



THE SIGNALMAN'S JOURNAL

VOLUME 103
1ST QUARTER 2022



Mortgages designed for **union** families

Finance your home with confidence

Learn more at unionplus.org

The Union Plus Mortgage Program
with financing from Wells Fargo Home
Mortgage or Union Plus Mortgage Company
provides benefits you can't get anywhere else,
including competitive rates, mortgage
assistance and gift awards.



Wells Fargo Home Mortgage has a services agreement with Union Privilege in which Union Privilege receives a financial benefit for providing agreed-upon services. Wells Fargo Home Mortgage encourages you to shop around to ensure you receive the services and loan terms that fit your home financing needs.

Wells Fargo Home Mortgage is a division of Wells Fargo Bank, N.A. © 2022 Wells Fargo Bank, N.A.

NMLSR ID 399801

Union Plus Mortgage Company has a services agreement with Union Privilege in which Union Privilege receives a financial benefit for providing agreed upon services.

Union Plus Mortgage Company NMLSR 156182



The SIGNALMAN'S JOURNAL

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

VOLUME 103 • 1ST QUARTER 2022



DIRECTORY

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

Mike Baldwin, President
(ext. 525) • msb@brs.org

Jim Finnegan, Secretary-Treasurer
(ext. 527) • jmfinnegan@brs.org

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

Quinn Norman, Vice President Headquarters
(ext. 528) • r.norman@brs.org

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

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

Justin Pier, Grand Lodge Representative
(ext. 567) • j.pier@brs.org

WASHINGTON OFFICE:
815 16th Street NW, 4th Floor
Washington, DC 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

Tim Tarrant, Vice President Commuter/Passenger
917 Shenandoah Shores Road, Front Royal, VA 22630
(540) 622-6522 (ext. 528) • tmt@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

Mike Sullivan, Member
60 Oak Place, Babylon, NY 11702
(631) 432-4760

OFFICERS EMERITUS:

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

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

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

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

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



APPOINTMENT AT GRAND LODGE

Justin Pier
Grand Lodge Representative 6



BROTHERHOOD OF RAILROAD SIGNALMEN

53rd Regular Convention

The Convention will convene on Monday, June 20, 2022, at the San Diego Mission Bay Resort, San Diego, California. The deadline for hotel reservations is May 19, 2022 7

Brotherhood of Railroad Signalmen File for Mediation	6
Did You Know?	7, 9, 15, 23
America's Largest Transportation Labor Coalition Gains	
Three More Unions, Unifies Rail Labor	8
Belonging to a Union	8
Coordinated Bargaining Coalition National Negotiations	10
Early Retirement Plan Increases Maximum	11
Alcohol and Drug Testing	15
Tips to Help Keep Your Health on Track! — At-Home Covid- 19 Tests	16
Rail Labor Unions Applaud Confirmation of FRA	
Administrator Amit Bose	20
UVC — Recommendations to Strengthen Labor Unions	21
Workers Memorial Day • April 28	27, 45
RRB — Employee Guide to Unemployment/Sickness Benefits	28
RRB — Employee Guide to Railroad Retirement Benefits	30
AFL-CIO Don't Buy	34
Protect Your Family — Carbon Monoxide (CO) Poisoning	35
Financial Secretary/Local Chairman's Training — October 2021	36
Local Chairman's Training/Financial Secretary Training — November 2021	37
Local 9 and Local 39 Meeting/Picnic Highlights.....	38
Local 138 Meeting Highlights.....	38
Local 225 Meeting Highlights	39
Local 16 Meeting Highlights	40
Local 72 Meeting Highlights	40
Southeast General Committee Meeting Highlights	41
Local 226 Meeting Highlights	42
Local 87 Meeting Highlights	43

From the President	2
From the Secretary-Treasurer.....	4
Railroad Retirement Board Questions & Answers	12
Washington Report	18
Continuous Membership	22
Designated Legal Counsel	24
Benefits Directory	25
Obituaries	26
Signalman's Store	32
Photo Contest Winners for 2022	44

COVER: The Keddie Wye is a railroad junction in the form of a wye on the Union Pacific Railroad, Plumas County, California. Located at the town of Keddie, it joins the east-west Feather River Route with the "Inside Gateway" (BNSF Gateway Subdivision) north to Bieber. Photo submitted by Local 19 Chairman and Member, Issac Andrade.





FROM THE PRESIDENT

— Michael S. Baldwin, BRS President

Happy 20
New Year 22



Brothers and Sisters,

Happy New Year! As I look to the year ahead, there are many pressing issues we, as an organization, must tackle. We are embattled with Carriers in negotiations for the National Contract, continue to fight PSR, and face resistance from railroads to bargain locally. We face those challenges all while we continue the fight to maintain lifesaving regulations for the safety of our members, the public, and railroads. However, I would be remiss not to mention the upcoming 53rd Regular Convention. Convention will open on Monday, June 20, at 9:30 a.m., in San Diego, California, and is the highest decision-making body of the Brotherhood of Railroad Signalmen.



This is a very important week for the Brotherhood of Railroad Signalmen (BRS). We gather every four years to choose our Grand Lodge officers and determine our goals for the future of this organization through the Resolution and Recommendation process of amending and changing the BRS Constitution.

At your local meetings, over the last four years, you have had a chance to speak with your Brothers and Sisters, discussing ways to strengthen the Brotherhood; your local or General Committee has had the opportunity to take those suggestions and submit Resolutions to the BRS Constitution for consideration by the entire Convention body. Those elected to represent your local and General Committees as Delegates have the oppor-

tunity to bring your vote and voice to the Convention floor and chart the course of the Brotherhood over the next four years.

As the governing document of the BRS, the purpose of the Constitution, as stated in its Preamble, is “To promote the interests and general welfare of its members; to provide methods for relief of sickness and distress; to inculcate the principles of

Article 1, Section 92
The Convention shall adopt all laws and regulations of general application for the government of the Brotherhood of Railroad Signalmen, and may alter, amend, or repeal same.

trade unionism and unity, that members may secure the recognition of rights to which they are justly entitled; to advance and elevate the profession of railroad signaling; to educate its members that their happiness, prosperity, and general well-being may be enhanced; to perpetuate itself on the basis of truth, justice, and brotherly love; and to provide laws for its government...” and it “...

shall govern the officers, subordinate units, and members of the Brotherhood in the discharge of their duties and obligations according to the high standards of officer-member responsibility and conduct herein required. It also establishes certain rights and privileges, subject to reasonable qualifications, rules, or regulations uniformly imposed governing their exercise, in order to prevent abuse of such rights and privileges by a few members contrary to the interests of the great majority and to promote the interests and welfare of all concerned.”

Delegates representing Local Lodges and General Committees from across the United States help guide this organization through the challenges that lie ahead. Some of the Delegates have been around for a while

and are involved in the day-to-day operations of your Locals and General Committees. However, I anticipate many new faces at this Convention, just like the last. As Grand Lodge officers, we listen and trust that the decisions each Delegate makes are for the benefit of all our Brothers and Sisters, rather than to benefit an individual or select few. I am confident that through the unity and solidarity this Organization is known for, the work we do at Convention will continue to promote the betterment of the Organization. I look forward to tackling the challenges we face today and laying a foundation for the next generation of Signalmen to build upon.

From my first Convention as a Delegate, to later ones as a Grand Lodge Representative, Director of Research, Vice President West, and now President, I look forward to the conversations with my Brothers and Sisters, both the ones that promote solidarity, as well as difficult ones with ideas that differ from mine; they provide a fresh perspective. It is important for every delegate and member to know their voices and opinions matter, as we strive to uphold the membership's wishes to better the Organization. This is the great power we possess as a union when we remain unified compared to fighting a battle alone. These are the core principles of the union movement; when we show solidarity, there is nothing we cannot overcome. It is important to educate our members and promote union involvement, which supports a strong foundation of union activism.

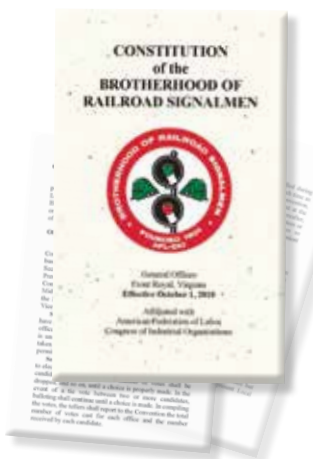
For more information on the upcoming Convention, contact your local officers and visit www.brs.org. If you would like to review what the BRS Constitution says about the process of Convention, please logon to the "Members Only" side of the BRS website and review Article I, Sections 18-24, 88-114, and 130-131. I look forward to seeing you or your local's delegate(s) in San Diego.



The Brotherhood of Railroad Signalmen is looking forward to working with the new Federal Railroad Administrator, Amit Bose (left). President Baldwin (right) met with the Administrator who values the work performed and also the input of Signalmen.

In Solidarity,

Michael S. Baldwin — BRS President



Article I, Section 18. *The officers shall be elected at each regular Convention. The election shall be the first order of new business. The offices for election are as follows: President, Secretary-Treasurer, Vice President Headquarters, Vice President NRAB, Vice President West, Vice President Commuter/Passenger, Vice President East, Vice President Midwest, Trustee, Trustee, Trustee. This would not prohibit the President from changing assignments or titles of the Vice Presidents between Conventions.*



James M. Finnegan, BRS Secretary-Treasurer

Filing Requirements *for* Financial Secretaries

[illegible]

**QR-1 Form
for Q1 2022
(DUE APRIL 15)**

The Financial Secretary shall submit a quarterly report, QR-1, or a Profit and Loss Report and a Balance Sheet Report to the Local Board of Trustees, along with supporting documentation when requested, for approval. A copy of this report must be forwarded to the Secretary-Treasurer.


Brotherhood of Railroad Signalmen

For reporting period ending _____
 Report unit number _____

SECTION 1

On or at start of reporting period

- Cash on hand _____
- Cash in banks _____
- Total cash _____
- Total receipts _____
- Total cash, receipts _____
- Total disbursements _____
- Net cash _____



SECTION 2

On or at end of reporting period

- Cash on hand _____
- Cash in banks _____
- Total cash _____

RECEIPTS

- Dues, membership fees _____
- Fines, Assessments _____
- Voluntary retirement fees _____
- Interest _____
- Other receipts _____

13. Total receipts _____

DISBURSEMENTS

- Per capita tax:
 - Grand Lodge _____
 - Grand Committee _____
- To Officers:
 - Grand Wages _____
 - Discretion _____
 - Net wages _____
- To Expenses _____
- To Expatriates _____
- Grand Wages (a) Deductions _____
- Office & Administrative _____
- Benefits _____
- Contributions, gifts _____
- Direct Taxes _____
- Voluntarily given _____
- Other disbursements _____
- Total disbursements _____

Name: _____
 Date: _____

off. Sec. Rev. 10-12-64

Our members (ORs) will be considered not transferred to Secretary's Treasurer nor listed on the 13th of the month following the close of each quarter.

Labor Management Reporting: LM-2, 3, or 4

- LM Forms must be filed within 90 days after the end of your local's fiscal year (12-month reporting period).
- Labor organizations with greater than \$250,000 in annual receipts must file Form LM-2. Labor organizations with total annual receipts of less than \$250,000 may file Form LM-3, less than \$10,000 may file Form LM-4.
- The term "total annual receipts" means all financial receipts of the labor organization during its fiscal year, regardless of the source.
- LM reports for the year 2000 and later may be viewed and downloaded from the OLMS Web site at *unionreports.dol.gov*.
- The only accepted method of completing the LM report is the Electronic Forms System. The first step is to register online at DOL website at *<https://www.dol.gov/olms/regs/compliance/efs/efsintro.htm>*. After registering and logging in, report is completed, signed, and submitted online.

