



THE SIGNALMAN'S JOURNAL

VOLUME 103
3RD QUARTER 2022



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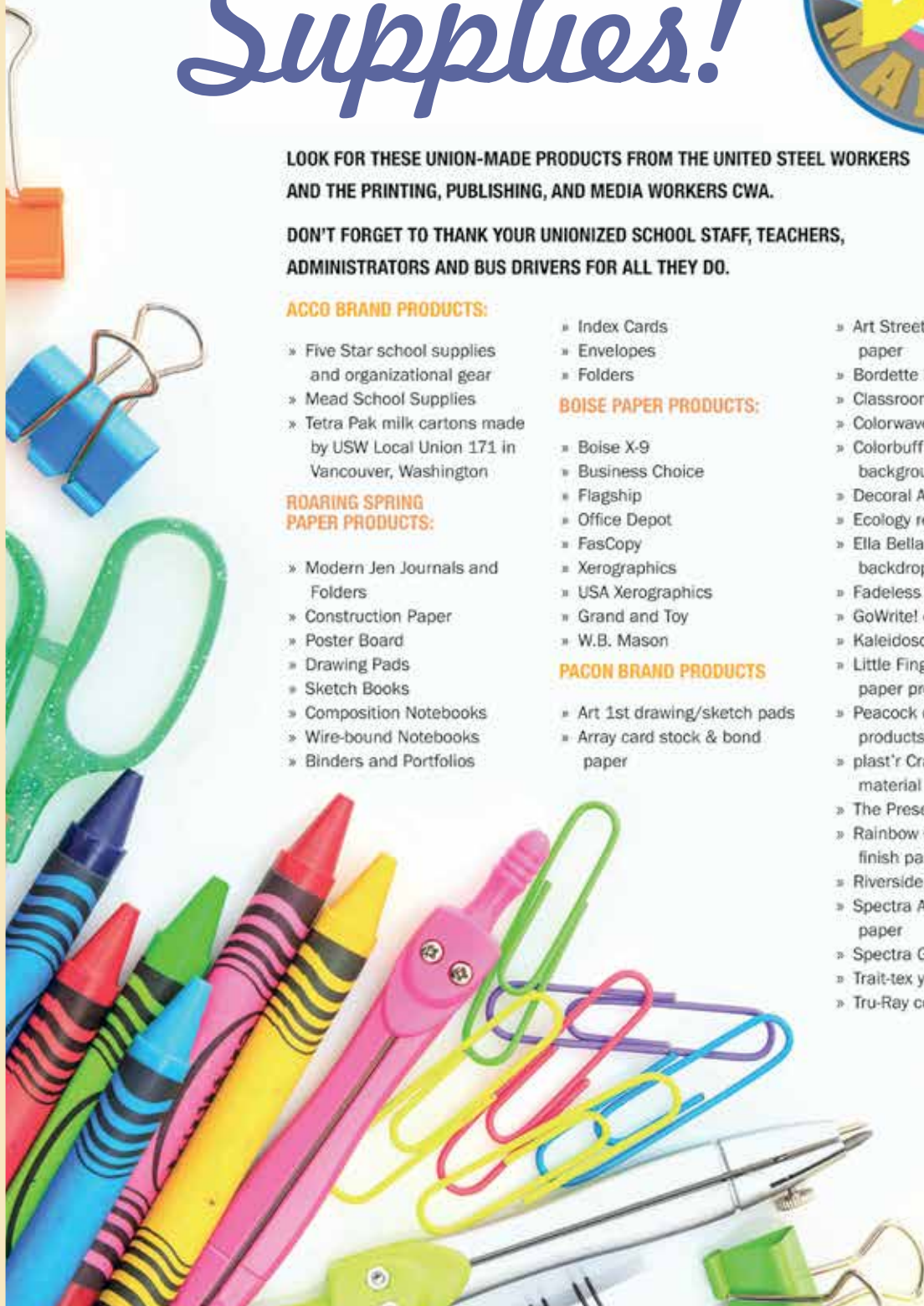
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FROM THE PRESIDENT

— Michael S. Baldwin, BRS President

53RD REGULAR CONVENTION Moving Forward into the Future

Brothers and Sisters,

As you are aware, we recently concluded the 53rd Regular Convention in San Diego, California. Every four years, the Delegates at Convention vote on the location for the next Convention, they voted to hold the 54th Regular Convention in Orlando, Florida, in 2026. We will be working with union properties in Orlando and release additional details on the next Convention in accordance with the BRS Constitution.

I shared much of the information in this letter, with our Delegates, Officers, and Guest, at Convention.

The BRS weathered many changes between Conventions, more than the Organization had in recent memory. There were many new Signalmen in attendance at Convention, as well as numerous changes to the elected officers and representatives, in short, Grand Lodge experienced a similar turnover as the membership.

More importantly, BRS members faced much adversity between Conventions. PTC brought BRS to its highest membership level in recent history! "Precision Scheduled Railroading", more commonly known as PSR, reduced those gains in membership just as quickly as PTC increased them. Our craft lost a significant number of members due to mismanaged railroads who constantly harp, do more with less. The work didn't stop with reduced membership levels, and Signalmen continued delivering quality work.

Then there was the Pandemic. Signalmen continued to work through COVID, maintaining the safety of the railroads and at the same time trying not to bring home what they may have been exposed to while on the job. BRS members ARE essential front-line workers and should be respected as such!

Technology in railroad signaling has been ever changing, and Signalmen have always been up to the challenge. Over the past 121 years, signaling has progressed from flags and colored balls to semaphore, color position light, and color light signals, CAB signaling, PTC, and now on the horizon are virtual or moving blocks. Yesterday's Signalman worked with mechanical interlockings, relay interlockings, and now computer-based interlockings. Technology will not stop evolving, and the BRS must continue to evolve in our daily job and role in the industry.

In the recent Presidential Emergency Board (PEB 250) for the National Agreement, impacting a large portion of BRS members, the responsibility associated with a Signalman's duties and those

signatory to FRA tests was the cornerstone of our craft-specific submission. BRS members are the linchpin when speaking of safety on the railroads, and we felt it was most important to demand for compensation for such. This issue has been lingering for over a decade, and it is imperative we reach a resolution.

In the future, we must also be prepared to think outside the box when it comes to securing work for our existing membership and growing the BRS with newly organized members. Organizing will be an area of focus as the BRS moves forward. The technology advancements we have experienced reduced the labor workforce across all crafts, and we were certainly no exception.

In order to ensure the BRS doesn't just survive but thrives in the future, our focus must be on the long term. We must think and plan not for tomorrow, but for the next 5, 10, 15 years. Look at any successful organization, and you will see one that plans far into the future and is not blinded by tomorrow's gains. We will be guided by our

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own defined purpose, “...to advance and elevate the profession of railroad signaling...”

There are inner city light rail systems cropping up in many major cities, as well as high-speed rail projects in many states. In some instances, the state buys a line from the railroad so it can be a dedicated commuter track. These light rail systems and high-speed rail projects, as well as existing Amtrak and commuter lines, will become the connection that enables the public to travel essentially seamlessly, with simple and efficient connection points between the different rail entities. We are prepared to organize these groups as they are created.

As we look to the future, it is important that we use the skills and abilities of those who are representatives in this Organization. The strengths of each individual makes the team stronger as a whole. Just as you elect officers in your Locals and General Committees, the Delegates also had the opportunity to elect the officers that represent the BRS on a national level.

The size and make up of our Organization requires we spread the workload across all the Officers, Reps, and Staff differently than other unions. Much time is spent in Washington, D.C., by our National Legislative Director and Director of Research; they work hand-in-hand on policy and regulatory issues related to our industry and craft.

Our National Officers and Reps are involved in their everyday duties, along with organizing, bargaining, participation in organizations like Union Plus, HAZMAT Training, NTSB accident investigations, safety committees, and many other areas that are outside the daily functions at the national level. I am pleased to let our members know that all the officers running for reelection were reelected, and Director of Research Kurt Mullins was elected as Vice President Midwest, as current Vice

President Joe Mattingly announced his retirement at the conclusion of his term.

The BRS continues to lead, not just participate. It takes a team to accomplish all that the Carriers, inefficient government policies and regulations, as well as those outside our union throw at us each day. All of these individuals elected and appointed to Grand Lodge positions create a great team, each person has their strengths and are in the absolute best role for those skills. In addition to the team at Grand Lodge, the team of union officers includes those representatives at the Local and General Committee levels. When we all work together, at every level of this Organization, the membership is fully represented; that is a true team, and that is a true Brotherhood!

A team, just as a Brotherhood, is about picking up those around us, using our strengths for the betterment of all, and knowing where to best spend our time and talents!

As always, please continue to reach out to Grand Lodge and ask the Officers and Reps questions about the Convention and the daily functions of the BRS as an organization.

What I experienced in San Diego was true Brotherhood! It shows me that no matter our differences, we are all our brothers' keeper.

Thank you for the opportunity to serve for the next four years, as your President. I remain proud to be a Signalman and honored to be the President of this Brotherhood.

In Solidarity,



Michael S. Baldwin — BRS President

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.





FROM THE SECRETARY-TREASURER

James M. Finnegan, BRS Secretary-Treasurer

INSTRUCTIONS ON How to Complete Form OE-1

Form OE-1

Form OE-1 is used to report creditable service and compensation for system units (general committees and local lodges) of national rail labor organizations covered under the provisions of the Railroad Retirement Act (RRA) and the Railroad Unemployment Insurance Act (RUIA). Financial Secretaries should send this report, attention to the Secretary-Treasurer at Grand Lodge, within fifteen days after the end of the period covered by the report.

Instructions for completing Item Nos. 1-21

1. Enter the name of your national organization.
2. Enter the page number and the total number of pages included in the report. Example: Page 1 of 2.
3. (a) Enter the name and/or number of your reporting unit.
(b) Enter the Employer Identification Number (EIN) of your reporting unit.
4. Enter the RRB unit number (BA number) assigned to your national organization.
5. Enter the appropriate month or quarter and year. Example: MAR 2022 or Q1 2022.
6. Enter the employee's last name followed by the employee's first name and middle initial. Also, enter the employee's nine digit social security number.

7. Enter the appropriate month of the quarter you are filing. Example: If you are filing for the 2nd quarter of 2022; enter APR in 1, MAY in 2, and JUN in 3.
8. Enter the employee's last daily pay rate for the report year exclusive of overtime and other allowances. Use the actual daily rate of pay if it is less than \$200.00. If the rate is equal or greater than \$200.00, report \$200.00. Do not report amounts in excess of \$200.00. The last daily pay rate need be reported ONLY for the last month the employee worked in the year. This information is used in certain situations to determine the RUIA benefit rate. Instructions for converting pay rates to daily rates are in Part C of these instructions.
9. Enter the gross earnings and Tier I Medicare earnings. Note: Both amounts consist of all taxable compensation. Only include amounts earned for services to your unit.

