77			JG Bossle, Jr.	65	ML Barnett	188
KH Wohltman	84	25 YEARS O SERVICE	Ē	DS Bonewell	72	JM Gerrior	229
FH Lett	110	BE McCallister	3	TL Leach	94	DL Starkey	229
SV Oller	141	TE LaCroix	5	MO Trotter, Sr.	99	B Hannahs	237
JN Panos	143	JF Pontes	5 8	TE Barnett	102	CH Morgan, II	237
30 YEARS O)F EE	JM Finnegan CA Neeld	13	PL Martin	106	FA Skatula	237
JD Baker	20	YE McEwen	16	DA Shafransky	106	JL Tate, Jr.	237
MH Osborn	20	KN Delfs	19	JW Tibbetts, Jr.	111	SL Hubbard	239

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§236.73 OPEN-WIRE TRANSMISSION LINE; CLEARANCE TO OTHER CIRCUITS

Open-wire transmission line operating at voltage of 750 volts or more shall be placed not less than 4 feet above the nearest crossarm carrying signal or communication circuits.



CARRIERS

















Please donate what you can to a food bank in your community.

- 1. Go to nalc.org/food
 - 2. Select your state
- 3. Choose a food bank in your area
 - 4. Make a contribution

It's that easy. All collections stay in the local community.

#NALC #stampouthunger #donordrive #lettercarriers #heroesdelivering

OBITUARIES

A.D. BOHON—retired member of **LOCAL 77**. Brother Bohon retired in 1985 after 44 years of service with the Virginian and Norfolk & Western Railways. Brother Bohon was a Signal Maintainer at Norfolk, Virginia, at the time of his retirement.

JOHN J. BRADY—retired member of **LOCAL 56**. Brother Brady retired in 1985 after 30 years of service with the Long Island Rail Road. Brother Brady was a Foreman at Babylon, New York, at the time of his retirement. Brother Brady served as Chaplain.

JAMES O. CARD—retired member of **LOCAL 105**. Brother Card retired in 1995 after 40 years of service with the Erie Lackawanna Railway and Conrail. Brother Card was a Testman at Callicoon, New York, at the time of his retirement. Brother Card served as Recording-Financial Secretary.

CHARLIE C. CATRON—retired member of LOCAL 174. Brother Catron retired in 2001 after 41 years of service with the Chicago & Eastern Illinois and the Union Pacific Railroads. Brother Catron was a Signal Foreman at Watseka, Illinois, at the time of his retirement. Brother Catron served as First Vice President and Local Chairman.

RICHARD P. COOPER—retired member of LOCAL 10. Brother Cooper retired in 2019 after 37 years of service with Conrail and Norfolk Southern Railway. Brother Cooper was a Signalman at the time of his retirement.

ALVEY O. CRAWFORD—retired member of **LOCAL 10**. Brother Crawford retired in 1992 after 23 years of service with the Penn Central Transportation Company and Conrail. Brother Crawford was a Signal Maintainer at Plymouth, Indiana, at the time of his retirement.

JAMES "JIM" M. DELOZIER—retired member of LOCAL 105. Brother Delozier retired in 2006 after 36 years of service with the Pennsylvania Railroad, the Penn Central Transportation Company, Conrail, and the Norfolk Southern Railway. Brother Delozier was a Signal Maintainer at Mt. Holly, Pennsylvania, at the time of his retirement. Brother Delozier served as Local President and Local Chairman.

UMBERTO D'ONOFRIO—retired member of **LOCAL 5**. Brother D'Onofrio retired in 2021 after 18 years of service with Amtrak. Brother D'Onofrio was a Signalman at Hamden, Connecticut, at the time of his retirement.

JACK T. EMINGER—retired member of LOCAL 68. Brother Eminger retired in 1984 after 22 years of service with the New York Central Railroad, the Penn Central Transportation Company, and Conrail. Brother Eminger was a Signalman at Elkhart, Indiana, at the time of his retirement. Brother Eminger served as Recording-Financial Secretary.