941 for 2022: Employer's QUARTERLY Federal Tax Return		151510 <small>OMB No. 1545-0047</small>
Employer identification number (EIN) 		
Business name (if different from above) 		
Business type 		
Number of employees who received wages in 2022 		
Number of employees who received wages in 2022, or other compensation for the pay period immediately after 12/31/2021 		
Address 		
City or town 		
State 		
Zip code 		
Phone number 		
Accounting period beginning on (month/year) 		
Number of employees who received wages in 2022, or other compensation for the pay period immediately after 12/31/2021 		
2 Wages, tips, and other compensation 		
3 Federal income tax withheld from wages, tips, and other compensation 		
4 If wages, tips, and other compensation are subject to Social Security or Medicare tax 		
5 Check and go to line 6.		
6a Taxable social security wage 		
6b If qualified sick leave wage 		
6c If qualified family leave wage 		
6d If qualified family leave wage 		
6e Taxable Medicare wage & tips 		
6f Taxable wages & tips subject to Additional Medicare Tax withholding 		
7 Social security and Medicare taxes 		
8 Total 2022 net wages and compensation 		
9 Total 2022 net wages and compensation 		
10 Current quarter's adjustment for sick pay 		
11 Current quarter's adjustment for family leave 		
12 Current quarter's adjustment for wages and group-term life insurance 		
13 Total taxes after adjustments 		
14 Qualified small business payment credit for increasing research activities 		
15 Nonrefundable portion of credit for qualified sick and family leave wages for taxes before 1/1/2021 		
16 Reserved for future use 		

IRS 941 for Q1 2022

(DUE MAY 2)
Employer's Quarterly
(941) Federal Tax
Return is for report-
ing federal income tax
withheld. The form
is available on *www.
irs.gov*.

**IRS 990, 990-EZ,
or 990-N
(DUE MAY 16)**

A tax-exempt organization must file an annual information return or notice with the IRS, unless an exception applies. Annual information returns include Form 990, Form 990-EZ, and Form 990-N. Form 990 is the IRS' primary tool for gathering information about tax-exempt organizations, educating organizations about tax law requirements, and promoting compliance. Organizations also use the Form 990 to share information with the public about their programs. Additionally, most states

990 Return of Organization Exempt From Income Tax

OMB No. 1545-0047

Department of the Treasury

Check one: ☐ Sole proprietorship ☐ Partnership ☐ S corporation ☐ Trust ☐ Estate ☐ Other (specify): _____

Check the appropriate box: ☐ Religious ☐ Educational ☐ Charitable ☐ Scientific or literary ☐ Other (specify): _____

Part I Summary

1. Name of the organization: _____

2. EIN: _____

3. State: _____

4. City or town, state or province, county, and ZIP or foreign postal code: _____

5. Telephone number: _____

6. Website: _____

7. Form 990-EZ required? ☐ Yes ☐ No

8. Form 990 required? ☐ Yes ☐ No

9. Form 990-EZ required? ☐ Yes ☐ No

10. Form 990 required? ☐ Yes ☐ No

11. Form 990-EZ required? ☐ Yes ☐ No

12. Form 990 required? ☐ Yes ☐ No

13. Form 990-EZ required? ☐ Yes ☐ No

14. Form 990 required? ☐ Yes ☐ No

15. Form 990-EZ required? ☐ Yes ☐ No

16. Form 990 required? ☐ Yes ☐ No

17. Form 990-EZ required? ☐ Yes ☐ No

18. Form 990 required? ☐ Yes ☐ No

19. Form 990-EZ required? ☐ Yes ☐ No

20. Form 990 required? ☐ Yes ☐ No

21. Form 990-EZ required? ☐ Yes ☐ No

22. Form 990 required? ☐ Yes ☐ No

23. Form 990-EZ required? ☐ Yes ☐ No

24. Form 990 required? ☐ Yes ☐ No

25. Form 990-EZ required? ☐ Yes ☐ No

26. Form 990 required? ☐ Yes ☐ No

27. Form 990-EZ required? ☐ Yes ☐ No

28. Form 990 required? ☐ Yes ☐ No

29. Form 990-EZ required? ☐ Yes ☐ No

30. Form 990 required? ☐ Yes ☐ No

31. Form 990-EZ required? ☐ Yes ☐ No

32. Form 990 required? ☐ Yes ☐ No

33. Form 990-EZ required? ☐ Yes ☐ No

34. Form 990 required? ☐ Yes ☐ No

35. Form 990-EZ required? ☐ Yes ☐ No

36. Form 990 required? ☐ Yes ☐ No

37. Form 990-EZ required? ☐ Yes ☐ No

38. Form 990 required? ☐ Yes ☐ No

39. Form 990-EZ required? ☐ Yes ☐ No

40. Form 990 required? ☐ Yes ☐ No

41. Form 990-EZ required? ☐ Yes ☐ No

42. Form 990 required? ☐ Yes ☐ No

43. Form 990-EZ required? ☐ Yes ☐ No

44. Form 990 required? ☐ Yes ☐ No

45. Form 990-EZ required? ☐ Yes ☐ No

46. Form 990 required? ☐ Yes ☐ No

47. Form 990-EZ required? ☐ Yes ☐ No

48. Form 990 required? ☐ Yes ☐ No

49. Form 990-EZ required? ☐ Yes ☐ No

50. Form 990 required? ☐ Yes ☐ No

51. Form 990-EZ required? ☐ Yes ☐ No

52. Form 990 required? ☐ Yes ☐ No

53. Form 990-EZ required? ☐ Yes ☐ No

54. Form 990 required? ☐ Yes ☐ No

55. Form 990-EZ required? ☐ Yes ☐ No

56. Form 990 required? ☐ Yes ☐ No

57. Form 990-EZ required? ☐ Yes ☐ No

58. Form 990 required? ☐ Yes ☐ No

59. Form 990-EZ required? ☐ Yes ☐ No

60. Form 990 required? ☐ Yes ☐ No

61. Form 990-EZ required? ☐ Yes ☐ No

62. Form 990 required? ☐ Yes ☐ No

63. Form 990-EZ required? ☐ Yes ☐ No

64. Form 990 required? ☐ Yes ☐ No

65. Form 990-EZ required? ☐ Yes ☐ No

66. Form 990 required? ☐ Yes ☐ No

67. Form 990-EZ required? ☐ Yes ☐ No

68. Form 990 required? ☐ Yes ☐ No

69. Form 990-EZ required? ☐ Yes ☐ No

70. Form 990 required? ☐ Yes ☐ No

71. Form 990-EZ required? ☐ Yes ☐ No

72. Form 990 required? ☐ Yes ☐ No

73. Form 990-EZ required? ☐ Yes ☐ No

74. Form 990 required? ☐ Yes ☐ No

75. Form 990-EZ required? ☐ Yes ☐ No

76. Form 990 required? ☐ Yes ☐ No

77. Form 990-EZ required? ☐ Yes ☐ No

78. Form 990 required? ☐ Yes ☐ No

79. Form 990-EZ required? ☐ Yes ☐ No

80. Form 990 required? ☐ Yes ☐ No

81. Form 990-EZ required? ☐ Yes ☐ No

82. Form 990 required? ☐ Yes ☐ No

83. Form 990-EZ required? ☐ Yes ☐ No

84. Form 990 required? ☐ Yes ☐ No

85. Form 990-EZ required? ☐ Yes ☐ No

86. Form 990 required? ☐ Yes ☐ No

87. Form 990-EZ required? ☐ Yes ☐ No

88. Form 990 required? ☐ Yes ☐ No

89. Form 990-EZ required? ☐ Yes ☐ No

90. Form 990 required? ☐ Yes ☐ No

91. Form 990-EZ required? ☐ Yes ☐ No

92. Form 990 required? ☐ Yes ☐ No

93. Form 990-EZ required? ☐ Yes ☐ No

94. Form 990 required? ☐ Yes ☐ No

95. Form 990-EZ required? ☐ Yes ☐ No

96. Form 990 required? ☐ Yes ☐ No

97. Form 990-EZ required? ☐ Yes ☐ No

98. Form 990 required? ☐ Yes ☐ No

99. Form 990-EZ required? ☐ Yes ☐ No

100. Form 990 required? ☐ Yes ☐ No

rely on Form 990 to perform charitable and other regulatory oversight and to satisfy state income tax filing requirements for organizations claiming exemption from state income tax.

All organizations that file Form 990 or Form 990-EZ must now also electronically file those returns. This require-

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.

53rd Regular Convention

Our 53rd Regular Convention will be held at the San Diego Mission Bay Resort on June 20–24, 2022. Delegate credentials were mailed to the Recording Secretary of each Local lodge in January. Once your Local lodge has elected delegates, please send the white duplicate copy of the credentials to: Secretary-Treasurer, 917 Shenandoah Shores Road, Front Royal, VA 22630. Each delegate will then receive detailed information on accommodations and registration. If you have any questions, please contact my office at (540) 622-6527. ■



ment is effective for tax years that begin after July 1, 2019. 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.

2022 STANDARD MILEAGE RATE

The 2022 standard mileage rate set by the IRS will be 58.5 cents per mile, effective January 1, 2022. The new rate compares to a rate of 56 cents per mile in 2021.

Please use this rate when calculating mileage reimbursement on expense reports for 2022.

While gasoline is a significant factor in the mileage figure, other items enter into the calculation of mileage

rates, such as depreciation, insurance, and other fixed and variable costs.

The mileage rate is used to compute the deductible costs of operating an automobile for business use in lieu of tracking actual costs. This rate is also used as a benchmark by the federal government and many businesses to reimburse their employees for mileage. ■





JUSTIN PIER

Appointed Grand Lodge Representative

BRS President Michael Baldwin, has announced the appointment of Local 161 member Justin Pier as Grand Lodge Representative. He is currently assigned to the Brotherhood's Headquarters in Front Royal, Virginia.

Brother Pier began his railroad career in 2013 as an Assistant Signalman assigned to a Mobile Construction Gang on BNSF Railway. In 2015, he was promoted to Signalman and has since been a Foreman of a Signal Maintenance Gang. In 2020, he was awarded the position of Maintainer, which he worked until his appointment to Grand Lodge. Brother Pier was elected to the position of Local Chairman in 2020, at which point he founded the Brotherhood of Railroad Signalman Local 161 Facebook group.

Brother Pier, a resident of Wichita, Kansas, prior to his appointment to the Grand Lodge, has spent most his life moving across the Central and Southeastern United States; graduating from Shelby County High School in Columbiana, Alabama. Brother Pier honorably served his county as a Weapons Loader for the B-1 Lancer in the United States Air Force. A graduate from the Community College of the Air Force, Brother

Pier obtained a degree in Aircraft Armament Systems Technology. Industry achievements include graduation from BNSF Signal Apprentice Training, completion of many elective BNSF signal training courses, along with BRS Local Chairman Training.

Brother Pier, his wife Amber, and their two children, JD and Charli, look forward to making a new home in Virginia. ■



JUSTIN PIER
Grand Lodge Representative

Brotherhood of Railroad Signalmen File for Mediation

JANUARY 24, 2022 — The Brotherhood of Railroad Signalmen requested invocation of the services of the National Mediation Board (NMB), pursuant to the Railway Labor Act. A formal Section 6 notice was filed with the National Carriers' Conference Committee (NCCC) on December 19, 2019.