RAIL LABOR SYSTEM UNIT REPORT OF CREDITABLE SERVICE MONTHS AND COMPENSATION											
1. Name of National Organization		2. Page of Page(s)		3. Payroll Report of Reporting Unit (Name and/or Number)		4. RRB Unit No.		5. For Month or Quarter Ending 20__		See Form OE-1 INST for Complete Instructions	
NOTE: Compensation should NOT be reported in excess of applicable yearly maximum:						Tier I Maximum		Tier II Maximum		RUIA Max.	
6. Employee Identification		7. Month of Quarter	8. Daily Pay Rate	9. Gross Earnings and Tier I Medicare Earnings	10. Employee Medicare Tax Withheld	11. Tier I Earnings	12. Tier I Employee Tax Withheld	13. Tier II Earnings	14. Tier II Employee Tax Withheld	15. RUIA Compensation	
Name	1										
SSA Number	2										
Name	3										
Name	1										
SSA Number	2										
SSA Number	3										
Name	1										
SSA Number	2										
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SSA Number	3										
Name	1										
SSA Number	2										
SSA Number	3										
Name	1										
SSA Number	2										
SSA Number	3										
16. TOTALS				0.00	0.00	0.00	0.00	0.00	0.00	0.00	
CAUTION: Railroad Retirement Taxes reported on the CT-1 must be deposited by electronic fund transfer with the U. S. Treasury Department. Read the instructions for the Form CT-1 for the proper depositing procedures. The frequency of your tax is NOT determined by the completion of Form OE-1. Deposits may be required more or less often.											
17. Name and Title		18. Address			19. Telephone Number			20. Date Completed		21. Date Received by NRO	

10. Enter the amount of the employee Medicare tax withheld from the employee's earnings. Instructions for calculating the withholding amounts are in Part B of these instructions.
11. Enter the Tier I creditable retirement compensation.
12. Enter the amount of the Tier I employee tax withheld from the employee's earnings.
13. Enter the Tier II creditable retirement compensation.
14. Enter the amount of the Tier II employee tax withheld from the employee's earnings.
15. Enter the creditable RUIA compensation. Instructions for determining creditable RUIA compensation are in Part F of these instructions.
16. Calculate the totals for columns 9 through 15.
17. Enter your name and title.
18. Enter the name of your organization.
19. Enter the telephone number where you may be contacted.
20. Enter the date the report was completed.
21. Leave blank. For NRO use only.

B. Instructions for Calculating Withholding Amounts

In December of each year, the RRB releases notices of the earnings maximums as well as the Tier I, Tier II, Medicare, and RUIA tax rates for the following year. The earnings maximums and tax rates are subject to change annually. This information is also posted on the RRB website at www.rrb.gov.

Enter the annual compensation maximums in the corresponding boxes on Form OE-1. Compensation should not be taxed or reported in excess of the annual earning maximums for an individual. Tier I taxes are not assessed on earnings above the Tier I annual maximum limit. Tier II taxes are not assessed on earnings above the Tier II annual maximum limit. There is no compensation maximum for Medicare tax.

An employee pays three payroll taxes: Tier I, Tier II, and Medicare. Employees do not pay the RUIA contribution. The employee and employer tax rates are the same for Tier I and Medicare but differ for Tier II. To calculate

the tax withheld, multiply the taxable earnings by the tax rate.

NOTE: An employer is required to begin withholding Additional Medicare Tax in the pay period in which it pays railroad retirement compensation in excess of \$200,000 to an employee and continues to withhold it each pay period until the end of the calendar year. There is no employer match for Additional Medicare Tax.

C. Instructions for Calculating the Daily Pay Rate (Item 8)

To determine the daily rate of an employee paid on an:

Hourly Basis — Multiply the hourly rate by 8;

Monthly Basis — Divide the monthly rate by 21.75;

Annual Basis — If the annual rate is adjusted for months employed, divide the annual rate by the months employed. Otherwise, divide the annual rate by 12. Divide the quotient by 21.75.

D. Instructions for Use of Form OE-1 in Completing Form CT-1

Form CT-1, Employer's Annual Railroad Retirement Tax Return, is the IRS form used to report railroad retirement taxes. Form CT-1 is filed annually for taxes imposed on earnings paid in a calendar year. If the cumulative earnings for all employees are less than the Tier II maximum, then the cumulative gross earnings will be equal to the cumulative Tier I and Tier II earnings.

Enter the cumulative earnings totals and withholding totals in the appropriate spaces in the TAX CALCULATION WORKSHEET on page two of Form OE-1. The cumulative totals are the sums of the totals from all OE-1 forms filed in the year.

Enter the tax rates in Items A, B, and C, on the worksheet and multiply by the earnings. The items from the TAX CALCULATION WORKSHEET are in the same order and directly correspond to items on Form CT-1. Transcribe the amounts from the worksheet to FORM CT-1 using the "CT-1 References" column on the worksheet as a guide.

E. Instructions for Use of Form OE-1 in Determining Tax Liability

Taxes reported on Form CT-1 are paid monthly with two exceptions: 1) your tax liability is more than

\$100,000, in which case taxes are paid more than monthly, or 2) your tax liability is less than \$2,500, in which case taxes may be paid annually. All federal tax deposits must be made by electronic funds transfer to the IRS using the Electronic Federal Tax Payment System (EFTPS).

F. Instructions for Determining Creditable RUIA Compensation (Item 15)

If an employee worked only for the system unit in a month, earnings are creditable under the RUIA up to the monthly RUIA maximum. If an employee of a system unit also worked for a railroad carrier in the same month, the employee's combined earnings are creditable up to the RUIA monthly maximum. If the combined earnings exceed the RUIA monthly maximum, the creditable RUIA compensation may be prorated or allocated between the two employers. The method of prorating is not set by the RRB but by agreement between the two employers. Any method which yields the correct total RUIA compensation is acceptable to the RRB. If RUIA compensation is apportioned between the system unit and the railroad carrier, the system unit must retain, for the full payroll records retention period, the records of earnings paid by the carrier provided by the employee for determining the apportionment.

Method 1: One common method for apportioning RUIA compensation between two employers is for the system unit to report RUIA compensation only in the amount not reported by the primary employer. For example, the 2022 RUIA monthly maximum is \$1,755. If both the system unit and the primary employer pay \$1,000 in earnings for the month of January 2022, the primary employer reports RUIA compensation of \$1,000 for January 2022, and the system unit reports \$755. The sum of RUIA compensation reported by the two employers is \$1,755, the maximum for the month.

Method 2: Another method of apportioning RUIA compensation is for each employer to report RUIA compensation in

a ratio equal to the ratio of the gross earnings paid by the two employers.

1. Determine the total earnings for the month and the total creditable RUIA compensation based on the total earnings.
2. Determine the ratio of the system unit earnings to the total earnings.
3. Multiply the creditable RUIA compensation by the system unit ratio. This will yield the system unit share of RUIA compensation under this method.

For more detailed examples on calculation and appendices, please visit the FORMS Section on the BRS website at www.brs.org.

FORM OE-1 TAX CALCULATION WORKSHEET

TAX CALCULATIONS To be used for completing Form CT-1 and in determining tax liability.		CT-1 REFERENCES
A. <u>\$ 0.00</u> Column 11 Total x Tier I Employer Tax Rate	\$	Tier I Employer Tax - Compensation
B. <u>\$ 0.00</u> Column 9 Total x Medicare Tax Rate	\$	Tier I Employer Medicare Tax - Compensation
C. <u>\$ 0.00</u> Column 13 Total x Tier II Employer Tax Rate	\$	Tier II Employer Tax - Compensation
D. Column 12 Total	\$ 0.00	Tier I Employee Tax - Compensation
E. Column 10 Total	\$ 0.00	Tier I Employee Medicare Tax - Compensation
F. <u>\$</u> x <u>Additional Medicare Tax Rate</u> [Paid on compensation exceeding \$200,000 per year for an employee]	\$	Tier I Employee Additional Medicare Tax - Compensation
G. Column 14 Total	\$ 0.00	Tier II Employee Tax - Compensation
H. Sum of columns A through G Railroad Retirement Tax Liability for period	\$	Total Tax Based on Compensation
I. <u>\$ 0.00</u> Column 15 Total x RUIA Contribution Rate	\$	DC-1 RUIA Contribution Liability for Period

The amounts in Item A should equal Item D and the amounts in Item B should equal Item E. The items may differ a few cents due to rounding of partial cents.

PHOTO COPY FOR YOUR RECORDS

Agreements



PATH MEMBERS REACH AGREEMENT

On July 19, 2022, after over 10 years of negotiations, including a significant time spent in mediation, the BRS members working for the Port Authority of New York and New Jersey (PATH) ratified a new Agreement that covers employees for more than a decade. The new Agreement provides for compounded General Wage Increases totaling 35.2% over the life of

the contract, retroactive pay for PATH members to include deceased and retired members, and retroactive increases into the employees' pension plan of \$1.01 per hour.

The BRS congratulates General Chairman Rich Clark and all PATH members on finishing this hard-fought battle. ■



SEPTA JOINS

THE PORT AUTHORITY OF NEW YORK (PATH)

On September 12, 2022, BRS members working for the Southeastern Pennsylvania Transportation Authority (SEPTA) voted overwhelmingly to join the Port Authority of New York and New Jersey (PATH) General Committee. *"It is great to see SEPTA members use their collective voice in choosing the General Committee that best fits their needs."* said Vice President Commuter/ Passenger Tim Tarrant.

"I am excited about the opportunity to represent the hard-working members of SEPTA and look forward to working with each of them." PATH General Chairman Rich Clark.

The transition to the PATH General Committee occurs on October 1, 2022. ■



Liz Shuler Elected AFL-CIO President

AT 2022 AFL-CIO CONVENTION ALONGSIDE SECRETARY-TREASURER FRED REDMOND

On June 12, 2022, the AFL-CIO Convention delegates elected Liz Shuler to serve as president of the federation of 57 unions and 12.5 million members. Shuler is the first woman to hold the office in the history of the labor federation. Delegates also elected Fred Redmond to serve as secretary-treasurer, the first African American to hold the office.

"We are going to amplify the voices of working people—their hopes, struggles, and demands. This is more than a comeback story," said President Shuler. "This is a new story, yet to be told. A story we will write, on our terms, to be written by every one of us. A new era for all working people across this country. And generations from now, they'll tell the story of how we succeeded, together, in solidarity."

In her acceptance speech, Shuler delivered a call to action to organize, innovate and reshape the labor movement to meet the moment that the country is in as it continues to emerge from the COVID-19 pandemic. Shuler also announced the AFL-CIO's moonshot to organize and activate 1 million workers throughout all 50 states to participate in the electoral process.

Redmond echoed Shuler's remarks stating, *"We will keep fighting until every worker in this country has the chance to have a good, union job. Everybody in, nobody out. And we're going to fix our labor laws and make that a reality. I know what the labor movement does. It brings the marginalized in from the margins. It brings respect to the disrespected. It lets people come together and collectively bargain for their own future."*

Shuler and Redmond are committed to creating a bold, inclusive and forward-thinking labor movement that meets the needs of all working people, especially young historically marginalized groups, including women and communities of color.

From 2009 until 2021, Shuler served as the AFL-CIO's secretary-treasurer. She assumed the role of president following the passing of Richard Trumka in 2021.

Shuler began her career as an organizer, working to unionize clerical workers at Portland General Electric in Oregon. The daughter of an Electrical Workers (IBEW) member, Shuler witnessed firsthand the difference that a

union makes in creating a fair and equitable pathway to the middle class. She worked her way up through the ranks at the IBEW in her capacity as a grassroots organizer, lobbyist and chief of staff to the international president. Her efforts caught the attention of Richard

Trumka, who subsequently asked Shuler to join the leadership slate in 2009. She was both the youngest and first woman elected as secretary-treasurer at the AFL-CIO Convention. Her leadership is informed by the union values she witnessed growing up, and her background in organizing laid the groundwork for her administration's investment and dedication to using relational organizing as a tool to uplift and empower the labor movement.