DANIEL F. GANGLOFF—retired member of **LOCAL 26**. Brother Gangloff retired in 1985 after 41 years of service with the Reading Railroad and Conrail. Brother Gangloff was a Signal Maintainer at Tamaqua, Pennsylvania, at the time of his retirement.

DICKIE D. GREENWOOD—retired member of **LOCAL 8.** Brother Greenwood retired in 1995 after 44 years of service with the Union Pacific Railroad. Brother Greenwood was a CTC Carrier Maintainer at Steele City, Nebraska, at the time of his retirement.

ROD S. GROSS—retired member of LOCAL 10. Brother Gross retired in 2009 after 35 years of service with the Penn Central Transportation Company and Norfolk Southern Railway. Brother Gross was a Signal Maintainer at Battle Creek, Michigan, at the time of his retirement.

THOMAS H. GUNDERSON—retired member of **LOCAL 87**. Brother Gunderson retired in 1985 after 39 years of service with the Chicago, Milwaukee, St. Paul & Pacific and the Burlington Northern Railroads. Brother Gunderson was a Signal Maintainer at Scranton, North Dakota, at the time of his retirement.

CHARLES J. HAMMONS—retired member of **LOCAL 176**. Brother Hammons retired in 1996 after 11 years of service with the Louisville & Nashville Railroad and CSX Transportation. Brother Hammons was a Signal Maintainer at Latonia, Kentucky, at the time of his retirement. Brother Hammons served as Local President.

DAVID L. HIBBS—retired member of **LOCAL 53**. Brother Hibbs retired in 1982 after 35 years of service with the Reading Railroad and Conrail. Brother Hibbs was a Signal Maintainer at Philadelphia, Pennsylvania, at the time of his retirement. Brother Hibbs served as Local Trustee.

MICHAEL J. HOWARD—retired member of LOCAL 102. Brother Howard retired in 1991 after 38 years of service with the Pennsylvania Railroad, the Penn Central Transportation Company, Conrail, and Amtrak. Brother Howard was a C&S Maintainer at Kearny, New Jersey, at the time of his retirement.

CHESTER A. JACOBS—retired member of **LOCAL 119**. Brother Jacobs retired in 2010 after 34 years of service with the Burlington Northern Railroad and the BNSF Railway Company. Brother Jacobs was a Signal Inspector at Scottsbluff, Nebraska, at the time of his retirement.

HARRY G. MARKOW—retired member of LOCAL 57. Brother Markow retired in 1987 after 45 years of service with the Lehigh Valley Railroad and Conrail. Brother Markow was a Signal Inspector at Bethlehem, Pennsylvania, at the time of his retirement. Brother Markow served as Local Vice President and Local Trustee. Brother Markow is a U.S. Navy Veteran.

DENNIS J. MATTEAU—retired member of **LOCAL 62**. Brother Matteau retired in 2009 after 32 years of service with the Providence & Worcester Railroad. Brother Matteau was in the Maintenance of Way Department at Plainfield, Connecticut, at the time of his retirement.

D.E. McGUE—retired member of **LOCAL 64**. Brother McGue retired in 1982 after 23 years of service with the Pennsylvania Railroad and Conrail. Brother McGue was a Signalman at Fort Wayne, Indiana, at the time of his retirement.

THOMAS B. McKENZIE—retired member of **LOCAL 109**. Brother McKenzie retired in 2002 after 42 years of service with the Erie Railroad and Norfolk Southern Railway. Brother McKenzie was a Signal Maintainer at Youngstown, OH, at the time of his retirement.

JOE D. MEYERS—retired member of **LOCAL 152**. Brother Meyers retired in 1978 after 37 years of service with the Southern Pacific Railroad. Brother Meyers was a Signal Maintainer at Salem, Oregon, at the time of his retirement.