The BRS is a member of the Coordinated Bargaining Coalition (CBC), the coalition includes: ATDA, BLET, BRC, IAM, IBB, IBEW, NCFO, TCU, TWU, and SMART-

TD. The NCCC met with the CBC 11 times between February 26, 2020, and January 19, 2022, with little or no movement on the issues from the NCCC. Due to bad faith bargaining of the Carriers, the CBC, including the BRS, had no choice but to invoke mediation.

Michael Baldwin, BRS President, requested the Board accept jurisdiction over these disputes, and a mediator be assigned as soon as possible to expedite the mediation process. ■

BROTHERHOOD OF RAILROAD SIGNALMEN 53RD REGULAR CONVENTION



The 53rd Regular Convention will convene on Monday, June 20, 2022, at 9:30 a.m., at the San Diego Mission Bay Resort, 1775 East Mission Bay Drive, San Diego, California.

Hotel reservations may be made by calling the San Diego Mission Bay Resort at (877) 313-6645, or you may submit your reservation online by visiting San Diego Mission Bay Resort.

If you make your reservation by phone, please request the group code **“2022 BRS CONVENTION”** and **“BRS622”** in order to secure the Convention room rate of \$219 per night, for up to two adults per room. You do not need to enter the number of children that will be with you. There will be an additional charge for more than two adults in the room.

The deadline for hotel reservations is May 19, 2022.



Find us on Facebook



DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.103 TIMELY RESPONSE TO REPORT OF MALFUNCTION

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

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

234.106 or 234.107 of this part.

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

America's Largest Transportation Labor Coalition Gains Three More Unions, Unifies Rail Labor

The Transportation Trades Department, AFL-CIO (TTD), America's largest coalition of transportation labor unions, announced the affiliation of three more unions, bringing the coalition's total membership to 36 affiliated unions. TTD proudly welcomes the Brotherhood of Locomotive Engineers and Trainmen (BLET), and Brotherhood of Maintenance of Way Employees (BMWED), both divisions of the Rail Conference of the International Brotherhood of Teamsters, and the International Union of Painters and Allied Trades (IUPAT) to its membership.

Significantly, the re-affiliation of BLET and BMWED means all of America's rail labor unions have a unified voice. In addition to BLET and BMWED, the Rail Labor Division includes the American Train Dispatchers Association (ATDA); Brotherhood of Railroad Signalmen (BRS); International Association of Machinists and Aerospace Workers (IAMAW); International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART); International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers (IBB); International Brotherhood of Electrical Workers (IBEW); National Conference of Firemen & Oilers, SEIU (NCFO);

Transportation Communications Union/IAM (TCU); Transport Workers Union of America (TWU); and UNITE HERE.

The BLET represents more than 57,000 active and retired members, including Locomotive Engineers, Conductors, Brakemen, Firemen, Switchmen, Hostlers, and other Train Service Employees on U.S. railroads.

"Our re-affiliation with TTD and its Rail Labor Division (RLD) once again unites all rail labor unions in one common Organization. We look forward to working with all of TTD's officers, staff, and affiliated unions; we are always stronger, and our members are best represented when we are working together," said BLET President Dennis Pierce.

The BMWED represents nearly 26,000 workers who build and maintain the tracks, bridges, buildings, and other structures on railroads across the nation.

"I am excited for the prospect of advancements for all railroad workers that could come through all of rail labor uniting under TTD. I look forward to working with TTD President Greg Regan, Secretary-Treasurer Shari Semelsberger, and the very capable TTD Staff. Rail Labor is always strongest and prospers most when we stand united



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.

against the railroads, and TTD will certainly help with our fight,” said BMWED President Freddie Simpson.

IUPAT represents more than 160,000 active and retired workers in the United States and Canada. IUPAT’s members work in the Finishing Trades as industrial and commercial painters and perform essential work in the transportation sector by painting bridges, parking, traffic and air strip lines, trucks, automobile, railroad cars, ships, and aircraft.

“The IUPAT knows that our strength comes from our solidarity with one another. Times have been tough, and we have to stick together now more than ever. We look forward to working with our partners in the TTD across our shared industry to raise the bar for the working class,” said IUPAT President Jimmy Williams, Jr.

Transportation labor will play a critical role in ensuring that the Infrastructure Investment and Jobs Act (IIJA) is implemented in a manner that grows good-paying union jobs while rebuilding the nation’s deteriorating transportation infrastructure and revitalizing the economy. Meanwhile, frontline transportation workers continue to perform their essential work during the pandemic and a wave of unpredictable COVID-19 variants. By making TTD’s collective voice more extensive and more diverse with the addition of these three unions, transportation labor is the strongest it’s ever been to tackle these challenges.

“2022 will be a year of tremendous challenges and opportunities,” said TTD President Greg Regan. *“Our task will be made more difficult by a narrowly divided and increasingly partisan Congress, and, of course, the midterm elections looming in November. By welcoming IUPAT, BLET, and BMWED into the TTD family, transportation labor is more unified and prepared for the challenges ahead.”* ■

BLET is North America’s oldest rail labor union. The BLET marked its 150th anniversary in 2013 and was founded in Detroit, Michigan, on May 8, 1863, as the Brotherhood of the Footboard; a year later, its name was changed to The Brotherhood of Locomotive Engineers. The BLE merged with the International Brotherhood of Teamsters and became the BLET on January 1, 2004.

BMWED was founded as a fraternal organization in Demopolis, Alabama, in 1887 by Track Foreman John T.

Wilson. The BMWED was once an International union with more than 350,000 members in the United States and Canada. The BMWED merged with the International Brotherhood of Teamsters in 2005.

IUPAT was founded as the Brotherhood of Painters and Decorators of America in 1887. Since then, the members of the IUPAT have followed the mantra that “Single-handed we can accomplish nothing; but united there is no power of wrong we may not openly defy.”

TTD is a coalition of 36 affiliated labor unions representing workers in every mode of transportation. Simply put, TTD is the voice of transportation labor in America.

DID YOU KNOW?

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

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

Already registered on the BRS website?



You can still sign-up for an email account — simply go to the “Member Resources” page on our website to register for a FREE email address.

COORDINATED BARGAINING COALITION

NATIONAL NEGOTIATIONS



CBC UNIONS SUPPORT BMWED/SMART MECHANICAL REQUEST FOR AN END TO MEDIATION

By letter dated February 24, 2022, the rail bargaining coalition made up of the Brotherhood of Maintenance of Way Employees Division of the Teamsters Rail Conference (BMWED) and the Mechanical Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers Union (SMART Mechanical) petitioned the National Mediation Board (NMB) for a proffer of arbitration, requesting to be released from continued mediation sessions. If granted by the NMB, the proffer of arbitration is the next step in the process towards self-help and a potential Presidential Emergency Board to settle their contract dispute with the Nation's rail carriers.

The Coordinated Bargaining Coalition (CBC) Unions*, which are likewise in negotiations with the same rail carriers, support the BMWED/SMART Mechanical request to be released from mediation and agree that the parties are at impasse and should be allowed to move the contract dispute to the next steps of the Railway Labor Act's negotiation process. Although the CBC Unions are also in mediation with their next NMB-mediated bargaining session scheduled in March, the CBC made it clear to the NMB upon enter-

ing mediation that there is little, if any, hope of reaching a voluntary agreement in light of the rail carriers' refusal to bargain in good faith with any of the Rail Unions. Therefore, the CBC fully expects to be making the same request for a release, and once all Rail Unions are released from mediation, the CBC will stand alongside the BMWED/SMART Mechanical Coalition through the final steps of the Railway Labor Act negotiation process to bring the bargaining round to a successful conclusion.

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

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



Early Retirement Plan Increases Maximum

The 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, 2022, this maximum will increase to \$182,700.

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.

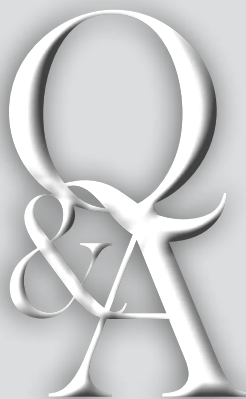
If you retire and are eligible for GA-46000, you can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum of \$500,000.

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



RAILROAD RETIREMENT BOARD

Reporting Events That Can Affect Railroad Retirement Benefits

Rights to benefits under the Railroad Retirement Act also carry responsibilities for reporting events that may affect the payment of these benefits to the employee or to members of the employee's family. If these events are not reported to an RRB field office, benefit overpayments can occur that have to be repaid, sometimes with interest and penalties. It is important to know that knowingly making a false or fraudulent statement or withholding information to receive benefits is a crime under Federal law which may be punishable by fines, imprisonment, or both.



Events that can affect the payment of a railroad retirement annuity and result in overpayments if not promptly reported to agency field offices include:

- entitlement to social security or certain other benefits, and changes in the amount of such benefit payments;
- post-retirement work activity and the receipt of earnings by age and service annuitants;
- post-retirement work activity, whether earnings are received or not, by disability annuitants;
- the death of an annuitant;
- a change in marital status;
- a child leaving the care of a spouse or widow(er);
- a student ceasing full-time school attendance.

The following questions and answers describe how these events affect railroad retirement benefits and what should be done to prevent overpayments.

How can the awarding of social security benefits result in a railroad retirement annuity overpayment?

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

The tier I dual benefit reduction also applies to the annuity of an employee qualified for social security benefits on the earnings record of another person, such as a spouse. In addition, the tier I portion of a spouse, divorced spouse, or survivor annuity is reduced for **any** social security entitlement, even if the social security benefit is based on the spouse's, divorced spouse's, or survivor's own earnings.

These reductions follow principles of social security law which limit payment to the higher of any two or more benefits payable to an individual at one time.

If a railroad retirement annuitant is also awarded a social security benefit, in most cases a combined monthly dual benefit payment will be issued by the Railroad Retirement Board (RRB). The Social Security Administration determines the amount of the social security benefit due, and the RRB determines the amount of the railroad retirement annuity due. (As stated above, the tier I portion of a railroad retirement annuity is reduced by the amount of the social security benefit due.)

A person should notify an RRB field office when filing for social security benefits. If the Social Security Administration begins paying benefits directly to a railroad retirement annuitant without the RRB's knowledge, a tier I overpayment will occur. This frequently happens when a railroad employee's spouse or widow(er) is awarded social security benefits not based on the employee's earnings.

Also, annuitants who are receiving their social security benefits directly from the Social Security Administration must notify an RRB field office if their social security benefits are subsequently increased for any reason **other** than annual cost-of-living increases, such as a recomputation to reflect post-retirement earnings. Since such recomputations are usually retroactive, they can result in substantial tier I overpayments.

While social security benefit information is provided to the RRB as a result of routine information exchanges between the RRB and the Social Security Administration, it will generally not be provided in time to avoid such a benefit overpayment.

What other types of benefit payments, besides social security benefits, require dual benefit reductions in a railroad retirement annuity?

For **employees** eligible for a railroad retirement annuity **and** a Federal, State, or local government pension, there may be a reduction in tier I for receipt of a public pension based, in part or in whole, on employment not covered by social security or railroad retirement after 1956. This may also apply to certain other payments not covered by social security, such as payments from a non-profit organization or from a foreign government or a foreign employer. However, it does not include military service pensions, payments by the Department of Veterans Affairs, or certain benefits payable by a foreign government as a result of a totalization agreement between that government and the United States.

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

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

If annuitants become entitled to any of the above payments, or if there is any question as to whether a payment requires a reduction in their annuities, they should promptly notify an RRB field office.

Can post-retirement work activity and earnings cause railroad retirement overpayments?

Unreported post-retirement work activity and earnings in nonrailroad employment (including self employment) are a major cause of overpayments in railroad retirement annuities. Like social security benefits, railroad retirement tier I benefits paid to employees and spouses, plus tier I, and tier II benefits paid to survivors, are subject to deductions if post-retirement earnings exceed certain exempt amounts, which increase annually.