Redmond has been a United Steelworkers (USW) member since 1973, when he went to work at Reynolds Metals Company in Chicago. He became active in his local union almost immediately, serving as shop steward and eventually vice president. He served three terms as local president. For decades, Redmond served the USW in various staff and leadership roles, assisting local unions, developing and conducting training programs, and bargaining contracts. As the international vice president for human affairs, a position to which he was first elected to in 2006, Redmond oversaw the union's Civil and Human Rights Department and worked with USW allies across the country in responding to attacks on voting rights and in combating economic inequality. ■



ELIZABETH SHULER
AFL-CIO President

53RD REGULAR CONVENTION

Registration Day



SAN DIEGO 2022





53RD REGULAR CONVENTION

Special Speakers

The 53rd Regular Convention of the Brotherhood of Railroad Signalmen, AFL-CIO, took place at The San Diego Mission Bay Resort in San Diego, California, convening at 9:30 a.m., on Monday, June 20, 2022.

BRS President Michael Baldwin

President Michael Baldwin, after a recognition of spouses, retirees, veterans, delegates, and special guests, began the 53rd Regular Convention discussing the many challenges the BRS has faced over the years and how we must continue to evolve, stating, “Look at any thriving organization, and you will see one that plans far into the future and is not blinded by tomorrow’s gains. We should be guided by our own defined purpose, ‘...to advance and elevate the profession of railroad signaling...’” continuing, “The BRS continues to lead, not just participate.”



Throughout the morning, President Baldwin announced the results of the recent strike ballots, detailing the BRS received a 53% participation rate with a 97% YES vote. He then shared news that the National Mediation Board was sending out proffer notices and releasing Rail Labor from mediation. President Baldwin addressed the way Carriers are prioritizing operating ratios and profits over its working men and women; stating that, since 2016, the BRS membership numbers have declined from 12,265 to 9,926 overall, this drop is attributed to a reduction in the workforce on freight railroads, as commuter/passenger lines have held steady or increased over the same period. President Baldwin criticized the railroads for deferring trouble tickets at disturbing rates. Maintenance of signal equipment has been overlooked as BRS members are pushed to

focus only on required test and inspections, leading to reduced reliability across the rail network.



Oregon’s 4th Congressional District, Congressman Peter DeFazio

Congressman DeFazio, Chairman of the House Transportation and Infrastructure Committee, sent his regards in a video message. Congressman

DeFazio expressed his daily gratitude for the work BRS members do to keep this country’s rails safe. The Congressman shared his personal disdain for PSR and the negative impact it has on daily operations of the labor force. Congressman DeFazio did not let up, he took great exception to what freight is doing, calling their actions “unconscionable.” Congressman DeFazio closed by stating that we need to catch up with the rest of the world and he will work hard to get that implemented.



Chairman of the Surface Transportation Board, Marty Oberman

Chairman Oberman has been the Chairman of the

Surface Transportation Board since January 2021, after his 2019 Senate confirmation to a five-year term on the Board. During the recent STB hearings, Chairman Oberman held freight carriers’ feet to the coals, questioning their irresponsible approach to meet the supply demands of this country.

Chairman Oberman opened by stating, “I’ve spoken to a lot of groups, stakeholders in our railroad industry; but this is my first invitation to formally speak to a group of work-

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ing men and women.” Chairman Oberman called the railroads to task on many issues stating, “whatever the policies are about how they operate, they are still under this tremendous Wall Street pressure to keep that operating ratio under 60%. And that, I believe, is at the root of what’s going on here.”

President of the AFL-CIO’s Transportation Trades Department, Greg Regan

President Regan highlighted the BRS has been with the TTD since the beginning, stating, *“You are one of the founding unions of our organization, going back to 1990, and our relationship with BRS has always been a special one.”* President Regan

expounded on the greed Carriers have placed before their work force, calling their unpatriotic behavior

a reason for the recent swell in the Labor movement unseen in the last 40 years. President Regan celebrated the accomplishments the Coordinated Bargaining Coalition has and can make when we all work together. He stated, *“the first step we can do to solving our supply chain problems is get you-all the contract you deserve.”*

Nebraska’s 2nd Congressional District, Congressman Don Bacon

Cosigner of the REEF Act, Congressman Bacon was involved in ending sequestration on unemployment and sickness benefits.

Congressman Bacon, a retired General from the United States Air Force, shared how his years serving our country taught him the importance of safety, particularly in transportation. Before being elected to Congress in 2016, Congressman Bacon signed legislation demanding two-man crew for most of our nation’s freight rail industry. Congressman Bacon shared how the current supply chain issues started well before the COVID crisis; placing blame on Carrier-forced layoffs, PSR



scheduling, and high visibility policies.

Labor Member of the U.S. Railroad Retirement Board, John Bragg

Labor Member Bragg shared the historical fight workers have endured



to establish a national railroad pension. Mr. Bragg detailed how the trend of attacking and eliminating defined benefit plans continues across the country. He added that in 1983 62% of workers had a traditional retirement plan. Today that number is 15%. Mr. Bragg highlighted the long nights Signalmen spend from home staying in a subpar hotel and missing their children’s activities and the direct contradiction to any notion that retirement plans are an overly generous gift for workers. Brother Bragg added, *“Nothing could be further from the truth. The Pensions of American workers are earned by American workers, and we are entitled to our benefits because we fought for them.”*

Grand Lodge Secretary-Treasurer, Jim Finnegan

Brother Finnegan spoke on the importance of organizing and shared the variety of labor forces the BRS represents outside of Signal Departments. Brother Finnegan asked delegates to consider what merging with other Labor Organizations may have on the efficacy of this union and the possible partnerships that have been presented to the BRS from several larger unions.



Administrator of the Federal Railroad Administration, Amit Bose

Administrator Bose opened by thanking the BRS for the support of his appointment and recognized the Organization for keeping the economy moving through the challenges caused by the COVID pandemic and lasting



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supply chain disruptions. Administrator Bose shared his belief that, *"safety will always be our North star."*

Administrator Bose also recognized the BRS for their active participation in the RSAC and FAMES Committees.

Administrator Bose closed by stating, *"I'm confident we're going to have the right positions and priorities to take proper actions to ensure safety, success, and the well-being of the BRS members."* Administrator Bose is fully committed to safety and advocating for the best working conditions for our members.

President of AFL-CIO, Elizabeth Shuler

After the passing of former AFL-CIO President Richard Trumka, Elizabeth Shuler was elected last year and has recently been reelected; she is the first female to hold this office. President Baldwin worked closely with President Shuler when they both held the position of Secretary-Treasurer in their respective organizations and says she is a visionary leader. Shuler believes unions are the single greatest force for economic fairness and equality. She sent a video greeting, as she was just finishing up with her own Convention. President Shuler shared her appreciation for the work this Organization has accomplished. She touched on the recent passing of the infrastructure bill and what that means for Rail Labor. She encouraged communication within the membership and stressed the importance of listening and reestablishing trust. President Shuler closed with an inspirational message, *"We can create a labor movement where everyone's included, no one's left behind. Where we open our doors to women and people of color and young people. Where we help workers respond to climate change and new technology and build the future of work through the lens of working people."*



Pennsylvania's 1st Congressional District, Congressman Brian Fitzpatrick

Congressman Fitzpatrick serves on the House T&I

Committee, and was unable to attend in-person, but shared his gratitude via video message, in which he thanked the Organization for all the hard work it has done and gave special recognition to the hard work of National Legislative Director Mike

Efaw. Congressman Fitzpatrick also recognizes the Carriers' responsibility in supply chain issues started long before the COVID-19 pandemic. In closing, Congressman Fitzpatrick shared this message: *"You have my commitment that I will continue to voice my opinion that collective bargaining between the Class 1 railroads and the unions representing its workers is crucial in solving our nation's supply chain problems across America."*



BRS General Counsel, Richard Edelman



Rich Edelman has worked to protect and advance the rights of working people and their unions before courts, administrative agencies, arbitrators, and Congress for over 30

years. Most viral of his achievements was his recent testimony during the STB hearings, in which Mr. Edelman turned directly to the Carriers and placed blame for the recent exodus of employees directly at their feet. Mr. Edelman was able to clearly and factually show how the PSR model has dismantled the railroads for purely profit to be shared among shareholders and CEOs, not the working people who created that income stream in the first place. Mr. Edelman recognized the work put in by the members to make that testimony possible and said, *"That presentation would not have been possible without the hard work of union officers gathering evidence and statements from members."* Mr. Edelman shared updates on what has taken place since the STB hearing, he was able to expose each excuse freight railroads attempted to hide behind as an explanation to why less employees are doing more work while profits are on the rise. Mr. Edelman had this to say: *"We said the railroads dramatically cut employ-*

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ment prior to the pandemic, and they were in no position to respond to the increased traffic as the pandemic wore on. We also said that the remaining workers, as you know, were stressed, harassed, and pressed to cut corners." Mr. Edelman hopes to keep this trajectory and try and oust the stock speculators out of the industry because that is the problem.



Retiring Vice President Midwest, Joe Mattingly

After 13 Conventions, Brother Mattingly did not run for reelection, as he will be retiring when his term expires in

October. Brother Mattingly shared his appreciation for those that have allowed him to honorably serve this Brotherhood. Brother



Mattingly stated, "there is no greater honor, no more humbling experience than being elected here to represent your peers. Each of you in this room have been elected to do that, and there is no higher honor in my mind. And it's a very responsible position to take." Brother Mattingly closed by saying, "We must continue to stand united politically to defend against the carriers' never-ending attacks on our members, on our crafts, on our families, on our wages, on our benefits, and on our very quality of life."

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Accepting Resumés for Grand Lodge Representative *"Union activism is a fundamental quality"*



The Brotherhood of Railroad Signalmen Grand Executive Council is accepting resumés for the purpose of appointing a Grand Lodge Representative.

Title: Grand Lodge Representative.

Location: Grand Lodge Headquarters in Front Royal, Virginia.

Duties: The BRS President will assign duties and duties may vary.

Qualifications:

- Only active BRS members are eligible for appointment to this position.
- Computer skills, including experience with Microsoft Office suite is a plus.
- The successful candidate will be detail oriented and have strong writing, communication, and organizational skills.

Currently, the role of this position is primarily involved in the preparation of submissions for grievance resolution and other labor/employee related functions.

Interested candidates should email their resumé to msb@brs.org or mail it to the address below:

BROTHERHOOD OF RAILROAD SIGNALMEN

ATTN: President's Office, 917 Shenandoah Shores Road, Front Royal, Virginia 22630



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Elections

The 53rd Convention reconvened at 9:00 a.m., on Tuesday, June 21, 2022, President Baldwin chaired the session. Elections were held in accordance with the BRS Constitution, Article I, Section 18.

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Office of President, held by Michael S. Baldwin.

The Chair was temporarily handed off to Jerry C. Boles, retired BRS President, to conduct the election. Bill Yates, Elective Delegate-at-Large, Southeast General Committee nominated Brother Baldwin; Jim Sokolowski, Local 56, seconded.

Brother Baldwin was re-elected by acclamation.



Office of Secretary-Treasurer, held by James M. Finnegan.

Ron Rich, Elective Delegate-at-Large, UPGC nominated Brother Finnegan.

Brother Finnegan was re-elected by acclamation.



Office of Vice President NRAB, held by Brandon E. Elvey.

Hugh Griffey, Local 77, nominated Brother Elvey.

Brother Elvey was re-elected by acclamation.



Office of Vice President Headquarters, held by R. Quinn Norman.

Ron Rich, Elective Delegate-at-Large, UPGC nominated Brother Norman; Dennis Lemp, Local 111, seconded.

Brother Norman was re-elected by acclamation.



Office of Vice President West, held by Cory L. Claypool.