E. MICHALISZYN—retired member of **LOCAL 5**. Brother Michaliszyn retired in 1996 after 8 years of service with Amtrak. Brother Michaliszyn was a Signalman at Springfield, Massachusetts, at the time of his retirement.

DONALD W. MORRIS—retired member of **LOCAL 134**. Brother Morris retired in 1991 after 32 years of service with the Erie Lackawanna Railway and Conrail. Brother Morris was a Signal Maintainer at Corry, Pennsylvania, at the time of his retirement.

JAMES J. MURPHY—retired member of **LOCAL 18**. Brother Murphy retired in 1995 after 18 years of service with Amtrak. Brother Murphy was a Material Maintainer at Philadelphia, Pennsylvania, at the time of his retirement. Brother Murphy served as Local Trustee.

J.K. NOLAN—retired member of LOCAL 56. Brother Nolan retired in 1998 after 30 years of service with the Long Island Rail Road. Brother Nolan was a Signal Maintainer at Great Neck, New York, at the time of his retirement.

AUBREY T. OLSON—retired member of **LOCAL 168**. Brother Olson retired in 1995 after 40 years of service with the Chicago & North Western Railway. Brother Olson was a Lead Signal Maintainer at Eau Claire, Wisconsin, at the time of his retirement. Brother Olson served as Vice General Chairman, Recording-Financial Secretary, and Local Chairman.

FRANKLIN PATTERSON—retired member of **LOCAL 206**. Brother Patterson retired in 1984 after 38 years of service with the Missouri Pacific Railroad. Brother Patterson was a Signal Maintainer at Houston, Texas, at the time of his retirement. Brother Patterson served as Local President. Brother Patterson is a U.S. Army Veteran.

DALE A. RASMUSON—retired member of **LOCAL 154**. Brother Rasmuson retired in 1997 after 30 years of service with the Great Northern Railroad and the BNSF Railway Company. Brother Rasmuson was a Signal Inspector at Minot, North Dakota, at the time of his retirement.

KENNETH J. SNYDER—retired member of **LOCAL 123**. Brother Snyder retired in 1993 after 30 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Snyder was a Signalman at Saginaw, Michigan, at the time of his retirement.

JACK SPARKS—retired member of LOCAL 20. Brother Sparks retired in 1988 after 44 years of service with the Chicago, Burlington & Quincy, and the Burlington Northern Railroads. Brother Sparks was a CTC Maintainer at Old Monroe, Missouri, at the time of his retirement.

JOHN C. STOCK—retired member of LOCAL 31. Brother Stock retired in 2008 after 28 years of service with the Western Maryland Railway and CSX Transportation. Brother Stock was a Signal Inspector at Hagerstown, Maryland, at the time of his retirement. Brother Stock served as Recording-Financial Secretary and Local Chairman.

FREDERICK T. STONE—retired member of **LOCAL 93**. Brother Stone retired in 2002 after 12 years of service with the Consolidated Rail Corporation and Norfolk Southern Railway. Brother Stone was an Assistant Foreman at Hornell, New York, at the time of his retirement.

DIRAC L. TWIDWELL—retired member of **LOCAL 72**. Brother Twidwell retired in 2019 after 40 years of service with the Union Pacific Railroad. Brother Twidwell was a Signal Shop Technician at Sedalia, Missouri, at the time of his retirement. Brother Twidwell served as Local President and First Vice President.

JOHN L. UMBERGER—retired member of LOCAL 77. Brother Umberger retired in 2009 after 39 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Umberger was a Signal Maintainer at Stanley, Virginia, at the time of his retirement.

WILLIAM E. WENNER—retired member of LOCAL 106. Brother Wenner retired in 1987 after 37 years of service with Amtrak. Brother Wenner was a C&S Maintainer at Harrisburg, Pennsylvania, at the time of his retirement.