These earnings deductions do not apply to those who have attained full social security retirement age. Under the Social Security Act, full retirement age for employees and spouses is age 66 for those born from 1943 through 1954 and gradually increases to age 67 for those born in 1960 or later. Full retirement age for survivor annuitants ranges from age 66 for those born from 1945 through 1956 to age 67 for those born in 1962 or later.

For those under full retirement age throughout 2021, the exempt earnings amount is \$18,960. It rises to \$19,560 in 2022. For beneficiaries attaining full retirement age in 2021, the exempt earnings amount is \$50,520 for the months before the month full retirement age is attained. In 2022, the exempt earnings amount will be \$51,960. Prior to the calendar year in which full retirement age is attained, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining full retirement age during a calendar year, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

Annuitants who work after retirement and expect that their earnings for a year will be more than the annual exempt amount must promptly notify an RRB field office and furnish an estimate of their expected earnings. This way their annuities can be adjusted to take the excess earnings into consideration and prevent an overpayment. Annuitants whose original estimate changes significantly during the year, either upwards or downwards, should also notify the RRB.

Retired employees and spouses, regardless of age, who

work for their last pre-retirement nonrailroad employer are also subject to an earnings deduction in their tier II and railroad retirement supplemental annuity benefits, if applicable, of \$1 for every \$2 in earnings up to a maximum reduction of the lesser of 50 percent of the earnings or tier II and supplemental benefits combined. This earnings restriction does not change from year to year and does not allow for an exempt amount. Retired employees and spouses should therefore promptly notify an RRB field office if they return to employment for their last pre-retirement nonrailroad employer, or if the amount of their earnings from such employment changes.

A spouse benefit is subject to reductions not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or any other post-retirement employment. An annuity paid to a divorced spouse may continue despite the employee's work activity. However, the employee's non-railroad earnings over the annual earnings exempt amount may reduce a divorced spouse benefit.

How do post-retirement work activity and earnings affect disability annuities?

Any work performed by a disabled annuitant — whether for payment or not — may be considered an indication of recovery from disability, and, therefore, must be reported promptly to an RRB field office to avoid potential overpayments.

In addition, special restrictions limiting earnings to \$1,020 per month in 2021, exclusive of disability-related work expenses, apply to disabled railroad retirement employee annuitants. In 2022, this amount rises to \$1,050. These disability work restrictions apply until the disabled employee annuitant attains full retirement age which, as stated earlier, ranges from age 66 to age 67, depending on the year of birth. These work restrictions apply even if the annuitant has 30 years of railroad service. Also, a disabled employee annuitant who works for his or her last pre-retirement nonrailroad employer would be subject to the additional earnings deduction that applies in these cases.

What effect does railroad work have on an annuity?

No railroad retirement annuity is payable for any month in which an employee, spouse or survivor annuitant performs compensated service for a railroad or railroad union. This includes local lodge compensation for more than

\$24.99 in a calendar month, and work by a local lodge or division secretary collecting insurance premiums, regardless of the amount of salary.

What should be done when a railroad retirement annuitant dies?

An RRB field office should be notified immediately upon the death of any retirement or survivor annuitant. Payment of a railroad retirement annuity stops upon an annuitant's death, and the annuity is not payable for any day in the month of death. This is true regardless of how late in the month death occurs and there is no provision for prorating such a payment. Any payments received after the annuitant's death must be returned. The sooner the RRB is notified, the less chance there is of payments continuing and an overpayment accruing. The RRB would also determine whether any survivor benefits due are payable by the RRB or the Social Security Administration.

What are some other events that can affect payments to auxiliary beneficiaries, such as spouses, divorced spouses, and widow(er)s?

A spouse or divorced spouse must immediately notify an RRB field office if the railroad employee upon whose service the annuity is based dies. A spouse must notify the RRB if her or his marriage to the railroad employee ends in divorce or annulment, and a widow(er) or divorced spouse must notify the RRB if she or he remarries.

Also, benefits paid to spouses, widow(er)s and surviving divorced spouses that are based on the beneficiary caring for the employee's unmarried child are normally terminated by the RRB when the child attains age 18 (age 16 for a surviving divorced spouse) or if a disabled child over age 18 (age 16 for a surviving divorced spouse) recovers from the disability. Therefore, the RRB must be notified if the child leaves the beneficiary's care or marries.

Benefits are also payable to an unmarried child age 18 in full-time attendance at an elementary or secondary school or in approved home schooling until the student attains age 19, or the end of the school term in progress when the student attains age 19. (In most cases where a student attains age 19 during the school term, benefits are limited to the two months following the month age 19 is attained.) These benefits will be terminated earlier if the student marries, graduates, or ceases full-time attendance. Therefore, the RRB must be notified promptly to prevent an overpayment. ■

Alcohol and Drug Testing

MINIMUM RANDOM TESTING RATES FOR 2022 REMAIN UNCHANGED

The Federal Railroad Administration (FRA) announced the minimum random testing rates for railroad workers in the year 2022.

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, 2022, through December 31, 2022, 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, 2022, through December 31, 2022.

On June 12, 2017, maintenance-of-way (MOW) employees became subject to FRA random drug and alcohol testing. For the calendar year 2022, the FRA has set the initial minimum annual random testing rates for MOW employees at 25 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 Administration (FMCSA)	50%	10%
Federal Aviation Administration (FAA)	25%	10%
Federal Railroad Administration (FRA)	25% Covered Service	10% Covered Service
	25% 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

§236.56 SHUNTING SENSITIVITY

Each track circuit controlling home signal or approach locking shall be so maintained that track relay is in deenergized position, or device that functions as a track relay shall be in its most restrictive state if, when track circuit is dry, a shunt of 0.06 ohm resistance is connected across the track rails of the circuit, including fouling sections of turnouts. ■

AT-HOME COVID-19 TESTS

Tips to Help Keep Your Health On Track!



There are several ways to access at-home COVID-19 test kits at no additional cost to you. First, every home in the U.S. is eligible to order four (4) free tests provided by the federal government. Also, some of your Railroad health and welfare benefits will cover eight (8) at-home tests per covered individual every 30 days through your pharmacy benefit, as provided under one of the following plans:

- The Railroad Employees National Health and Welfare Plan (National Plan); or
- National Railway Carriers and United Transportation Union (NRC/UTU) Health and Welfare Plan (NRC/UTU Plan).

At-Home Tests through your Railroad Health and Welfare Benefits — Express Scripts Pharmacy Benefit

Beginning January 15, 2022, and until the end of the public health emergency (PHE), your pharmacy benefit, administered through Express Scripts, will cover U.S. Food and Drug Administration (FDA)-authorized or approved at-home COVID-19 diagnostic tests.

At-Home Tests through the Government

You can visit covidtests.gov to order free at-home tests (also referred to as over-the-counter tests, self-tests, and rapid antigen tests). You can also order free at-home tests by visiting the U.S. Postal Service's website at special.usps.com/testkits. Tests are expected to arrive within 7-12 days of ordering.

Three options to obtain tests:

1. **Use your Express Scripts Pharmacy Benefit Card at the pharmacy counter of a participating retail pharmacy.** *No out-of-pocket costs for you, and you have the ability to test same-day.*
 - Find a local, participating retail pharmacy by logging in or registering at express-scripts.com.
 - Bring FDA-authorized or approved at-home COVID-19 tests to the pharmacy counter.
 - Provide the pharmacy with your Express Scripts Pharmacy Benefit card to ensure the tests are

covered at no cost to you or a covered family member.

2. **Order tests online from Express Scripts® Pharmacy.** *No out-of-pocket costs for you.*

- Eligible members can order up to eight (8) at-home COVID-19 tests every 30 days from Express Scripts® Pharmacy. Log in or register at express-scripts.com to place your order. Please note that in the short term, there will be limited supplies and tests may take up to four (4) weeks to arrive.

3. **Purchase tests, without your Express Scripts Pharmacy Benefit Card, at the pharmacy counter of a participating retail pharmacy (non-preferred method).** *Your out-of-pocket costs are reimbursed through a manual claims submission, and you have the ability to test same-day.*

- Find a local, participating retail pharmacy by logging in or registering at express-scripts.com.
- Purchase FDA-authorized or approved at-home COVID-19 tests at the pharmacy counter and ask for a pharmacy receipt.
- Log in at express-scripts.com/covid-19/resource-center for instructions on how to submit a reimbursement claim.

At-home COVID-19 test coverage will include up to eight (8) tests per covered individual every 30 days, for a maximum reimbursement of up to \$12 per test. Many COVID-19 tests are sold as a two-pack, so that means the test pack would be reimbursed at up to \$24 (\$12 for each test). If you choose to purchase an FDA-approved or authorized test that exceeds \$12 per test, you will only be reimbursed at a maximum of \$12 per test.

Who does this cover?

This information applies to Railroad benefits covering actively-working employees and their covered family members, and to COBRA enrollees (i.e., covered individuals under the National Plan and NRC/UTU Plan). This coverage information does not apply to retiree plans such as GA-46000 or Medicare, as at-home tests will be

covered through Medicare, starting in early spring. Also, coverage of at-home test kits does not apply to any plans under GA-23111, which is a retiree-only policy.

Why use an at-home test?

At-home tests typically produce a rapid result within 15 to 60 minutes, depending on the manufacturer. At-home tests are one of many risk-reduction measures, along with vaccination, masking, and physical distancing, that protect you and others by reducing the chances of spreading COVID-19.

MORE OPTIONS:

Testing through an Approved Location

Your Railroad health and welfare benefits will cover the costs for COVID-19 diagnostic testing through an approved testing site in accordance with U.S. Centers for Disease Control and Prevention (CDC) guidelines, including FDA-approved testing at designated labs around the country, until the end of the public health emergency. Non-FDA-approved testing is not covered by your plan. These testing facilities are likely to offer poly-

merase chain reaction (PCR) tests, which are considered more sensitive than at-home antigen tests. In addition, member cost sharing for COVID-19 diagnostic testing that occurs during a related visit will be waived, whether the related visit is received in a health care provider's office, an urgent care center, an emergency department or through a telehealth visit. ■

Express Scripts Member Services

is available 24 hours a day

7 days a week at **1-800-842-0070**

Questions about COVID-19 symptoms, testing, vaccination, masking, or risk-reduction?

Call the Your Track to Health team
of 24/7 Nurses & Health Specialists at

1-866-735-5685

At-Home Testing Tips

- Store all test components according to the manufacturer's instructions until ready for use.
- Check the expiration date. Do not use expired tests or test components that are damaged or appear discolored based on the manufacturer's instructions.
- Clean the countertop, table, or other surfaces where you will do the test.
- Do not open test devices or other test components until you are ready to start the testing process.
- Have a timer ready because you may need to time several of the test steps.
- Read test results only within the amount of time specified in the manufacturer's instructions. A result read before or after the specified timeframe may be incorrect.
- Don't reuse test devices or other components.
- After you have the results, discard the specimen collection swab or tube and test in the trash, clean all surfaces that the specimen may have touched, and wash your hands.
- Consider using a self-test before joining indoor gatherings with others who are not in your household.
- A positive self-test result means that the test detected the virus, and you are very likely to have an infection and should stay home or isolate for 10 days, wear a mask if you could have contact with others, and avoid indoor gatherings to reduce the risk of spreading disease to someone else. Tell your close contacts that they may have been exposed to the virus. A person with COVID-19 can begin spreading it starting 48 hours (or 2 days) before the person has any symptoms or tests positive.
- If you think your positive test result may be incorrect, contact a healthcare provider to determine whether additional testing is necessary.
- A negative self-test result means that the test did not detect the virus and you may not have an infection, but it does not rule out infection. Repeating the test within a few days, with at least 24 hours between tests, it will increase the confidence that you are not infected. ■



MIKE EFAW
*National
Legislative Director*

- **The Signalmen's Political League**
- **Agency Notes**
- **White House Task Force Releases Pro-Union Report**

The Signalmen's Political League

Participation in the political process is at the forefront of everyone's mind these days and con-

tinues to be a fundamental tradition of the Brotherhood of Railroad Signalmen (BRS). Throughout our over 100-year history, Signalmen have recognized the great importance of supporting political candidates for public office. BRS, now more than ever, understands the importance of continued support of the candidates representing working men and women, both at home and in the workplace. For these reasons, the BRS established the Signalmen's Political League (SPL) 50 years ago. The SPL was established on January 1, 1972, and is the political arm of the BRS.