Jeremy Huckabee, Elective Delegate-at-Large, BNSF General Committee nominated Brother Claypool; Dennis Lemp, Local 111, seconded.

Brother Claypool was re-elected by acclamation.

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Office of Vice President Commuter/ Passenger, held by Timothy M. Tarrant.

Kevin Lavin, Elective Delegate-at-Large, Chicago Metropolitan General Committee nominated Brother Tarrant; Matt Urban, Local 183, seconded.



Brother Tarrant was re-elected by acclamation.

Office of Vice President East, held by Douglas R. VanderJagt.

Andy Webb, Elective Delegate-at-Large, L&N General Committee nominated Brother VanderJagt; Jerry Brown, Local 110, seconded.



Brother VanderJagt was re-elected by acclamation.

Office of Vice President Midwest, held by Joseph L. Mattingly.

Jeff Lindenbaum, Elective Delegate-at-Large, Norfolk Southern General Committee nominated Brother Kurt Mullins; Keith Huebner, Local 226, seconded.



Brother Mullins was elected by acclamation.

Office of Trustee, held by R. Gus Demott.

Bill Yates, Elective Delegate-at-Large, Southeast General Committee nominated Brother Demott; Dan Jacopino, Elective Delegate-at-Large, CSXTN General Committee, seconded; Jeremy Huckabee, Elective Delegate-at-Large, BNSF General Committee, seconded.



Brother Demott was re-elected by acclamation.

Office of Trustee, held by John O. McArthur.

Ron Rich, Elective Delegate-at-Large, Union Pacific General Committee nominated Brother McArthur; Mike Treccani, Local 174, nominated Joe Chipules; Bill Yates, Elective Delegate-at-Large, Southeast General Committee seconded Brother McArthur's nomination.



231 votes were cast with the following results: 4 spoiled; John McArthur 130; Joe Chipules 97.

Brother McArthur was re-elected.

Office of Trustee, held by Michael J. Sullivan.

Jim Sokolowski, Local 56, nominated Brother Sullivan; Vance Morelan, Local 72, nominated Joe Chipules; Brian Aarne, Local 56, seconded Brother Sullivan's nomination; James Ridley, Local 56, seconded Brother Sullivan's nomination; Vito Plaia, Local 56, seconded Brother Sullivan's nomination; Rich Clark, Elective Delegate-at-Large, PATH General Committee, seconded Brother Sullivan's nomination; Kevin Lavin, Elective Delegate-at-Large, Chicago Metropolitan General Committee, seconded Brother Sullivan's nomination.



234 votes were cast with the following results: 2 spoiled; Mike Sullivan 145; Joe Chipules 87.

Brother Sullivan was re-elected.



Secretary-Treasurer Finnegan announced the 2026 Convention location options: Chicago, Las Vegas, Minneapolis, Orlando, and St. Louis.

Orlando was chosen to be the location for the 2026 Convention.

As a last order of official business on Friday, June 24, 2022, retired BRS President **W. Dan Pickett** was unanimously accepted by this delegation to assume the most honorable role of **President Emeritus**.

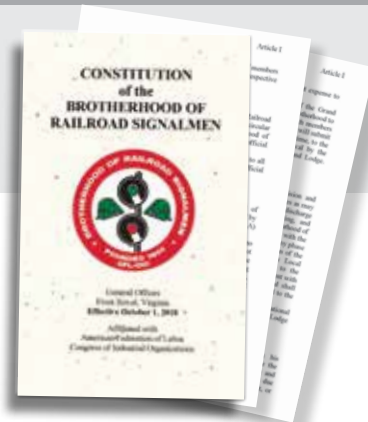


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Resolutions



Local Chairman. When such a designation is made, the Alternate Local Chairman shall be conversant with the issues and matters being handled by the Local Chairman. In the event the Local Chairman is unable to represent the seniority district on the General Committee at the time of a General Committee meeting due to illness or other good reason, the Alternate Local Chairman shall represent the seniority district and have all rights and privileges enjoyed by the Local Chairman.

In the event an office of Local Chairman is vacated, the Local President shall within thirty (30) days appoint a successor from the area of jurisdiction which is vacated and notify the General Chairman and President of the appointment.

Recommendation 2 REJECTED

Article I, Sections 7, 8, and 85

Headquarters of Grand Lodge Officers

Sec. 7. The President and Secretary-Treasurer shall be located at the Brotherhood of Railroad Signalmen Grand Lodge Headquarters. Relocation of Grand Lodge headquarters shall be made only upon unanimous approval of the Grand Executive Council and the Grand Board of Trustees. (6/2022)

Sec. 8. The headquarters of the Vice Presidents shall be located at the Brotherhood of Railroad Signalmen Grand Lodge Headquarters. The headquarters of the Grand Board of Trustees shall be at their respective homes. (6/2022)

Clerical Help

Sec. 85. The President and Secretary-Treasurer shall employ the staff necessary at Grand Lodge Headquarters. Staff shall be paid salaries which have been approved by the Grand Board of Trustees. All such employees must be members of a labor union affiliated with the AFL-CIO. (6/2022)

Resolution 1 & Recommendation 1 ADOPTED

Article II, Section 13, amended to read:

Term of Office

Sec. 13. Local Lodge officers shall be elected triennially by secret ballot and serve for three years. Their terms of office will begin on November 1 of the election year.

In the event an office is vacated, the Local President shall within thirty (30) days appoint a successor and notify the General Chairman and President of the appointment. In the event the vacancy is in the position of Local President, the First Local Vice President shall fill the unexpired term. (6/2022)

Article III, Section 2, amended to read:

Local Grievance Committee

Sec. 2. The Local Chairman and other members of the Local Grievance Committee shall be elected triennially by secret ballot and serve for three years, or until their successors have been installed. Their terms of office will begin thirty (30) days following their election.

Each Local Lodge may designate a member of the Local Grievance Committee to serve as Alternate



Recommendation 3

ADOPTED

Article I, Section 43, amended to read:

Duties of the Secretary-Treasurer

Sec. 43. The Secretary-Treasurer will perform his duties in cooperation with the President and the Grand Board of Trustees. The Secretary-Treasurer shall be the custodian of all funds and property of Grand Lodge and shall receive and issue proper receipt for all monies due Grand Lodge on assessments that may be levied by it, or any other monies as provided for in this Constitution. He shall furnish the General Secretary-Treasurers copies of receipts issued to Local Lodges affiliated with their respective General Committees. He shall also be custodian of the Brotherhood of Railroad Signalmen building and be responsible for the operation and proper maintenance of the building and grounds, and any unusual expenditures necessary in connection therewith shall be submitted to the Grand Board of Trustees for approval. (6/2022)

Recommendation 4

AMENDED & ADOPTED

Article I, Section 14, amended to read:

Merger or Dissolution, Brotherhood

Sec. 14. The Brotherhood of Railroad Signalmen shall never be dissolved so long as the members of three Local Lodges in good standing, by a majority vote, dissent from any resolution or enactment favoring a dissolution. This shall not apply to any amalgamation or merger with one or more standard national railroad labor organizations which has been ratified by the general membership.

The Brotherhood of Railroad Signalmen shall not be merged or joined with any other labor organization without general membership ratification. (6/2022)

Recommendation 5

AMENDED & ADOPTED

Article I, Section 141, amended to read:

General Fund of Grand Lodge

Sec. 141. All monies paid to Grand Lodge for per capita tax, all dues, charter fees, pro rata share of membership fees, proceeds from sale of supplies to Local Lodges, and all monies not specifically designated or set aside

for other funds shall constitute the General Fund.

The General Fund shall be the exclusive property of Grand Lodge and shall be under the direction and supervision of the Secretary-Treasurer. It shall not in any way be charged, attached, or garnished for any debt or obligation, either by contract or otherwise, of individual members, Local Lodges, or any other body of the Brotherhood of Railroad Signalmen.

If, during the period beginning April 1 preceding the last Convention to March 31 preceding the forthcoming Convention, the total funds of Grand Lodge increase by more than \$850,000 or the General Fund increases by more than \$450,000, Grand Lodge will refund to each Local Lodge the sum of \$30.00 per member in each Local Lodge as of March 31 of the Convention year. However, if the funds of Grand Lodge increase by more than \$1,000,000 or the General Fund increases by more than \$500,000 during that period, the sum to be paid will be \$35.00. The refund will be made in the quarter immediately following the Convention and will be in the form of a credit to the Local Lodge's per capita tax account.

Any refund to the Local Lodges shall be made from the Contingent Fund. (6/2022)

Recommendation 6

AMENDED & ADOPTED

Article I, Section 82, amended to read:

Strike Order

Sec. 82. Whenever a strike has been duly and properly authorized by the Brotherhood of Railroad Signalmen, all members involved shall fulfill all obligations in the strike orders. Unless specifically designated otherwise by Grand Executive Council, it is understood that a picket line extends across the entire railroad, one end to the other. In the case of a facility, shop or plant, the picket line extends around the entire facility, shop, or plant. (6/2022)

Recommendation 7

TABLED, AMENDED & ADOPTED

Article IV, Section 12, amended to read:



Establishment of a Trial Body

Sec. 12. The Grand Executive Council will hear a charge filed under Article IV, Section 5. The trial body shall convene at a time, date, and place specified in the notice, to hear the proceeding. The trial body shall by majority vote determine the innocence or guilt of the member charged, and, if found guilty, the member shall be punished under Article IV, Section 14.

Within 45 days after a charge has been filed under Article IV, Section 6 or 8, a trial body shall be established by the Vice President Headquarters or the Vice President NRAB. The trial body shall consist of a committee of five members, four of whom shall be appointed by the Vice President Headquarters or the Vice President NRAB, with one being a designated Trial Committee Chairman and a fifth appointed by the charged party; but, in the event the charged party fails to do so, such fifth member shall be appointed by the Vice President Headquarters or the Vice President NRAB. The trial body shall convene at a time, date, and place specified in the notice to hear the proceeding. The trial body shall by majority vote determine the innocence or guilt of the member charged, and, if found guilty, the member shall be punished under Article IV, Section 14.

Sec. 12(a). Within 45 days after a charge has been filed under Article IV, Section 7, a trial body shall be established within the Local Lodge. The trial body shall consist of a committee of five members, two of whom shall be appointed by the Local President, two by the First Local Vice President, and a fifth by the charged party. But, in the event the member fails to do so, such fifth member shall be appointed by the Local President. In the event of disqualification, the appointment power of a Local Lodge officer shall devolve to the next-lower ranking officer who is not disqualified. The trial body shall convene at the time, date, and place specified in the notice to hear the proceeding. The trial body shall by majority vote determine the innocence or guilt of the member charged, and, if found guilty, the member shall be punished under Article IV, Section 14. (6/2022)

Recommendation 8

REJECTED

Article I, Section 99

Delegates and Alternates, Qualifications and Election

Sec. 99. Each Local Lodge in good standing on January 1 of the Convention year shall be entitled to be represented at any Convention by one delegate for 50 or less members and shall be entitled to one additional delegate for each additional 50 members (or major fraction thereof) in good standing with the Local Lodge on January 1 of the Convention year. If the Local Lodge represents more than one jurisdiction, this provision shall apply to each jurisdiction represented by the Local. (6/2022)

Recommendation 9

ADOPTED

Article IV, Section 11, amended to read:

Trial

Sec. 11. Any person who is a charging party, a charged party, or otherwise directly involved in a proceeding will be disqualified from appointing the members of a trial body and from sitting on a trial body, except a charged party shall retain the appointment right as set forth herein. (6/2022)

Recommendation 10

AMENDED & ADOPTED

Article I, Sections 25 and 26, amended to read:

Salaries and Benefits, Grand Lodge Officers, Trustees, Directors, and Grand Lodge Representatives

Sec. 25. Officers, Directors, and Grand Lodge Representatives shall be paid annual salaries (aside from any cost-of-living adjustments made and provided for in any escalator clause agreement). This adjustment shall go into effect 90 days after ratification of the 2019 National Agreement. This adjustment shall be as follows (effective 07/01/22):

This is based on the President's current salary of \$170,000, which shall be adjusted, upward or downward in accordance with any wage adjustments upward or downward, which affect a majority of the members of the Brotherhood of Railroad Signalmen working on Class I railroads in the United States and effective the same date.