W.E. WILSON—retired member of LOCAL 33. Brother Wilson retired in 1989 after 40 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Wilson was a Signal Maintainer at Hutchinson, Kansas, at the time of his retirement.

HARRY C. WITT—retired member of LOCAL 188. Brother Witt retired in 1995 after 25 years of service with the Northern Pacific and the Burlington Northern Railroads. Brother Witt was a Signalman at Tacoma, Washington, at the time of his retirement.

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org

Marty Walsh as Labor Secretary

President Biden has named Boston Mayor Marty Walsh to head the Department of Labor. Walsh is the former President of the Laborers' International Union of North America (LiUNA), Local 223, and then-head of the Boston Building Trades before being elected mayor of the city in 2013. Walsh was also a state representative from 1997 to 2014.

In announcing his selection of Walsh as Labor Secretary, Biden said, "Marty understands, like I do, the middle class built this country, and unions built the middle class. He sees how union workers have been holding this country together during this crisis, health care workers keeping our hospitals safe, clean, and effective — and efficient. Public service workers fighting against budget shortfalls to keep communities afloat. Port workers, car haulers, warehouse workers, folks keeping our air and rail systems running. They're literally what's keeping us going. They deserve a secretary of labor who knows how to build their power as workers."

In his own remarks, Walsh said, "Working people, labor unions, and those fighting every day for their shot at the middle class are the backbone of our economy and of this country. As Secretary of Labor, I'll work just as hard for you as you do for your families and livelihoods. You have my word."

Walsh has the support of a broad-spectrum of labor leaders. AFL-CIO President Richard Trumka was among one of the first to throw his support behind Walsh. Several other large union leaders encouraged Biden to pick Walsh, including AFSCME President Lee Saunders and AFT President Randi Weingarten.

Walsh comes from a working-class background. He grew up in the Dorchester neighborhood in Boston and



attended college as an adult, graduating from Boston College's program for non-traditional students. He has worked in construction and stood on picket lines. He understands the needs of America's working families and is expected to tackle many issues that have been ignored under the Trump Administration.







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THE RAILROAD RETIREMENT BOARD Plans Improved Access to Toll-Free Service



The U.S. Railroad Retirement Board (RRB) has developed two changes to the agency's nationwide toll-free telephone system that should improve customers' access to agency staff and services. The changes took effect on February 15, 2021.

To address lengthy wait times for callers on their toll free number ((877)772-5772), the RRB added a virtual hold function and increased the total hours of availability.

Rather than staying on the phone until a representative becomes available, callers will be able to request a callback when their place in line comes up. When choosing this option, callers will be asked to confirm their phone number and record their name. The system will then tell them approximately how long it will take for them to receive a callback.

At the time the return call is placed, the person answering the phone will be able to accept the call, request a brief delay while the original caller comes to the phone, or reschedule the call for a later time. This approach will result in more efficient service by RRB representatives, and will allow customers to avoid long hold times.

In conjunction with implementing the virtual hold feature, the RRB also increased the number of hours per week during which claims representatives will be available to answer calls. The hours during which the toll-free number will accept calls has changed to 9 a.m. to 3 p.m. each business day, including Wednesdays.

Customers also have other options that are available 24 hours a day to obtain select services without the need to talk to an agency representative. By calling 877-772-5772 and using the automated menus or visiting myRRB, the following information and services are available:

• Letters verifying income and monthly benefit rates;

- Service and compensation statement;
- Replacement Medicare card;
- Duplicate tax statement (1099, 1099-R);
- General benefit information; and
- RRB field office addresses.



In addition, railroad employees who have established myRRB accounts can login and complete the following actions:

- Apply for and claim unemployment benefits;
- Claim sickness benefits;
- Check the status of their unemployment or sickness benefit claims;
- View their railroad service and compensation history; and
- Get an estimate of retirement benefits.

Customers also have the option of sending a secure message to their local office by accessing the **Field Office Locator** on **RRB.gov** and clicking on the link at the bottom of their servicing office's page.