The SPL was established following congressional legislation ending the strike in 1971 to give every member the opportunity to participate in the political process of the government, voluntarily and actively. The best interest of the Brotherhood is served by supporting legislators who are sympathetic to causes that benefit BRS members. The SPL is non-partisan and endorses candidates based only on their support of its legislative program. Large corporations opposed to the labor movement in the United States donate huge sums of money to finance campaigns; they realize a successful political campaign must be well organized and well financed.

The BRS does not use any dues money for political purposes. Only through the voluntary contributions to the SPL fund can the BRS donate to political leaders. Contributions are used to provide friendly candidates

with funds they need to conduct successful campaigns and help ensure better legislation and a better nation for all of us. The Signalmen's Political League is as crucial today as it was in 1972.

Agency Notes:

Amit Bose has been confirmed as the 15th Administrator of the Federal Railroad Administration (FRA). Nominated by President Biden on April 22, 2021, Mr. Bose was confirmed by the U.S. Senate on January 12, 2022. Mr. Bose will lead FRA's safety regulatory oversight of freight and passenger railroads, national rail policy, planning and environmental activities, as well as the Agency's financial assistance grant programs. Mr. Bose previously worked at the U.S. Department of Transportation (DOT) as FRA's Director of Governmental Affairs, Senior Advisor, Chief Counsel, and ultimately as Deputy Administrator before his confirmation as Administrator.

Deirdre Hamilton was officially sworn into the National Mediation Board on January 25, 2022. Linda Puchala and Gerald Fauth, who are serving on an expired terms, and can be replaced at any time, round out the three-member board.



Brother Efaw had the opportunity to spend time at the White House for a Labor Day event where he was able to meet President Biden. Brother Efaw thanked the President for living up to his promise to work on both sides of the aisle, as this helped to broker a deal between Democrats and Republicans that produced the Infrastructure Investment and Jobs Act (IIJA), now referred to as the Bipartisan Infrastructure Law (BIL). The BIL is a once-in-a-generation investment in our nation's crumbling infrastructure. The BIL is the largest long-term investment in our infrastructure and competitive-



Brother Steve Woods from Local 31 attended a reception with Congressman David B. McKinley (WV-01). Brothers Efaw and Woods were able to thank the Congressman for passing the Bipartisan Infrastructure Law and discuss multiple issues that impact Signalmen. Congressman McKinley works hard in his efforts to complete his due diligence concerning what is best for his district, and many of those votes are favorable for Signalmen.

White House Task Force on Worker Empowerment Releases Pro-Union Report

On April 26, 2021, President Biden issued an Executive Order to create the Task Force on Worker Organizing and Empowerment, which includes more than 20 cabinet members and the heads of other relevant federal agencies. Vice President Harris is chair of the Task Force and Labor Secretary Walsh is the vice-chair. I have the honor to serve on the AFL-CIO Worker Organizing and Empowerment Task Force Working Group. The purpose of the Task Force Working Group is to provide information to the Task Force to help it fulfill

continued on page 20

Mike Efaw met with U.S. Secretary of Labor, Marty Walsh, at a Labor Day event at the White House. Secretary Walsh went from being a Laborer to becoming the 29th Secretary of Labor. With his experience working in the Laborer's Union, Secretary Walsh truly understands the important issues that affect all of labor.



Brother Efaw discusses implementation of the Bipartisan Infrastructure Law with Cole Scandaglia, Senior Legislative and Policy Representative, TTD.



Brother Efaw attends a labor event on Capitol Hill for Congresswoman Val Demings (FL-10). The Congresswoman announced she is running for Florida's Senate seat, that is up for grabs, in the midterm election. At the event, Brother Efaw had the opportunity to wish her the best in her bid for the Senate, thank her for her work as Congresswoman, and discuss issues that are important to Signalmen. Congresswoman Demings is a solid vote for legislation that is favorable to Signalmen.

RAIL LABOR UNIONS APPLAUD CONFIRMATION OF FRA Administrator Amit Bose

President Greg Regan and Secretary-Treasurer Shari Semelsberger, of the Transportation Trades Department, AFL-CIO (TTD), issued this joint statement after the Senate confirmed Amit Bose as Administrator of the Federal Railroad Administration (FRA):

"We welcome Mr. Bose's stewardship of the FRA at this pivotal moment in the history of the domestic rail industry and rail labor.

Effective last week, TTD's Rail Labor Division represents all of America's rail labor unions, giving one united voice to a dozen distinguished unions representing workers in freight, passenger, and commuter rail crafts.

TTD and our affiliated unions look forward to working with Mr. Bose to implement the historic rail investments included in the bipartisan infrastructure law.

Fortunately, Administrator Bose brings unparalleled experience and expertise to this task, having previously served as Deputy Administrator and Chief Counsel at the FRA and in a number of other public sector positions with a

direct nexus to the rail industry, including at the U.S. Department of Transportation, New Jersey Transit, and the New Jersey Department of Transportation.

Mr. Bose's distinguished career has instilled in him a deep understanding of the economic power of freight rail, the necessity of a passenger rail system that connects each corner of the nation, and the importance of the thousands of good union jobs that the rail industry supports.

We have faith that he will strive to operate these networks at the highest levels of safety and recognize that workers are integral to the rail industry's future and growth.

We applaud the Senate for confirming Mr. Bose, and we thank President Biden for nominating this truly accomplished public servant." ■



WASHINGTON REPORT

continued from page 19



Federal Railroad Administrator, Amit Bose, at the American Association of State Highway and Transportation Officials (AASHTO) Rail Transportation Conference.

Brother Efaw spoke with Administrator Bose about regulatory issues that affect rail labor, especially focusing on regulations that affect Signalmen across the country.

its mandate. The Task Force's first report includes nearly 70 recommendations to promote worker organizing and collective bargaining for federal employees and workers employed by public and private-sector employers. For more information read the report at www.whitehouse.gov/briefing-room/statements-releases/2022/02/07/white-house-task-force-on-worker-organizing-and-empowerment-report/.

We will continue to track legislation that is important and impactful to Signalmen. The best interest of our members is at the forefront of all our efforts on Capitol Hill. Remember to visit www.brs.org and follow us on Facebook. ■

UNION VETERANS COUNCIL EXECUTIVE DIRECTOR ON BIDEN TASK FORCE Recommendations to Strengthen Labor Unions

Through partnership with the Union Veterans Council and greater public investment in federally registered apprenticeship programs, President Biden is working to connect veterans with good careers for life.

The Biden Administration's **Task Force on Worker Organizing and Empowerment** issued a set of recommendations on February 7, 2022, that would make it easier for all workers to unionize including veterans. One of the recommendations included calls on the President to work with the Union Veterans Council, AFL-CIO (UVC) to help service members, military spouses, and veterans transition into good union jobs. In response, UVC Executive Director Will Attig released the following statement:



"The recommendations set forth by the Task Force on Organized Labor, is one of the most important actions taken for the labor movement in our lifetimes. The inclusion of the UVC in these recommendations is of special importance to me and our mission to lend the veteran voice on the issues that impact us most, especially the need for good jobs and a strong, fully funded, and staffed VA. We now have a chance to change the way veterans are treated when they come home.

Last year the UVC sent recommendations to the NEC that included actions such as establishing inter-agency coordinating bodies, evaluating skills of veterans exiting their service, and expanding training opportunities to active duty and veteran spouses through programs like Skillbridge. It's clear the administration listened.

When one leaves the military, there are a lot of unknowns. One thing that shouldn't keep veterans up at night is how they're going to pay the bills. Many unions have successful Veteran Workforce Development Programs (VWDPs), including many DOD's Skillbridge Transition Programs that help connect veterans with federally registered apprenticeship programs. The UVC is now in a unique position to work with President Biden and his administration to foster greater public investment in these programs and connect veterans with good careers for life.

This announcement is a big deal for the veteran community which is typically forgotten in conversations about labor. Traditionally we have been told that labor is not a

veterans' issue, and we work tirelessly to change that culture. We know the issues affecting organized labor and the broader working class are veterans' issues. It is apparent this Administration and President Biden clearly see this intersection as a priority as well.

At UVC we are no strangers to showing up and showing out where and when we are needed most. We're excited to continue working alongside the Biden administration to expand opportunities for transitioning service members, military spouses, and veterans not only to find good union jobs but to build the skills and experience needed for long-lasting

middle-class careers.

The Union Veterans Council, AFL-CIO was built for this very purpose and now is our moment to use our platform and role in President Biden's agenda moving forward to affect real change for the veterans and labor community."

The Union Veterans Council brings working class veterans together to speak out on the issues that impact us most, especially the need for good jobs and a strong, fully funded and staffed VA. Additionally, it holds private enterprise and elected officials accountable for their words and actions. UVC believes wholeheartedly, that the ability for someone to self-identify as "pro-veteran" isn't determined by what lapel pin they don or what catchphrase they employ; veterans face real issues that require real actions — constructive actions that lead to positive solutions. Learn more at www.unionveterans.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

Joe Robinson _____ 157
Joseph Aurelio _____ 102
Tim Christopherson _____ 155

40 YEARS OF SERVICE

Harold Steele Jr _____ 19
John Prevette _____ 229
Mathew Gogol _____ 10

35 YEARS OF SERVICE

Chris Webb _____ 49
Elpidio Arocho _____ 84
James Janelli _____ 84
John Pekala _____ 53
Michael Bowles _____ 48

30 YEARS OF SERVICE

Adam Stallbories _____ 21
Arthur Wolfe _____ 19
Bill Eiskina _____ 33
Bradley Belka _____ 8
Chris McQueen _____ 20
D. Schafer _____ 87
Dardanius Anderson _____ 102

30 YEARS OF SERVICE

Darin Sweitzer _____ 31
Del Kastner _____ 154
Dominic DiPollina _____ 5
Don Wilhelm _____ 77
Douglas Gray _____ 89
John Olson _____ 226
Kenneth Spargo _____ 183
Lawrence Jenkins _____ 102
Mark Todd _____ 194
Max Manning _____ 49
Michael Mattson _____ 154
Patrick Spitznagel _____ 49
Randall Freeze _____ 119
Raymond Monty _____ 183
Rick Henderson _____ 156
Ron Newcomb, Jr. _____ 194
Scott Clayton _____ 19
Scott Kersten _____ 154
Sean Klos _____ 77
Sean Pray _____ 120
Thomas Laney _____ 154
Tom Meyer _____ 126
Tony Stephenson _____ 72
Tyrone Brathwaite _____ 102