The Secretary-Treasurer shall receive a salary equivalent to eighty-five percent (85%) of the President's constitutionally established salary.

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The Vice Presidents shall receive a salary equivalent to eighty percent (80%) of the President's constitutionally established salary.

The Grand Board of Trustees shall receive \$389.32 per day when devoted full time to Grand Lodge work. This daily rate shall be adjusted, upward or downward, in accordance with any wage adjustments upward or downward which affect a majority of the members of the Brotherhood of Railroad Signalmen working on Class I railroads in the United States and effective the same date.

The Director of Research shall receive a salary equivalent to seventy-five percent (75%) of the President's constitutionally established salary.

The National Legislative Director shall receive a salary equivalent to seventy-five percent (75%) of the President's constitutionally established salary.

Sec. 26. Grand Lodge Representatives shall receive a salary equivalent to seventy percent (70%) of the President's constitutionally established salary. The salary of a member temporarily assigned to fulfill the duties of a Grand Lodge Representative position shall be calculated on a pro rata basis.

The adjustments of salaries shall be computed by the Secretary-Treasurer and shall be submitted to the Grand Board of Trustees for their approval. (6/2022)



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Committee Reports

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President Baldwin appointed the Convention positions of Chaplain, Lever, Inside Semaphore, Outside Semaphore, and Tellers in accordance with the BRS Constitution. He further appointed the Committee on Credentials and Committee on Committees in accordance with the BRS Constitution. The Committee on Laws was elected in accordance with the Constitution and provided its report prior to Convention. Additional Committee positions were appointed by the Committee on Committees.

The Committee on Committees met on Monday during recess of the General Session and Chairman John Heise

reported after resuming session. Jason Bird motioned to accept the Committee's report. The motion was seconded by Ron Behrens. The report was accepted.

The Committee on Rules and Order of Business, Chaired by Jessica Hensley, presented the Rules and Order of Business for Convention on Tuesday morning. Jessica Hensley motioned to adopt the Committee's report, which was seconded by Bill Yates. The report was accepted. President Baldwin noted that the Organization reached a milestone, stating: *"Diversity is an important thing, and today at this Convention we've had our first ever woman chair of a committee, Jessica Hensley, Local 14."*

The Credentials Committee reported each day on the status of the 246 total Delegates registered over the course of the week (222 Delegates; 12 Elective Delegates-at-Large, 12 Delegates-at-Large, with the following:

Monday

- 220 Delegates present;
- 12 Elective Delegates-at-Large present;
- 12 Delegates-at-Large present.

Those not in attendance were excused by the Chair due to travel delays.

A motion was made to accept the Committee's report, seconded by Jason Harkleroad. The report was accepted.

Tuesday

- 222 Delegates present;
- 12 Elective Delegates-at-Large present;
- 12 Delegates-at-Large present.

A motion was made by Brother Finnegan to accept the Committee's report, seconded by Ed Hines. The report was accepted.

Wednesday

- 222 Delegates present;
- 12 Elective Delegates-at-Large present;
- 12 Delegates-at-Large present.

A motion was made by Brother Finnegan to accept the Committee's report, seconded by Brian Jahay. The report was accepted.

Thursday

- 221 Delegates present;
- 12 Elective Delegates-at-Large present;
- 12 Delegates-at-Large present.

Those not in attendance were excused by the Chair for illness.

A motion was made by Aaron Moore to accept the Committee's report, seconded by Hugh Griffey. The report was accepted.

Friday

- 204 Delegates present;
- 11 Elective Delegates-at-Large present;
- 10 Delegates-at-Large present.

Those not in attendance were excused by the Chair for illness or early travel.

A motion was made by Dusty Ward to accept the Committee's report, seconded by Jason Skidmore. The report was accepted.

Committee on Appeals, chaired by Jason Skidmore, Delegate-at-Large, Southeast General Committee reported each day that no appeals came before the Committee.

Committee on Resolutions, chaired by Brian Jahay, Delegate-at-Large, Southeast General Committee, report-

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ed each day that no resolutions had come before the Committee.

Committee on Officers' Reports, chaired by Carlton Everett, Delegate-at-Large, Southern Joint General Committee, reported an error in the Officers' Report,

citing a "the" was missing prior to BRS on page 7. He made a motion to accept the Committee's report and the amendment. This motion was seconded by Ron Rich. The Committee's report was accepted.



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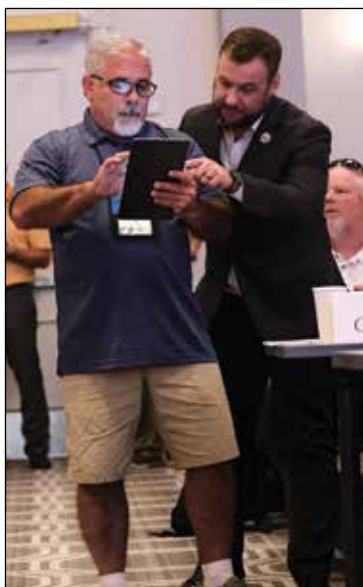
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When it comes to the health of you and your family, it's important to know where to go for care — before you need it. From 24/7 nurse access to telemedicine or in-person care, take a moment to explore your options so you can choose the right care for your needs.

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Talk to a nurse 24/7 for help with health care questions or deciding where to go for care.* Call 24/7 Nurses & Health Specialists to:

- Choose where to get medical care
- Find a doctor or hospital
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> Cost:

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(no additional cost as part of your Railroad benefits)



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**YOUR TRACK
TO HEALTH**

24/7 Nurses & Health Specialists

Options to take care of your health	When to use them, how much they cost
24/7 telemedicine from Teladoc®**	<p>Use your phone, computer or tablet to visit with a doctor for minor conditions such as allergies, colds, pink eye, sore throats and more.</p> <p>Call 1-800-Teladoc (1-800-835-2362) or visit teladoc.com.</p> <p>➤ In-network cost: \$10 copay with Managed Medical Care Program (MMCP)/ 20% coinsurance with Comprehensive Health Care Benefit (CHCB)***</p>
Walk-in retail clinic	<p>Get fast, walk-in care at many retail stores for symptoms such as earaches, migraines, minor cuts and injuries and more.</p> <p>➤ In-network cost: \$10 copay MMCP/20% coinsurance CHCB***</p>
Primary care physician	<p>Get help with the symptoms mentioned previously, from the doctor who knows you best. In-network doctors provide preventive care covered at 100% (no copay, deductible or coinsurance). If you don't have a primary care physician, the team of 24/7 Nurses & Health Specialists can help you find one that's right for you.</p> <p>➤ In-network cost: \$25 copay MMCP/20% coinsurance CHCB***</p>
Urgent care center	<p>Walk in without an appointment for help with many of the symptoms previously mentioned, plus things like lower back pain, respiratory issues or infections. Wait times are generally much shorter than the emergency room (ER) and overall costs are lower.</p> <p>➤ In-network cost: \$25 copay MMCP/20% coinsurance CHCB***</p>
Emergency room (ER)	<p>For serious and life-threatening symptoms, call 911 or go to the emergency room.</p> <p>➤ In-network cost: \$100 copay MMCP/20% coinsurance CHCB***</p>
Freestanding emergency room (FSER)	<p>Freestanding emergency rooms (sometimes called "urgency centers") are commonly found in Texas, Nevada, Arizona, Colorado and Maryland. If you use one of these facilities, you may receive a surprise copay or coinsurance since they typically bill at ER rates or higher.</p> <p>Most FSERs are out of network. To help avoid cost surprises, ask: "Is this an urgent care center or emergency room?" and "Is this facility in network for me?" To verify network status, you can also call the number on your health plan ID card.</p>

Check your health plan ID card to see if you're covered under Managed Medical Care Program (MMCP) or Comprehensive Health Care Benefit (CHCB). For more information, go to yourtracktohealth.com/howplanworks.



* This service should not be used for emergency or urgent care needs. In an emergency, call 911 or go to the nearest emergency room. The information provided through this service is for informational purposes only. The nurses cannot diagnose problems or recommend specific treatment and are not a substitute for your doctor's care. Please discuss with your doctor how the information provided may be right for you. The service is not an insurance program and may be discontinued at any time.

** Teladoc does not replace the primary care physician. Teladoc does not guarantee that a prescription will be written. Teladoc operates subject to state regulations and may not be available in certain states. Teladoc does not prescribe DEA-controlled substances, non-therapeutic drugs and certain other drugs which may be harmful because of their potential for abuse. Teladoc physicians reserve the right to deny care for potential misuse of services.

*** Copayment rates shown for in-network services only for the Managed Medical Care Program (MMCP). Coinsurance rates are for the Comprehensive Health Care Benefit (CHCB).

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RAILROAD RETIREMENT BOARD

Unemployment and Sickness Benefits for Railroad Employees

The Railroad Retirement Board (RRB) administers the Railroad Unemployment Insurance Act (RUIA), which provides two kinds of benefits for qualified railroaders: unemployment benefits for those who become unemployed but are ready, willing, and able to work; and sickness benefits for those who are unable to work

because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time when they are unable to work because of health conditions related to pregnancy, miscarriage, or childbirth. A new benefit year begins each July 1.

The following questions and answers describe these benefits, their eligibility requirements, and how to claim them. At the time this news release was issued, unemployment and sickness benefit flexibilities were in place due to the COVID-19 pandemic. Because these flexibilities are temporary and may change, they are not covered in this publication. Visit [RRB.gov/coronavirus](https://www.RRB.gov/coronavirus) for up-to-date information.

What are the eligibility requirements for railroad unemployment and sickness benefits in July 2022?

To qualify for **normal** railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$4,275.00 in calendar year 2021, counting no more than \$1,710 for any one month. Those who were first employed in the rail industry in 2021 must also have at least five months of creditable railroad service in 2021.

Under certain conditions, employees who do not qualify on the basis of their 2021 earnings may still be able to receive benefits in the new benefit year. Employees with at least 10 years of service (120 or more months of service) who received normal benefits in the benefit year ending June 30, 2022, may be eligible for **extended** benefits. Employees with at least 10 years of service (120 or more months of service) might qualify for **accelerated** benefits if they have railroad earnings of at least \$4,387.50 in 2022, not counting earnings of more than \$1,755 in any one month.

In order to qualify for **extended** unemployment benefits, a claimant must not have voluntarily quit work without good cause and not have voluntarily retired. To qualify for extended sickness benefits, a claimant must not have

voluntarily retired and must be under age 65.

To be eligible for **accelerated** benefits, a claimant must have 14 or more consecutive days of unemployment or sickness; not have voluntarily retired or, if claiming unemployment benefits, quit work without good cause; and, when claiming sickness benefits, be under age 65.

What is the daily benefit rate payable in the new benefit year beginning July 1, 2022?