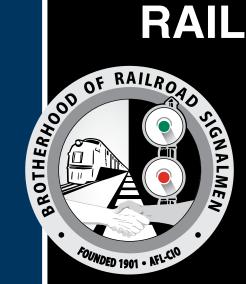
DID YOU KNOW?

Title 49: Transportation

§236.10 ELECTRIC LOCKS, FORCE DROP TYPE; WHERE REQUIRED

Electric locks on new installations and new electric locks applied to existing installations shall be of the forced drop type.

BROTHERHOOD OF RAILROAD SIGNALMEN



Mobile App

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App Store

Download the BRS GL App for the Apple or Google Play app store.

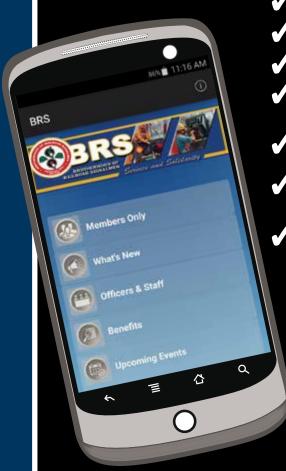
Once the app is installed, scroll to the 'New User Registration' tab to sign-up.

You will receive an email and have access to the 'Members Only' section within 24–48 hours.



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MEETING PHOTOS

NSGC-SJGC Quadrennial Meeting •

Asheville, North Carolina

















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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	<u> </u>

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STREET			
CITY —		STATE	ZIP
PHONE	EMAIL		CERTIFICATE #

SIGNALMAN'S STORE











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Graphic Shown Imprinted on Back of Shirt

OXFORD SHIRTS





BROWN CANVAS COAT

BLACK WOOL & LEATHER COAT

BLACK CANVAS COAT











WINDSHIRT

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



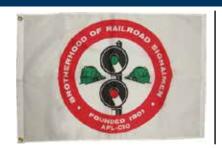








ASSORTED CAPS



FLAG







POCKET WATCH

WRIST WATCH

MANTLE CLOCK

PHOTO CONTEST WINNERS FOR 1st Quarter 2021



Installation of new bridge signal for siding extension on the Pratt Subdivision MP542.41 (new East Dalhart CPTC542).

L to R: Tom Feemster, Brian Hatfield, Brett Kirby, Joe Cornett, are Zone 1 Signalmen from Local 8 on Foreman Matt Paulsen's gang 8616.

Photo submitted by Local 8 member, Jacob Wullschleger.

PHOTO CONTEST WINNERS FOR 1st Quarter 2021



Members of Local 183, in Franklin Park, Illinois, install a seven track signal bridge for the new Franklin Park West control point on the METRA Milwaukee West Line.

Photo submitted by Local 183 member, Jim Lauber.

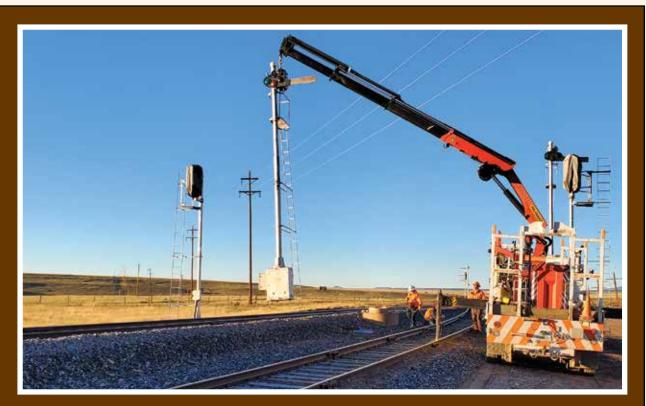


Photo taken at WSS Colmor, signal cutover on October 1, 2020. Pole line removal between WSS Colmor to ESS Levi, on the Powder River Division.

Photo submitted by Local 161 President, Justin Malden.