25 YEARS OF SERVICE

Andy Epps, IV _____ 138
Andy Salas _____ 16
Anthony St. Hilaire _____ 56
Benjamin Trezevant _____ 16
Bill Gee _____ 14
Bob Densmore _____ 156
Bradley Averka _____ 62
Chad Bigley _____ 237
Charles Hubbard _____ 94
Charles Lawrence _____ 132
Chris Garrett _____ 19
Christopher Carignan _____ 154
Clay Bragg _____ 14
D. Hadden _____ 19
Daniel Cravey _____ 16
Daniel Pawlowski _____ 94
Darrett Scales _____ 20
Dennis Helms _____ 129
Dennis Miller _____ 119
Dino Pasciuto _____ 84
Donald Dawson _____ 77
Donald DiMicco _____ 84
Dusty Rhodes _____ 25
Emil Lee _____ 84
Eric Gongora _____ 56
Frank Davidson _____ 84

25 YEARS OF SERVICE

Frank Zazzarino	56
Gerald Grauer	156
Greg Sieren	226
Greg Walls	92
Gregory Holman	129
Henry Gutierrez	56
Howard Neilson	232
Humberto Gonzalez	56
Irving Rosado	56
James Cardin	129
James DeRosa	56
James Goins	89
James McCrackin	16
Jason Klees	56
Jason Osowski	154
Jerel Fineout	154
Jerry Currence	31
Jesuito Mercado	16
John Knights	84
John Robbins	49
John Woodham	16
Joseph Dragotto	56
Joseph Kuttin	84
Joseph Williams	16

25 YEARS OF SERVICE

Kent Duhaime	172
Kevin Begin	94
Kris Gray	129
La'fiesta Cooper	94
Lance Thaut	188
Lee Lowery, Jr.	16
Leo Ramirez	173
Leroy Miller	94
Louis Starita	84
Lyle Lahndorf	94
Marco Moreno	56
Mark Cofield	16
Mark Reid	56
Mark Toal	99
Mark Warburton	56
Michael Heil	154
Michael McLaughlin	241
Michael Ramirez	56
Michael Redd	129
Michael Temple	16
Paul Ashworth	129
Phillip Infermo	84
Phillip McGovern	56
Randy Shocklee	71

25 YEARS OF SERVICE

Richard Hazek	94
Richard Ruckman, Jr.	237
Richard Wilson	19
Robert Foster	129
Robert Ybarra	19
Rodney Montalvo	56
Ron Hill	153
Ross Anderson	154
Roy Moore	16
Ruben Arreola	19
Scott Mills	3
Shawn Wilhelm	94
Ted Byars	188
Tim Tatafu	87
Tito Salcido	182
Todd Dutchuk	154
Tom Fleury	56
Tom Outen, Jr.	16
Tomas Bustamante	19
Tony Clarke	188
Wayne Rogers	56
William Oliver, Jr.	126
Winston Teal	16

DID YOU KNOW?

TITLE 49: TRANSPORTATION

§234.217 FLASHING LIGHT UNITS

- Each flashing light unit shall be properly positioned and aligned and shall be visible to a highway user approaching the crossing.
- Each flashing light unit shall be maintained to prevent dust and moisture from entering the interior of the unit. Roundels and reflectors shall be clean and in good condition.
- All light units shall flash alternately. The number of flashes per minute for each light unit shall be 35 minimum and 65 maximum. ■

BRS DESIGNATED COUNSEL

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

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
1901 Avenue of the Stars
19th Floor
Los Angeles, CA 90067
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.hmnmlaw.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
Cavanagh Law Group
161 N. Clark Street
Suite 2070
Chicago, IL 60601
Tel. (312) 425-1900
(800) 624-2121
www.cavanaghlawgroup.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.bsgfdllaw.com

MASSACHUSETTS

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

MICHIGAN

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

MINNESOTA

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

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

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.naillaw.com

NEBRASKA

See Minnesota

NEW YORK

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

OHIO

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

PENNSYLVANIA

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

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

TEXAS

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

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.hjdllaw.com

VIRGINIA

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

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

WASHINGTON

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

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

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

This information, which will be used in the continuing evaluation of this program, should be sent to: Michael S. Baldwin, 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 "Your Track to Health" only applies to employees under the National Health & Welfare benefits.)

HEALTH & WELFARE PLANS

National Health & Welfare Plan — GA-23000

Managed Medical Care Programs (MMCP) &
Comprehensive Health Care Benefit (CHCB)

United Healthcare

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

Aetna

1-800-842-4044

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 & SUBSTANCE ABUSE BENEFITS

United Behavioral Health

For treatment, claims or inquiries call:

1-866-850-6212

www.liveandworkwell.com

ACCESS CODE: Railroad

SUPPLEMENTAL SICKNESS BENEFITS

The Hartford

1-800-205-7651

<https://abilityadvantage.thehartford.com>

VISION BENEFITS

EyeMed

Member Support

1-855-212-6003

www.eyemedvisioncare.com/railroad

DENTAL BENEFITS

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

OBITUARIES

JAMES L. BROCK—active member of **LOCAL 19**. Brother Brock had 31 years of service with the Southern Pacific Transportation Company and the Union Pacific Railroad. Brother Brock was an Electronic Tech Inspector on a Zone Gang at the time of his passing.

MELVIN “GENE” E. BROWN—retired member of **LOCAL 55**. Brother Brown retired in 2008 after 38 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Brown was a Signal Maintainer at Buffalo, Illinois, at the time of his retirement. Brother Brown is a U.S. Army Veteran.

HARRISON COUTANT—retired member of **LOCAL 8**. Brother Coutant retired in 2002 after 37 years of service with the Union Pacific Railroad. Brother Coutant was an Assistant Signal Foreman at Cheyenne, Wyoming, at the time of his retirement.

HAROLD D. FOWLER—retired member of **LOCAL 110**. Brother Fowler retired in 2004 after 42 years of service with the Southern Railroad and the Norfolk Southern Railway. Brother Fowler was a Signal Maintainer at Corinth, Mississippi, at the time of his retirement.

GARY L. GILSINGER—retired member of **LOCAL 52**. Brother Gilsinger retired in 2006 after 42 years of service with the Pennsylvania Railroad, the Penn Central Transportation Company, Conrail, and the Norfolk Southern Railway. Brother Gilsinger was a Signal Maintainer at Marion, Indiana, at the time of his retirement. Brother Gilsinger served as Local Vice President. Brother Gilsinger is a U.S. Army Veteran.

WALTER “JIM” L. GLADBACH—retired member of **LOCAL 20**. Brother Gladbach retired in 1983 after 33 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Gladbach was a Signal Maintainer at La Plata, Missouri, at the time of his retirement. Brother Gladbach served as Recording-Financial Secretary. Brother Gladbach is a U.S. Marine Veteran.

KENNETH L. HOLLAND—retired member of **LOCAL 92**. Brother Holland retired in 2011 after 38 years of service with the Southern Pacific and Union Pacific Railroads. Brother Holland was a Signal Maintainer at Elmira, California, at the time of his retirement. Brother Holland is a U.S. Navy Veteran.

ANDREW J. HUARACHA—active member of **LOCAL 8**. Brother Huaracha had 28 years of service with the Union Pacific Railroad. Brother Huaracha was a Signal Maintenance Foreman at Topeka, Kansas, at the time of his passing.

JUAN K. IVY—active member of **LOCAL 208**. Brother Ivy had 15 years of service with CSX Transportation. Brother Ivy was a Signalman at Line of Road, at the time of his passing.

JERRY R. JOHNSTONE—retired member of **LOCAL 43**. Brother Johnstone retired in 1998 after 40 years of service with the Chicago & North Western Railway and the Union Pacific Railroad. Brother Johnstone was a Signal Maintainer at the time of his retirement. Brother Johnstone served as Recording-Financial Secretary. Brother Johnstone is a U.S. Army Veteran.

ANTHONY “TONY” M. MANISCALCO—retired member of **LOCAL 56**. Brother Maniscalco retired in 1999 after 25 years of service with the Long Island Rail Road. Brother Maniscalco was a Signalman T&S at Mineola, New York, at the time of his retirement.

MICHAEL P. MILLER—active member of **LOCAL 8**. Brother Miller had 26 years of service with the Union Pacific Railroad. Brother Miller was a Zone Signal Foreman at the time of his passing.

KEITH C. MOOSO—retired member of **LOCAL 179**. Brother Mooso retired in 2006 after 33 years of service with the Southern Pacific and Union Pacific Railroads. Brother Mooso was a Signalman at Sparks, Nevada, at the time of his retirement.

ROBERT “BOB” MORELLI—retired member of **LOCAL 56**. Brother Morelli retired in 1989 after 30 years of service with the Long Island Rail Road. Brother Morelli was a Signal Inspector at Ronkonkoma, New York, at the time of his retirement.

RICHARD J. NAGLE—active member of **LOCAL 18**. Brother Nagle had 39 years of service with Amtrak. Brother Nagle was a Signal Maintainer at Penn Coach Yard, Philadelphia, Pennsylvania, at the time of his passing.

BURLEIGH “BO” J. OPYT—active member of **LOCAL 183**. Brother Opyt had 23 years of service with CSX Transportation and Metra. Brother Opyt was a Signalman at Mokena, Illinois, at the time of his passing.

JERRY D. PEARSON—retired member of **LOCAL 141**. Brother Pearson retired in 2008 after 39 years of service with the Union Pacific Railroad. Brother Pearson was a Signal Maintainer at Taylor, Texas, at the time of his retirement.

ROBERT B. PORTER, JR.—retired member of **LOCAL 56**. Brother Porter retired in 2001 after 27 years of service with the Long Island Rail Road. Brother Porter was a Signal Technician at Jamaica, New York, at the time of his retirement. Brother Porter served as Local Chairman.

HUGH M. RAMPY—retired member of **LOCAL 110**. Brother Rampy retired in 1990 after 42 years of service with the Southern Railroad and the Norfolk Southern Railway. Brother Rampy was a Signal Maintainer at Sweetwater, Tennessee, at the time of his retirement. Brother Rampy served as Local Chairman. Brother Rampy is a U.S. Military Veteran.

OBITUARIES

ARTHUR W. ROLLEY, JR.—retired member of **LOCAL 161**. Brother Rolley retired in 2012 after 35 years of service with the Atchison, Topeka & Santa Fe Railway, and the BNSF Railway Company. Brother Rolley was a Signal Foreman at Clovis, New Mexico, at the time of his retirement. Brother Rolley is a U.S. Navy Veteran.

CHARLES J. SATTERFIELD—retired member of **LOCAL 129**. Brother Satterfield retired in 1988 after 40 years of service with the St. Louis–San Francisco Railway. Brother Satterfield was a Signal Maintainer at Sapulpa, Oklahoma, at the time of his retirement. Brother Satterfield is a U.S. Navy Veteran.

LaVERE A. SIMON—retired member of **LOCAL 111**. Brother Simon retired in 2000 after 34 years of service with the Union Pacific Railroad. Brother Simon was a Signal Inspector at Nampa, Idaho, at the time of his retirement.

RICHARD W. WESTCOTT—retired member of **LOCAL 213**. Brother Westcott retired in 2008 after 22 years of service with Conrail and CSX Transportation. Brother Westcott was a Construction Maintainer at Buffalo, New York, at the time of his retirement. Brother Westcott served as Local President, Local Chairman, Local Vice President, and Local Trustee. Brother Westcott is a U.S. Army Veteran.

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org





Employee Guide To Unemployment/Sickness Benefits

U.S. Railroad Retirement Board

The Railroad Unemployment Insurance Act provides qualified railroad employees with benefits to restore part of their lost wages arising from periods of unemployment or sickness (including, for female employees, health conditions related to pregnancy, miscarriage, or childbirth).

Benefit payments are based on biweekly claims filed with the Railroad Retirement Board (RRB). The funds to pay unemployment and sickness benefits are provided by payroll taxes on railroad employers only. Employees do not pay unemployment insurance taxes. (*UB-9, page 2.)