Almost all employees will qualify for the maximum daily benefit rate of \$85. Benefits are generally payable for the number of days of unemployment or sickness over four in 14-day claim periods, which yields \$850 for each two full weeks of unemployment or sickness. Sickness benefits payable for the first 6 months after the month the employee last worked are subject to tier I railroad retirement payroll taxes, unless benefits are being paid for an on-the-job injury.

Under provisions of the Budget Control Act of 2011, and a subsequent sequestration order, unemployment and sickness benefits were reduced by 5.7 percent for days after September 30, 2020, and before January 3, 2021. Beginning January 3, 2021, pandemic-related legislation temporarily suspended sequestration until 30 days after the end of the Presidential declaration of a

national emergency concerning COVID-19. The RRB will publish updated information regarding the status of the sequestration of RUIA benefits when the end date of the national emergency is known.

How long are these benefits payable?

Normal unemployment or sickness benefits are each payable for up to 130 days (26 weeks) in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings in calendar year 2021, counting earnings up to \$2,209 per month.

If normal benefits are exhausted, extended benefits are payable for up to 65 days (during 7 consecutive 14-day claim periods) to employees with at least 10 years of service (120 or more cumulative service months).

What is the waiting period requirement for unemployment and sickness benefits?

There is a 7-day waiting period requirement, prior to any benefits becoming payable under the RUIA. During the first 14-day claim period, benefits are payable for every day claimed in excess of seven days. Subsequent claims are paid for the number of days of unemployment or sickness over four in each 14-day registration period. Initial sickness claims must also begin with four consecutive days of sickness. If an employee has at least five days of unemployment or five days of sickness in a 14-day period, he or she should still file for benefits in order to satisfy the waiting period for the current benefit year. Separate waiting periods are required for unemployment and sickness benefits. However, only one seven-day waiting period is generally required during any period of continuing unemployment or sickness, even if that period continues into a subsequent benefit year.

Are there special waiting period requirements if unemployment is due to a strike?

If a worker is unemployed because of a strike conducted in accordance with the Railway Labor Act, benefits are not payable for days of unemployment during the first 14 days of the strike, but benefits are payable during subsequent 14-day periods.

If a strike is in violation of the Railway Labor Act, unemployment benefits are not payable to employees participating in the strike. However, employees not among those participating in such an illegal strike, but who are unemployed on account of the strike, may

receive benefits after the first two weeks of the strike.

While a benefit year waiting period cannot count toward a strike waiting period, the 14-day strike waiting period may count as the benefit year waiting period if a worker subsequently becomes unemployed for reasons other than a strike later in the benefit year.

Can employees in train and engine service receive unemployment benefits for days when they are standing by or laying over between scheduled runs?

No, not if they are standing by or laying over between regularly assigned trips or they missed a turn in pool service.

Can extra-board employees receive unemployment benefits between jobs?

Yes, but only if the miles and/or hours they actually worked were less than the equivalent of normal full-time work in their class of service during the 14-day claim period. Entitlement to benefits would also depend on the employee's earnings.

How would an employee's earnings in a claim period affect his or her eligibility for unemployment benefits?

If a claimant's earnings for days worked, and/or days of vacation, paid leave, or other 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. That registration period, however, can be used to satisfy the waiting period.

Earnings include pay from railroad and non-railroad work, as well as part-time work and self-employment. Earnings also include pay that an employee would have earned except for failure to mark up or report for duty on time, or because he or she missed a turn in pool service or was otherwise not ready or willing to work. For the benefit year that begins July 2022, earnings of \$1,710 or more in a claim period will disqualify a claim for unemployment benefits, even if there are more than 4 days of unemployment claimed. This amount corresponds to the base year monthly compensation amount used in determining eligibility for benefits in each year. Also, even if an earnings test applies on the first claim in a benefit year, this will not prevent the first claim from satisfying the waiting period in a benefit year.

Earnings of \$15 or less per day from work which is substantially less than full-time and not inconsistent with the holding of normal full-time employment may be considered subsidiary remuneration and may not prevent payment of any days in a claim. However, a claimant must report all full and part-time work on each claim, regardless of the amount of earnings, so the RRB can determine if the work affects benefits.

How does a person apply for and claim unemployment benefits?

Employees can apply for and claim unemployment benefits online or by mail. Individuals who have established an account through **myRRB** at **RRB.gov** can log in and file their applications and their biweekly claims online. Employees who need to create an account should visit **RRB.gov/myRRB** and click on the button labeled **Sign in with login.gov**. Employees are encouraged to establish their accounts while still working to expedite the filing process for future unemployment benefits, and for access to other online services.

To apply by mail, claimants must obtain an *Application for Unemployment Benefits* (Form UI-1) from RRB, gov, their labor organization or railroad employer. The completed application should be mailed to the local RRB field office as soon as possible and must be filed within 30 days from the date the claimant became unemployed, or the first day for which he or she wishes to claim benefits. Benefits may be lost if the application is filed late. Claimants filing a late unemployment application or claim should include a signed statement explaining why they are unable to meet the required time frame.

Persons can find the address of the RRB office serving his or her area by visiting **RRB.gov** and clicking on **Field Office Locator**, or by calling the agency toll-free at 1-877-772-5772 and selecting the appropriate option from the automated menu.

The local RRB field office reviews the completed application, whether it was submitted online or by mail, and notifies the claimant's current railroad employer, and base-year employer, if different. The employer has the right to provide information about the benefit application.

After processing the application, biweekly claim forms are provided to the claimant for as long as he or she remains unemployed and eligible for benefits. If a claimant filed an online application, his or her claim forms are

only made available online. If a claimant filed a paper application, his or her first claim form is both available online and mailed to him or her. If the claimant returns the paper claim, future claims will be mailed to him or her. If the claimant files the claim online, all subsequent claim forms will *only* be made available online, and will no longer be mailed. Claimants **must not** file both an online and a paper claim form for the same period(s). Claim forms should be signed and sent (online or by mail) on or after the last day of the claim. The completed claim must be received by the RRB within 15 days of the end of the claim period, or within 15 days of the date the claim form was made available online or mailed to the claimant, whichever is later.

Only one *application* needs to be filed during a benefit year, even if a claimant becomes unemployed more than once. However, in the case of multiple claim periods, a claimant must request a claim form from the RRB within 30 days of the first day for which he or she wants to resume claiming benefits. These claim forms may then be filed online or by mail.

How does a person apply for and claim sickness benefits?

An Application for Sickness Benefits (Form SI-1a) can be obtained from **RRB.gov**, a railroad labor organization, or a railroad employer. Applications for sickness benefits must be submitted to the agency by mail. However, subsequent claims may be mailed, or completed online by employees who have established a **myRRB** account at **RRB.gov**.

An application including a doctor's *Statement of Sickness* (Form SI-1b) is required at the beginning of **each** period of continuing sickness for which benefits are claimed. Claimants should make a special effort to have the doctor's statement of sickness completed promptly since claims cannot be paid without it.

The RRB suggests that employees keep an application for sickness benefits on hand, and that family members know where the form is kept and how to use it. If an employee becomes unable to work because of sickness or injury, the employee should complete the application and have his or her doctor complete the attached statement of sickness. If a claimant receives sickness benefits for an injury or illness for which he or she is paid damages, it is important to be aware that the RRB is entitled to reimbursement of either the amount of the benefits paid for the injury or illness or the net amount of the

settlement, after deducting the claimant's gross medical, hospital, and legal expenses, whichever is less.

If the employee is too sick to complete the application, someone else may complete it for him or her. In such cases, a family member should also complete a ***Statement of Authority to Act for Employee*** (Form SI-10), which accompanies the statement of sickness.

After completion, the forms should be mailed to the RRB's headquarters in Chicago within 10 days from when the employee became sick or injured. However, applications received after 10 days but within 30 days of the first day for which an employee wishes to claim benefits are generally considered timely filed if there is a good reason for the delay. (Employees cannot currently file their sickness ***applications*** online.) Upon receipt, the RRB will process the application and determine if the employee is eligible for sickness benefits.

After processing the application and statement of sickness, the RRB makes the ***first*** biweekly claim form available online (for employees with myRRB accounts) **and** mails a paper form to the employee as long as he or she is eligible for benefits and remains unable to work due to illness or injury. Those choosing to file the paper claim received by mail should return the completed form to RRB headquarters for processing. If the claimant returns the paper claim, future claims will be mailed to him or her. If the claimant files the claim online, all subsequent claim forms will ***only*** be made available online, and will no longer be mailed. Claimants must **not** file both online and paper claim forms for the same claim period(s). Employees who need to create a **myRRB** account should visit RRB.gov/myRRB and click on the button labeled **Sign in with login.gov**.

Completed claim forms 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 made available online or mailed to the claimant, whichever is later. Benefits may be lost if an application or claim form is filed late. Claimants filing a late sickness application or claim form should include a signed statement explaining why they were unable to meet the required time frame.

Claimants are reminded that while claim forms for sickness benefits can be submitted online, applications for sickness benefits must be mailed to the RRB. Statements of sickness may be mailed with the sickness application or faxed directly from the doctor's office to the RRB at 312-751-7185. Faxes must include a cover sheet from

the doctor's office. Also, in order to prevent a delay in processing applications or claims, employees are advised against sending any sickness benefit forms to the RRB in Chicago via certified mail.

Is a claimant's employer notified each time a biweekly claim for unemployment or sickness benefits is filed?

The RUIA requires the RRB to notify the claimant's base-year employer each time a claim for benefits is filed. That employer has the right to submit information relevant to the claim before the RRB makes an initial determination on the claim. Benefits may not be paid at this time but the employee will receive a notice and have the right to appeal. In addition, if a claimant's base-year employer is not his or her current employer, the claimant's current employer is also notified. The RRB must also notify the claimant's base-year employer each time benefits are paid to a claimant. The base-year employer may protest the decision to pay benefits. Such a protest does not prevent the timely payment of benefits. However, a claimant may be required to repay benefits if the employer's protest is ultimately successful. The employer also has the right to appeal an unfavorable decision to the RRB's Bureau of Hearings and Appeals.

The RRB also conducts checks with other Federal agencies and all 50 States, as well as the District of Columbia and Puerto Rico, to detect fraudulent benefit claims, and it checks with physicians to verify the accuracy of medical statements supporting sickness benefit claims.

How long does it take to receive payment?

Under the RRB's Customer Service Plan, if a claimant files an application for unemployment or sickness benefits, the RRB will release a claim form or a denial letter within 10 days of receiving his or her application. If a claim for subsequent biweekly unemployment or sickness benefits is filed, the RRB will certify a payment or release a denial letter within 10 days of the date the RRB receives the claim form. If the claimant is entitled to benefits, his or her benefits will generally be paid within one week of that decision.

If a claimant does not receive a decision notice or payment within the specified time period, he or she may expect an explanation for the delay and an estimate of the time required to make a decision.

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MIKE EFAW
*National
Legislative Director*

- **PEB 250 • FY23 Appropriations • REEF Act**
- **Committee Activity • FRA Grants**
- **Federal Grant to Boost Amtrak Workforce**

Campaign season is in full swing, and Congress will have several priorities. Here is some of what is happening on Capitol Hill that affects us as Signalmen.

meeting with congressional staff on the Hill. Rail Labor has banded together, and we have small groups splitting up to cover as many congressional offices as possible. In those meetings, I discuss the current state of national rail negotiations, Signalmen's perspectives on the state of railroad employment, the Railway Labor Act (RLA) process, President Biden's Executive Order establishing the PEB, and potential next steps in the process.

Presidential Emergency Board 250

On July 15, 2022, the President of the United States issued an Executive Order establishing a Presidential Emergency Board (PEB), effective July 18, 2022. Ira F. Jaffe was appointed Chairman, and Barbara C. Deinhardt and David P. Twomey were appointed as the other two members of the Board.

Since the National Mediation Board (NMB) released the parties from mediation, most of my time has been spent

FY23 Appropriations

The House of Representatives 2023 Transportation, and Housing and Urban Development, and Related Agencies (THUD) funding bill provides funding of \$90.9 billion, an increase of \$9.9 billion – more than 12 percent above 2022. This includes an increase of \$8.9 billion for the Department of Housing and Urban Development, and \$833 million for the Department of Transportation. In

FY23 Appropriations – Key Programs

Program	FY 2023 Authorized	FY 2023 House Appropriations	FY 2023 Senate Appropriations
Amtrak-Northeast Corridor	\$1.1 billion	\$882 million	\$1.135 billion
Amtrak-National Network	\$2.2 billion	\$1.463 billion	\$1.466 billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$1 million	\$630 million	\$534.56 billion
Railroad Research and Development	\$44 million	\$47 million (including \$5 million set aside for locomotive alternative fuels research)	\$44 million
Railroad Safety and Operations	\$254.5 million	\$250.5 million	\$254.5 million
Federal-State Partnership for Intercity Passenger Rail	\$1.5 billion	\$555 million	\$200 million
Fixed Guideway Capital Improvement Grants	\$3 billion	\$3.012 billion	\$2.511 billion
National Infrastructure Investment Grants	\$2 billion	\$775 million	\$1.090 billion
Port Infrastructure Development	\$230 million (level included in the President's budget request)	\$300 million	\$234 million
Grade Crossing Elimination Grants	\$500 million	\$0	\$0
Railroad Rehabilitation and Improvement Financing Credit Assistance	\$50 million	\$0	\$0
Restoration and Enhancement Grants	\$50 million	\$0	\$0

total, the bill provides \$168.5 billion in total budgetary resources, an increase of \$11.5 billion above 2022.

The fiscal year 2023 THUD Senate Appropriations bill provides \$89.048 billion in discretionary budget authority – \$8.01 billion more than the fiscal year 2022 enacted level.

REEF Act

We are still pursuing the REEF Act. Senator Lindsey Graham is continuing to block this legislation, which is detrimental to our unemployed and sick members. We need every member across Rail Labor to bombard his offices with calls asking why he wants unemployed and sick railroad workers to suffer financially when they are already down.

Surface Transportation Board

Last quarter, the Board held a public hearing in Washington, DC, on April 26 and 27, 2022, titled *Urgent Issues in Freight Rail Service* (Docket No. EP 770) to discuss the recent rail service problems and the adequacy of recovery efforts involving BNSE, CSXT, NSR, and UP.

In a decision served on May 6, 2022, the Board found that immediate action was needed to address the significant service problems, and it ordered certain railroads to immediately submit relevant information. The initial decision, which the Board described as a mere interim step, requires the big Class Is to file multiple reports on service to include dwell times, train starts, unplanned re-crews, spots and pulls, cancelled trains with reasons (crew, power, other), cars placed within 24 hours of scheduled, and employment data. With respect to employment data, Part 8 of the order states the Carriers will be required to provide monthly reports:

“8. For each category of employees covered in the Monthly Report of Number of Railroad Employees (Form C) submitted to the Board’s Office of Economics under 49 C.F.R. § 1246.1: (i) total employee count; (ii) how many employees were added; (iii) how many employees were separated (with a breakout of those employees who separated by voluntary resignation); (iv) how many employees have been furloughed but are potentially available for recall; (v) the number of ‘extra-board employees’; and (vi) for categories 300, 400, 500, and 600, how many employees are working in active service (as opposed to completing training courses). Carriers should report these data for each railroad operating division to the maximum extent practicable and should also report

these data on a system-wide basis.”

Since that first decision, the Board has issued a second decision on June 13, 2022, supplementing its May 6 decision and is (1) requiring BNSE, CSXT, NSR, and UP to correct deficiencies in their service recovery plans and provide additional information on their actions to improve service and communications with customers, and (2) updating the technical documentation required of all Class I railroads for both the weekly service data and the monthly employment data. The Board is taking this action to better inform its and the public’s assessment of actions that may be warranted to address the acute service issues described above.

Committee Activity

The House Transportation and Infrastructure Committee met for a hearing on “Implementing the Infrastructure Investment and Jobs Act.” Department of Transportation (DOT) Secretary Pete Buttigieg testified.

The Senate Banking Committee met for a hearing on “Advancing Public Transportation under the Bipartisan Infrastructure Law: Update from the Federal Transit Administration.” Federal Transit Administration (FTA) Administrator Nuria Fernandez testified.

The House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials met for a hearing on “Freight Rail Safety.” Jeremy Ferguson (SMART-TD), Don Grissom (TCU), and Roy Morrison (BMWE) testified.

The House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials met for a hearing on “Board Member Views on Surface Transportation Board Reauthorization.” Surface Transportation Board (STB) Chairman Martin Oberman and the other members of the STB testified.

The House Appropriations Committee met for a hearing on the “FY23 Budget Request” for the Department of Transportation. DOT Secretary Buttigieg testified.

The House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials met for a hearing on “Board Member Views on Surface Transportation Board Reauthorization.” This hearing was Part II to the April hearing and featured the Board Members of the STB.

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The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

John Edgar Thomson was the third president of the Pennsylvania Railroad and led the company from 1852 to 1874. Although John

Thomson never had children of his own, he often pondered on the difficulties of orphaned girls. In that era, a fatherless boy could usually get a trade school education or find employment; a girl had little opportunity for either.

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

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

have been actively employed by any United States railroad at the time of his or her death; the cause does not need to be work related. Eligibility is also dependent on the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

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

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

Further information and applications may be obtained by writing to:

The John Edgar Thomson Foundation

201 S. 18th Street, Suite 318

Philadelphia, PA 19103

Telephone: (215) 545-6083

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

Email: sjethomson@aol.com

Website: www.jethomsonfoundation.com



Mid-Year IRS Mileage Increase

As is the customary practice, the IRS set the standard mileage rate for 2022 around the end of 2021. That rate, as of January 1, 2022, was set at 58.5 cents per mile. However, for the first time since 2011, rapidly escalating gas prices have led the IRS to make a mid-year adjustment. Effective July 1, 2022, pursuant to IRS Notice 2022-13, the standard mileage rate increased to 62.5 cents per mile. Please use this rate when calculating mileage reimbursements on expense reports for the remainder of 2022. ■

Union Plus® Scholarship Program ●●●●●●●●



ELIGIBILITY

— Current and retired members of

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

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

SCHOLARSHIP AWARD AMOUNTS — Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2023. Students may re-apply each year.

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

OUTSTANDING SCHOLARSHIP RECIPIENTS

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

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

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

WASHINGTON REPORT

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FRA Grants

The Federal Railroad Administration (FRA) announced over \$368 million in Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program funds to 46 projects in 32 states and the District of Columbia. These investments are intended to be used to help modernize rail infrastructure and strengthen supply chains, helping to reduce congestion. The projects will not only improve and expand passenger rail and fund conventional and high-speed rail, but they will also increase supply chain resilience and fluidity, support short line railroads, invest in new technology and safety advancements, and benefit rail industry workforce development and training activities helping to create jobs and increase economic growth.

President Biden's Bipartisan Infrastructure Law has nearly tripled funding for this critical rail infrastructure program — \$1 billion a year for the next five years. Strengthening supply chains and increasing the productive capacity of the economy are key tenets of President

Biden's plans to get goods from ships to shelves more quickly and lower costs for American families.

\$8 Million Federal Grant to Boost Amtrak Workforce Amid Worker Shortage

The FRA awarded Amtrak an \$8 million grant for a worker training program, an investment that could boost the railroad's recruitment and retention amid a national worker shortage. Amtrak has been struggling to hire and retain workers. In December 2021, the railroad had 1,500 fewer employees than at the start of the COVID-19 pandemic. The infrastructure law signed last fall is expected to spur the largest expansion in Amtrak's history.

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 our website and follow us on Facebook for updates and more information. ■

Continuous Membership



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

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

40 YEARS OF SERVICE

Brad Elliott	77
David Basco	141
Steve Siegmund	141
Tom Auger	120

35 YEARS OF SERVICE

Kenneth Tripp	183
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30 YEARS OF SERVICE

Bernie Retana	156
Bruce Downer	40
Charles Eubanks, Jr.	183
Christopher Brewer	68
Danny Riley	161
Doug Newton	156
Douglas Atwood	174
Greg Fleming	2
Gregory Doss	77
Jerry Rice, Jr.	77
John Collins	99
John Thurman	77
Juan Espana	183
Kenneth Wuollet	154
Paul Ferrell	77
Phillip Kirk	16
Ron Rich	19
Scott McNamara	102
Steve Gregory	72

25 YEARS OF SERVICE

Barry Savard	120
Benjamin Baith	94
Bourjolly Genisca	5
Brandon James	94
Brent Curran	19
Brian Applegate	102
Brian Fessey	102
Brian Walsh	102
Carmine Montella	102
Cedric Warren	102
Cliff Brown, Jr.	19
Cory Worthey	157
Cyrus Urie, Jr.	31
D. Klaudt	129
Dan Krieger	130
Daniel Williams	94
Darren Drum	129
Dave Wright	9
David Cash	43
David Tipp	157
David Zeigler	16
Devon Keys	20
Eddie Rusak	148
Edward Mancini	102
Edward O'Connor	120
Ferdina Loperena	102
Hugh Dear	120
Jack Foster	161
Jamey Smithey	16
Jeffrey McKinney	55
Jerry Sparks	161

25 YEARS OF SERVICE

Joe Kunce	81
John Allen, II	56
Jon LeBlanc	120
Keams Attakai	172
Keith Johnson	24
Kevin Sheehan	120
M. Lawless	161
Mark Benner	94
Mark Cohenour	188
Matt Stokes	92
Matthew Urie	31
Michael Frenette	92
Michael Moore	18
Nicholas McAllister	72
Pasquale Pepe	102
Paul Wood	99
Randy Gilmore	8
Richard Kowaleski	102
Robert Sinclair	161
Rodger Parkhurst	102
Rodney Foura	114
Russell Rhoads	20
Ryan Hill	102
Thomas Dye	188
Timothy Weatherly	72
Tommy Haley	161
Tracy Hurlburt	172
Victor Galloway	102
William Meaney	120
Zachary Angers	120

RAILROAD RETIREMENT QUESTIONS & ANSWERS

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However, some claims for benefits may take longer to handle than others, especially if they are more complex, or if an RRB office has to get information from other people or organizations, or under special circumstances such as the current pandemic.

Claimants who think an RRB office made the wrong decision about their benefits have the right to ask for review and to appeal. They will be notified of these rights each time an unfavorable decision is made on their claims.

How are payments made?

Railroad unemployment and sickness insurance benefits are paid by direct deposit to an employee's bank, savings and loan, credit union or other financial institution. New applicants for unemployment and sickness benefits will be asked to provide information needed for direct deposit enrollment.

How can claimants get more information on their railroad unemployment or sickness claims?

Claimants with **myRRB** accounts can view their individual railroad unemployment and sickness insurance account statement by using the View RUIA Account service. This statement displays the type and amount of

the claimant's last five benefit payments, the claim period for which the payments were made, and the dates that the payments were approved. Individuals can also confirm the RRB's receipt of applications and claims.