The following describes the requirements for railroad unemployment and sickness benefits, the amounts payable, and how to claim them.

How You Qualify

Payments are made for days of unemployment or sickness in a benefit year (which generally begins every July 1) to employees who had sufficient earnings in the preceding calendar year (called the base year) to meet the qualifying conditions. **To qualify in the benefit year that began July 1, 2021, you must have base year earnings of at least \$4,137.50 in calendar year 2020, counting no more than \$1,655 per month.** In the benefit year beginning July 1, 2022, these amounts will increase to \$4,275 and \$1,710, and they will then refer to annual and monthly earnings in calendar year 2021. If the base year was your first year of railroad service, you must also have worked in 5 months of that year. (*UB-9, page 2.)

Amounts Payable

The maximum daily benefit rate payable in the benefit year that began July 1, 2021, is \$82 and, for biweekly claims, maximum benefits can total \$820. However, under provisions of the Budget Control Act of 2011 and a subsequent sequestration order, unemployment and sickness benefits are being reduced by 5.7 percent. As a result, maximum biweekly benefits are reduced to \$773.26. The reductions remain in effect through September 30, 2021, the end of the Federal fiscal year.

Unless benefits are being paid for an on-the-job injury, **sickness benefits** payable for the first 6 months after the month you last worked are subject to tier I railroad retirement taxes. This reduces the maximum biweekly sickness benefits payable to \$757.27 (\$714.11 under sequestration).

Benefits are normally paid for the number of days of unemployment or sickness over 4 in 14-day **registration periods**. Initial sickness claims must also begin with 4 consecutive days of sickness. However, during the first 14-day claim period in a benefit year, benefits are only payable for each day of unemployment or sickness in excess of 7 which, in effect, results in a 1-week waiting period.

Separate waiting periods are required for unemployment and sickness benefits. Only one 7-day waiting period is required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year. (*UB-9, pages 2-3.)

Duration Of Benefits

Normal benefits are paid for up to 130 days (26 weeks) in a benefit year. Benefit rights are exhausted when a benefit year ends (normally June 30) or earlier if benefit payments equal base year creditable earnings. Maximum normal benefits payable in the benefit year that began July 1, 2021, cannot exceed your railroad earnings in base year 2020, counting monthly earnings of up to \$2,138. In the benefit year beginning July 2022, monthly earnings up to \$2,209 in base year 2021 will be counted.

In order to qualify for normal unemployment benefits, you must not have voluntarily quit work without good cause and not have voluntarily retired.

If you have 10 or more years of service (at least 120 cumulative service months) and exhaust your normal unemployment or sickness benefits, or if you are not qualified for benefits in the current benefit year, you may, under certain circumstances, be eligible to receive **extended** or **accelerated** benefits. (*UB-9 pages, 3-4.)

**Additional information can be found on these pages of our
Railroad Unemployment and Sickness Benefits (Form UB-9) publication.*

General Eligibility Requirements

To be eligible for **unemployment benefits**, you must be ready, willing, and able to work and be available for work. A *day of unemployment* is a day on which you meet these conditions and do not receive any pay, are not disqualified, and have properly registered for unemployment benefits.

To be eligible for **sickness benefits**, you must be unable to work because of illness or injury. A *day of sickness* is a day on which you meet this condition, and for which you do not receive any pay and have filed an application for sickness benefits including a statement of sickness signed by your doctor or other authorized individual. This statement provides evidence of your medical condition and its expected duration.

You may not receive benefits for any day for which you receive pay. This includes railroad and nonrailroad wages, salary, pay for time lost, pay while sick, dismissal allowances, most wage guaranty payments, scheduled vacation pay, holiday pay, military reservist pay, earnings from self-employment, or pay for work performed other than subsidiary remuneration.

Also, an **earnings test** is applied to unemployment claims. If a claimant's earnings for days worked, and/or days of vacation or paid leave, in a 14-day registration period are more than a certain indexed amount, no benefits are payable for any days of unemployment in that period. (*UB-9, pages 4-6.)

How To Get Benefits

In order to receive unemployment benefits, you must file an application for benefits through the RRB's website, or by mail. To file electronically, you must first establish an online account by visiting **RRB.gov/myRRB**, and clicking on the button labeled **Sign in with login.gov**.

The RRB encourages employees to establish their myRRB accounts while still working to expedite the filing process for future unemployment benefits, and for access to other online services.

If you choose to file by mail, you must obtain an *Application for Unemployment Benefits* (Form UI-1) from RRB.gov, your employer or labor organization, or any RRB field office. The completed application should be mailed to your local RRB field office as soon as possible and, in any case, must be filed within 30 days of the date on which you became unemployed or the first day for which you wish to claim benefits. Benefits may be lost if the application is filed late.

Whether you file online or by mail, your local RRB field office will review the completed unemployment application and notify your current employer, and your base-year railroad employer if different. Your employer

has the right to provide information about your benefit application.

Biweekly claim forms are then made available for completion on the RRB's website and/or mailed to you, as long as you remain unemployed and eligible for benefits. Completed unemployment claims must be received by an RRB field office within 15 days of the end of the claim, or the date the claim form was made available online or mailed to you, whichever is later.

An *Application for Sickness Benefits* (Form SI-1a) can be obtained from RRB.gov, railroad employers, railroad labor organizations, or any RRB field office. Attached to each application is a *Statement of Sickness* (Form SI-1b) which must be completed by your doctor. An application and a doctor's statement of sickness are required at the beginning of each period of continuing sickness for which benefits are claimed. If you become unable to work because of sickness or injury, complete your application and take or send it to your doctor for completion of the statement of sickness.

Completed forms must be received by the RRB within 10 days of the first day for which you want to claim benefits. Once received, the RRB will review your application and statement of sickness to determine eligibility. Biweekly claim forms will then be made available for completion on the RRB's website and/or mailed to you, as long as you remain unable to work due to an illness or injury and are eligible for benefits.

Completed sickness claims must be received at the RRB within 30 days of the last day of the claim period, or within 30 days of the date the claim form was mailed to you or made available online, whichever is later. Benefits may be lost if an application or claim is filed late. (*UB-9, pages 6-9.)

Note: that once you submit an unemployment or sickness claim online, all subsequent claim forms will be made available online only, and will no longer be mailed.

For More Information

The material presented here is issued for the purpose of general information. Certain limitations, exceptions, and special cases are not covered. Publications covering benefits and other related topics are available online at **RRB.gov** under the **Benefits** tab of the main menu. For additional information and assistance, please contact your local RRB field office by calling us toll-free at **1-877-772-5772**. You can also find the address of the RRB office serving your area by calling this toll-free number, or by visiting RRB.gov and clicking on **Field Office Locator**. (*UB-9, page 15.)



Employee Guide To Railroad Retirement Benefits

U.S. Railroad Retirement Board

Retirement, disability, and survivor benefits paid by the Railroad Retirement Board (RRB) are known as annuities. Annuities are made up of one or more components called tiers. Tier I is based on a combination of your railroad retirement credits and any social security credits you have acquired. It is computed using social security formulas, but with railroad retirement age and service requirements. Tier II is based on your railroad retirement credits only, and is computed under a separate formula. (*IB-2, pages 42-46.)

You must meet certain age and service requirements in order for the benefits outlined here to be payable. The RRB maintains a record of all your covered railroad service and creditable earnings and sends you a statement (Form BA-6) summarizing this information each year. Under certain conditions, military service may be credited the same way as your railroad service in order to provide benefit eligibility. (*IB-2, pages 1-4.)

While a current connection with the rail industry (generally meaning you worked for a railroad in at least 12 of the 30 consecutive months before the month in which your annuity begins) is required for certain benefits to be payable by the RRB, it is not required in order to receive age and service or total disability annuities. (*IB-2, pages 7-8.)

If you believe you are eligible for benefits, you must file an application with an RRB field office. Certain proofs are required, such as proof of your age and any military service, and proof of marriage, and your spouse's age if he or she is also filing for benefits. (*IB-2, pages 31-34.)

When Retirement Benefits Are Payable

- **If you have at least 360 months of creditable railroad service**, you can retire the first full month you are age 60. No age reduction will be applied to your benefits.
- **If you have 120-359 months of creditable railroad service, or at least 60 months of creditable railroad service after 1995**, you can retire the first full month you are age 62. However, if you retire before attaining your Full Retirement Age, your tier I and tier II will

**Additional information can be found on these pages of our Railroad Retirement and Survivor Benefits (Form IB-2) publication.*

have an age reduction. Also, if you have less than 120 months of service, tier I is only payable if you have a social security insured status (at least 40 quarters of coverage based on combined railroad and social security earnings). (*IB-2, pages 1-2, 4-5, 43-44, 45.)

Determining Full Retirement Age

Full Retirement Age is the age at which an employee with less than 30 years of railroad service, or his or her spouse, can receive a full annuity (not reduced for early retirement).

If employee or spouse born in*	Full Retirement Age is
1943 through 1954	66
1955	66 and 2 months
1956	66 and 4 months
1957	66 and 6 months
1958	66 and 8 months
1959	66 and 10 months
1960 or later	67

*A person attains a given age the day before his or her birthday, and those born on the first or second day of a month are eligible for an annuity beginning date on the first of that month.

When Disability Benefits Are Payable

If you are disabled for work in your regular railroad occupation, and you have a current connection with the railroad industry, you are eligible for an **occupational disability annuity** at:

- **Any age, if you have at least 240 months** of creditable railroad service; or,
 - **Age 60, if you have 120-239 months** of creditable railroad service.
- If you have a disability that prevents **any** type of work, you are eligible for a **total disability annuity** at:
- **Any age, if you have at least 120 months** of creditable railroad service; or,
 - **Any age, if you have 60-119 months of creditable service after 1995**. Tier I is payable on the beginning date of your annuity. An age reduced tier II is payable the first full month you are age 62.

A 5-month waiting period beginning with the month **after** the month of the onset of disability is required before any disability payments can begin. (*IB-2, pages 1-2, 5-6.)

When Spouse Benefits Are Payable

Requirements for a spouse annuity based on age depend on your years of creditable railroad service, your age, and your spouse's age. You and your spouse need to have been married for at least one year, you must be receiving an annuity, and your spouse must file an application for benefits.

- **If you retired at age 60 or later** with at least 360 months of creditable railroad service, your spouse's annuity can begin the first full month he or she is age 60. No age reduction will be applied to your spouse's benefit.
- **If you retired on disability** with at least 360 months of creditable railroad service, and you have attained age 60, your spouse's annuity can begin the first full month he or she is age 60. No age reduction will be applied to your spouse's benefit.
- **If you retired with 120-359 months of creditable railroad service**, and you are at least age 62, your spouse's annuity can begin the first full month he or she is 62. If your spouse retires before attaining Full Retirement Age (see chart on other side), tier I and tier II will have an age reduction.
- **If you retired with 60-119 months of creditable railroad service**, and you are at least age 62, your spouse's annuity can begin the first full month he or she is 62. If your spouse retires before attaining Full Retirement Age, tier I and tier II will have an age reduction. Also, tier I is only payable to your spouse if you had a social security insured status (at least 40 quarters of coverage based on combined railroad and social security earnings).

Note: Your spouse is eligible for an annuity at any age if he or she is caring for your unmarried child, and the child is under age 18, or is an unmarried disabled child of any age who became totally disabled before age 22. (*IB-2, pages 9-10, 31-33, 47-50.)

When Divorced Spouse Benefits Are Payable

An annuity may also be payable to your divorced spouse if your marriage lasted for a period of at least 10 years immediately before the date your divorce became final, you have both attained age 62 for a full month, and your former spouse is not currently married. Benefits are payable to your divorced spouse even if you are not receiving your own annuity, provided you have been divorced at least 2 years, you and your former spouse are at least age 62, and you have a social security insured status (at least 40 quarters of coverage based on combined railroad and social security earnings). (*IB-2, pages 10-11, 49.)

When Survivor Benefits Are Payable

You must have at least 120 months of creditable railroad service (or at least 60 months after 1995), and a current connection with the railroad industry as of the month your retirement annuity began or the month of your death, whichever occurs first, in order for benefits to be payable by the RRB to your survivors. Otherwise, jurisdiction of any survivor benefits payable is transferred to the Social Security Administration.

Annuities are payable to **widow(er)s at age 60**, and to **widow(er)s totally disabled and unable to work in any regular employment at ages 50-59**. Age reductions are applied to benefits awarded before Full Retirement Age. Benefits are awarded at any age if the widow(er) is caring for your unmarried child, and the child is under age 18, or is an unmarried disabled child of any age who became totally disabled before age 22.

Survivor benefits may also be payable to a surviving divorced spouse or remarried widow(er), an unmarried child under age 18 (or age 18 and attending school full-time), or an unmarried disabled child. (*IB-2, pages 21-30, 34-35, 50-54.)

Determining Full Retirement Age for Widow(er)s

If widow(er) born in*	Full Retirement Age is
1945 thru 1956	66
1957	66 and 2 months
1958	66 and 4 months
1959	66 and 6 months
1960	66 and 8 months
1961	66 and 10 months
1962 or later	67

*A person attains a given age the day before his or her birthday, and a widow(er) born on the first day of a month may be eligible for an annuity beginning date on the first of the month before his or her birth month.

For More Information

The material presented here is issued for the purpose of general information. Certain limitations, exceptions, and special cases are not covered. Publications covering benefits and other related topics are available online at **RRB.gov** under the **Benefits** tab of the main menu. For additional information and assistance, please contact your local RRB field office by calling us toll-free at **1-877-772-5772**. You can also find the address of the RRB office serving your area by calling this toll-free number, or by visiting **RRB.gov** and clicking on **Field Office Locator**. (*IB-2, page 55.)



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
Service T-Shirt (burgundy)								18.00	
Service T-Shirt (grey)								15.00	
Golf Shirt (black w/logo)								37.50	
Golf Shirt (burgundy w/logo)								37.50	
Golf Shirt (navy w/logo)								37.50	
Golf Shirt (steel blue w/logo)								37.50	
Golf Shirt (women's burgundy w/logo)								37.50	
Oxford Dress Shirt (blue)								44.00	
Oxford Dress Shirt (grey)								44.00	
Oxford Dress Shirt (white)								44.00	
Navy Windshirt								57.50	
Black Wool & Leather Coat								201.00	
Black Canvas Coat								90.00	
Brown Canvas Coat								90.00	
Grey Sweatshirt								31.50	
Navy Softshell Jacket								96.50	
Service T-Shirt (burgundy)								18.00	
Service T-Shirt (grey flag)								15.00	

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____ CERTIFICATE # _____

ORDER ONLINE AT WWW.BRS.ORG

SIGNALMAN'S STORE



BURGUNDY



GRAY

SERVICE & SOLIDARITY T-SHIRT
Graphic Shown Imprinted on Back of Shirt. BRS Logo on Front of Shirt.



BLUE



WHITE



GRAY

OXFORD SHIRTS



BROWN CANVAS COAT



**BLACK WOOL
& LEATHER COAT**



**NAVY SOFT
SHELL JACKET**



BLACK CANVAS COAT



WINDSHIRT



BURGUNDY*



BLACK



NAVY



STEEL BLUE

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



ASSORTED CAPS



FLAG



POCKET WATCH



WRIST WATCH



MANTLE CLOCK

AFL-CIO NATIONAL BOYCOTTS



HOTELS

SUBMITTED BY UNITE HERE!

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

ALASKA:

- Hilton Anchorage
- Marriott Anchorage Downtown
- Homewood Suites by Hilton Anchorage
- Hampton Inn Anchorage
- Hilton Garden Inn Anchorage

CALIFORNIA:

- Hilton Long Beach
- Sonesta Los Angeles Airport (Formerly Crowne Plaza LAX)
- Hyatt Regency Sacramento
- Hyatt Centric Fisherman's Wharf
- La Meridien San Francisco
- Hilton Los Angeles Airport
- Terranea Resort
- Hyatt Regency Santa Clara
- Hyatt Regency Sacramento
- Four Seasons Beverly Hills

- Hotel Bel Air
- Chateau Marmont
- Langham Huntington

MARYLAND:

- Merriweather Lakehouse Hotel

WASHINGTON, DC:

- Hotel Zena

MASSACHUSETTS:

- Boston Marriott Copley Place

OTHER

SUBMITTED BY Farm Labor Organizing Committee (FLOC)

- Reynolds American, Inc.,
Vuse e-cigarettes

FOOD

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.)*

DANGER!

CARBON MONOXIDE (CO) POISONING



**CAN'T BE
SEEN**



**CAN'T BE
SMELLED**



**CAN'T BE
HEARD**



**CAN BE
STOPPED**

Carbon monoxide (CO) is an odorless, colorless gas that kills without warning. It claims the lives of hundreds of people every year and makes thousands more ill. Many household items including gas- and oil-burning furnaces, portable generators, and charcoal grills produce this poison gas. Following these important steps can keep your family safe.

CO DETECTORS

- Install battery-operated or battery back-up CO detectors near every sleeping area in your home.
- Check CO detectors regularly to be sure they are functioning properly.

OIL & GAS FURNACES

- Have your furnace inspected every year.

PORTABLE GENERATORS

- Never use a generator inside your home or garage, even if doors and windows are open.
- Only use generators outside, more than 20 feet away from your home, doors, and windows.



**U.S. Department of
Health and Human Services**
Centers for Disease
Control and Prevention

PROTECT YOUR FAMILY

TRAINING PHOTOS



Financial Secretary Training

October 2021 — Grand Lodge, Front Royal, Virginia



Local Chairman's Training

October 2021 — Grand Lodge, Front Royal, Virginia



TRAINING PHOTOS



Local Chairma n's Training

November 2021 — Chattanooga, Tennessee



Financial Secretary Training

November 2021 — Chattanooga, Tennessee



MEETING PHOTOS



Local 9 & 39 Meeting/Picnic

Wisconsin Dells, Wisconsin



Local 138 Meeting

Fredericksburg, Virginia



MEETING PHOTOS



Local 225 Meeting

Buffalo, New York



Find us on Facebook



MEETING PHOTOS



Local 16 Meeting

Jacksonville, Florida



Local 72 Meeting

Lee's Summit, Missouri



Find us on Facebook



MEETING PHOTOS



Southeast General Committee Meeting

Fernandina Beach, Florida



MEETING PHOTOS



Local 226 Meeting

Woodbury, Minnesota



MEETING PHOTOS



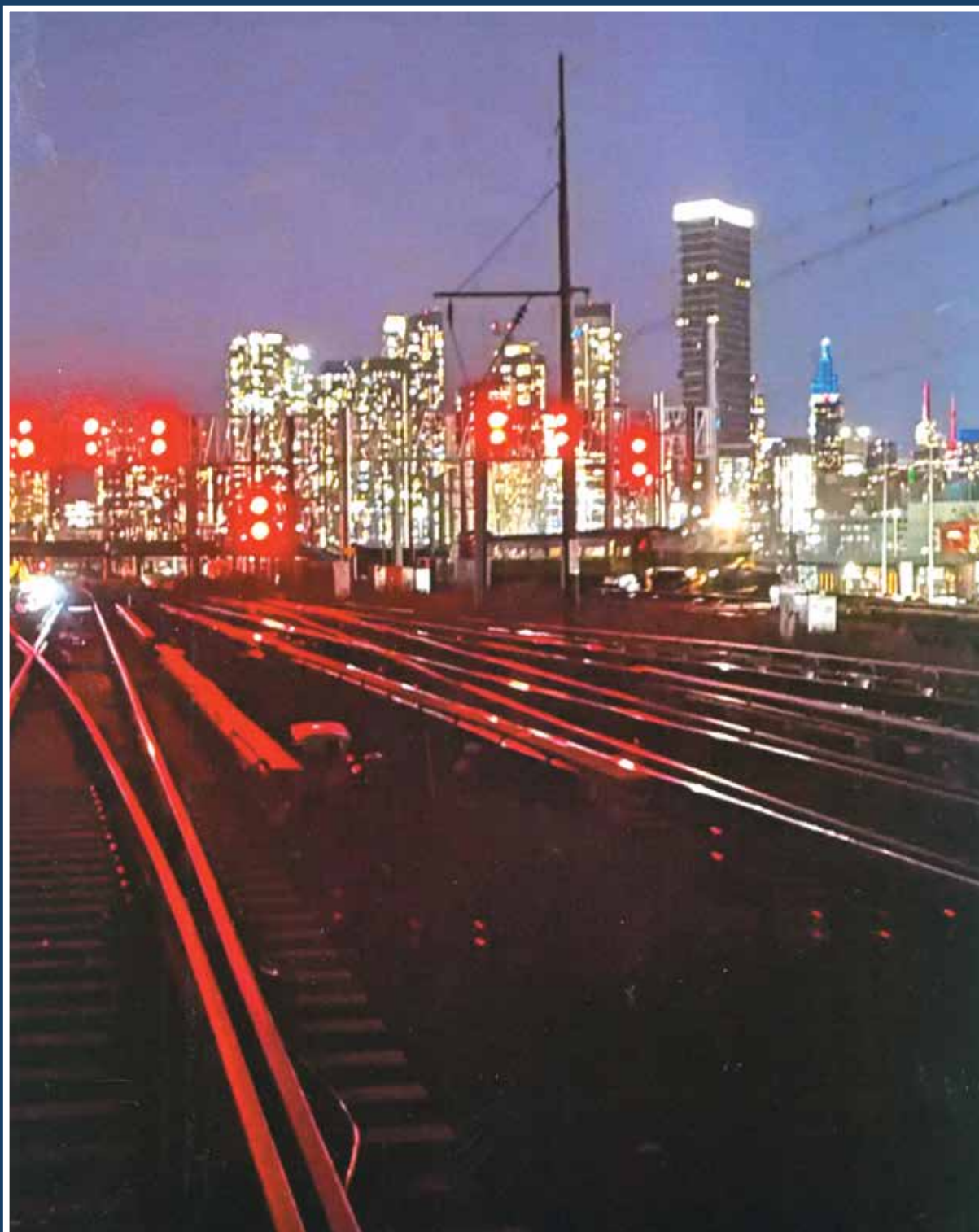
Local 87 Meeting

Billings, Montana



PHOTO CONTEST

WINNERS FOR 1ST QUARTER 2022



*Beautiful view of Manhattan at the Harold Interlocking, "15 and 16" bridge.
Westbound signals at a stop, Long Island Rail Road.*

Photo Submitted by Local 56 member Jason Klees.

PHOTO CONTEST

WINNERS FOR 1ST QUARTER 2022



Bonding a changed out frog in the #1 switch layout in 2TK, Corbin Yard, Atlanta KD Subdivision, on an extremely cold day in February 2018.

Photo Submitted by Local 158 (retired) member Jimmy Hendrickson.



ORGAnize!

Safe JOBS NOW

OBSERVE WORKERS MEMORIAL DAY ■ APRIL 28

AFL-CIO



LETTER CARRIERS' DONOR DRIVE

National Partners



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