In addition, claimants can call the agency toll-free at 1-877-772-5772 to access information about the status of unemployment and sickness claims or payments 24 hours a day, 7 days a week. Individuals with questions about unemployment or sickness benefits, or who need information about their specific claims and benefit payments, can send a secure e-mail to their local office by accessing **Field Office Locator** at RRB.gov and clicking on the link at the bottom of their local office's page. If a customer needs to talk to an RRB employee, they can call the agency's toll-free number (1-877-772-5772). However, customers are asked to be patient because of the increase in call volume due to the COVID-19 pandemic.

On April 25, 2022, RRB field offices resumed offering in-person service, but on a **limited basis** and **by appointment**. To schedule an appointment, call 1-877-772-5772. Individuals should bring a photo ID when visiting a field office, and, depending on guidance from the Centers for Disease Control and Prevention for the county in which the field office is located, may be required to wear an appropriate face mask. In such circumstances, if visitors do not have a mask, one will be provided for them. ■



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.

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
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Birmingham, AL 35203
Tel. (205) 322-2333
www.mtandj.com

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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
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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
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Miami, FL 33156
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(800) 775-6511
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Chicago, IL 60606
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(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
Darby Law Group, LLC
201 International Circle
Suite 230
Hunt Valley, MD 21030
Tel. (833) 601-3473
(833) 601-7245
www.darby-lawgroup.com

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

Arvin J. Pearlman
Sommers Swartz, PC
1 Towne Square
Suite 1700
Southfield, MI 48076
Tel. (248) 356-5000
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MINNESOTA

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

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

MISSOURI

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Suite 266
Kansas City, MO 64108
Tel. (913) 484-3884

Drew C. Baebler
The Baebler Firm, LLC
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Andrew J. Thompson, Esq.
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Coffey, Kaye, Myers & Olley
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Bala Cynwyd, PA 19004
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(800) 334-2500
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Don P. Palermo
Palermo Law Offices
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Media, PA 19063
Tel. (215) 499-2957
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TEXAS

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Robert M. Tramuto
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Houston, TX 77210
Tel. (713) 668-0230
(800) 231-3359

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

VIRGINIA

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

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

WASHINGTON

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

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

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

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

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OBITUARIES

JOSEPH "JOE" C. ANDERSON—retired member of **LOCAL 152**. Brother Anderson retired in 1991 after 43 years of service with the Southern Pacific Railroad. Brother Anderson was a Signal Maintainer at Roseburg, Oregon, at the time of his retirement. Brother Anderson served as Local Chairman. Brother Anderson is a U.S. Army Veteran.

DONALD K. BATTLES—retired member of **LOCAL 129**. Brother Battles retired in 2000 after 31 years of service with the BNSF Railway Company. Brother Battles was a Signalman at Springfield, Missouri, at the time of his retirement.

LANNY E. BINGMAN—retired member of **LOCAL 81**. Brother Bingman retired in 2013 after 40 years of service with the Canadian National Railway and the Illinois Central Gulf Railroad. Brother Bingman was a Signalman at Effingham, Illinois, at the time of his retirement. Brother Bingman served as Local President and Local Trustee.

RONALD G. BRADLEY—retired member of **LOCAL 72**. Brother Bradley retired in 2009 after 33 years of service with the Southern Pacific and Union Pacific Railroads, and Idaho & Sedalia Transportation. Brother Bradley was a Signal Technician at Sedalia, Missouri, at the time of his retirement.

WALTER E. BROMLEY—retired member of **LOCAL 51**. Brother Bromley retired in 1987 after 42 years of service with the Illinois Central Gulf Railroad. Brother Bromley was a Signal Foreman at Memphis, Tennessee, at the time of his retirement. Brother Bromley served as Local Chairman. Brother Bromley is a U.S. Veteran.

FRANCIS X. CONNOR—retired member of **LOCAL 65**. Brother Connor retired in 2016 after 36 years of service with Amtrak. Brother Connor was a Signalman at Perryville, Maryland, at the time of his retirement. Brother Connor served as Local Trustee.

HAROLD A. DALE—retired member of **LOCAL 77**. Brother Dale retired in 1987 after 42 years of service with the Norfolk & Western Railway. Brother Dale was a Signal Maintainer at Kenova, West Virginia, at the time of his retirement.

RANDY D. DePRIEST—retired member of **LOCAL 89**. Brother DePriest retired in 2011 after 41 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother DePriest was a Signal Inspector at Eagle Rock, Virginia, at the time of his retirement. Brother DePriest served as Recording-Financial Secretary, Local Chairman, and Local Trustee. Brother DePriest is a U.S. Army Reserves Veteran.

JAMES E. DOAN—retired member of **LOCAL 109**. Brother Doan retired in 2006 after 30 years of service with Conrail and the Norfolk Southern Railway. Brother Doan was a Signal Maintainer at Cleveland, Ohio, at the time of his retirement. Brother Doan served as Local Vice President and Local President.

CLAUDE A. DUNIVIN—retired member of **LOCAL 152**. Brother Dunivin retired in 1981 after 26 years of service with the Southern Pacific Railroad. Brother Dunivin was a Lead Signalman at Grants Pass, Oregon, at the time of his retirement.

MICHAEL W. FRICKS—retired member of **LOCAL 99**. Brother Fricks retired in 2014 after 43 years of service with the Southern Pacific and Union Pacific Railroads. Brother Fricks was a Signal Inspector at San Antonio, Texas, at the time of his retirement.

EDWIN E. GREGG—retired member of **LOCAL 18**. Brother Gregg retired in 2011 after 31 years of service with Amtrak. Brother Gregg was a Signalman at Philadelphia, Pennsylvania, at the time of his retirement. Brother Gregg served as Local Trustee.

ALAN R. HALL—retired member of **LOCAL 225**. Brother Hall retired in 2002 after 33 years of service with the Penn Central Transportation Company, Conrail, and CSX Transportation. Brother Hall was a Signal Maintainer at Buffalo, New York, at the time of his retirement.

NORMAN HANSEN—retired member of **LOCAL 111**. Brother Hansen retired in 1992 after 42 years of service with the Union Pacific Railroad. Brother Hansen was a Relay Repairman at Pocatello, Idaho, at the time of his retirement. Brother Hansen served as Recording-Financial Secretary.

CHARLES E. HEERN—retired member of **LOCAL 51**. Brother Heern retired in 1995 after 43 years of service with the Illinois Central Railroad. Brother Heern was a Signal Inspector at Carbondale, Illinois, at the time of his retirement. Brother Heern served as Local President.

DALE N. HOLE—retired member of **LOCAL 156**. Brother Hole retired in 1994 after 22 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Hole was a Signal Maintainer at Barstow, California, at the time of his retirement. Brother Hole served as Local Chairman.

BRADLEY "BRAD" L. HOLMES—active member of **LOCAL 94**. Brother Holmes had 29 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Holmes was a Signal Maintainer at Vincennes, Indiana, at the time of his passing. Brother Holmes served as Local Chairman.

EDWARD S. KERN—retired member of **LOCAL 40**. Brother Kern retired in 1994 after 17 years of service with Conrail. Brother Kern was a C&S Maintainer at Pitcairn, Pennsylvania, at the time of his retirement.

OBITUARIES

EDWARD K. KERR—retired member of **LOCAL 141**.

Brother Kerr retired in 2012 after 34 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Kerr was a Signal Maintainer at Kilgore, Texas, at the time of his retirement.

DANIEL V. LEAL, JR.—retired member of **LOCAL 99**.

Brother Leal retired in 2014 after 41 years of service with the Southern Pacific and Union Pacific Railroads. Brother Leal was a Signalman at San Antonio, Texas, at the time of his retirement.

LEE MERRYFIELD—retired member of **LOCAL 188**.

Brother Merryfield retired in 2009 after 29 years of service with the Burlington Northern Railroad and the BNSF Railway Company. Brother Merryfield was a Signal Maintainer at Vancouver, Washington, at the time of his retirement.

JOHN L. MORROW—retired member of **LOCAL 94**.

Brother Morrow retired in 2006 after 38 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Morrow was a Signalman at Willard, Ohio, at the time of his retirement. Brother Morrow served as Local Chairman.

JAMES “JIMMY” M. OGDEN—retired member of **LOCAL 16**. Brother Ogden retired in 2009 after 37 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Ogden was a Signal Maintainer at the time of his retirement.

STEPHEN D. PERRY—retired member of **LOCAL 123**.

Brother Perry retired in 2011 after 41 years of service with the Chesapeake & Ohio Railway and CSX Transportation. Brother Perry was a Communications Electronic Repairman at Livonia, Michigan, at the time of his retirement.

JOSEPH K. RUMULY—retired member of **LOCAL 138**.

Brother Rumuly retired in 1991 after 25 years of service with the Richmond, Fredericksburg & Potomac Railroad. Brother Rumuly was a Signal Maintainer at Richmond, Virginia, at the time of his retirement.

JAMES R. SAPP—active member of **LOCAL 16**. Brother Sapp had 10 years of service with the Seaboard Coast Line Railroad. Brother Sapp was a Signal Maintainer at Waycross, Georgia, at the time of his passing.

PAUL D. SCLAFANI—retired member of **LOCAL 130**.

Brother Sclafani retired in 2015 after 37 years of service with the Chicago & North Western Railway and the Union Pacific Railroad. Brother Sclafani was a Signal Inspector at Crystal Lake, Illinois, at the time of his retirement. Brother Sclafani served as Financial Secretary.

SHANE SIMON—active member of **LOCAL 33**. Brother Simon had 28 years of service with the BNSF Railway Company. Brother Simon was a Junior Circuit Designer at Kansas City, Missouri, at the time of his passing.

WAYNE VAUGHN—retired member of **LOCAL 72**.

Brother Vaughn retired in 1990 after 34 years of service with the Missouri Pacific Railroad. Brother Vaughn was a Retarder Yard Maintainer at North Little Rock, Arkansas, at the time of his retirement.

WILLIAM S. WALLS—retired member of **LOCAL 16**.

Brother Walls retired in 1995 after 42 years of service with the Seaboard Air Line Railroad and CSX Transportation. Brother Walls was a Signal Maintainer at Yulee, Florida, at the time of his retirement.

ROGER A. WEATHERWAX—retired member of **LOCAL 119**. Brother Weatherwax retired in 2006 after 30 years of service with the Burlington Northern Railroad and the BNSF Railway Company. Brother Weatherwax was a CTC Maintainer at Anselmo, Nebraska, at the time of his retirement.

WILLIAM “ED” E. WHITACRE—retired member of **LOCAL 31**. Brother Whitacre retired in 2012 after 30 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Whitacre was a Signal Foreman at Cumberland, Maryland, at the time of his retirement.

EUGENE D. WRIGHT—retired member of **LOCAL 188**. Brother Wright retired in 1992 after 39 years of service with the Northern Pacific and Burlington Northern Railroads. Brother Wright was a Signal Maintenance Foreman at Pasco, Washington, at the time of his retirement. Brother Wright served as Recording-Financial Secretary.

EDITOR’S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org



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MEETING PHOTOS



Local 2 Meeting

Lisbon, Ohio



Gathering of Retired Members of Local 154



Retired Members of Local 154, with over 400 years of service, recently gathered in St. Cloud, Minnesota.

L-R: Dawson, Lee, During, Nichols, Dowdell, Olson, Plakut, Rutten, Lasser, Dopp and Hildebrandt.



AFL-CIO NATIONAL BOYCOTTS



HOTELS

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

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

CALIFORNIA:

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- Hyatt Regency Sacramento
- Hyatt Centric Fisherman's Wharf
- La Meridien
- Hilton Los Angeles Airport
- Terranea Resort
- Hyatt Regency Santa Clara
- Hyatt Regency Sacramento
- Four Seasons Beverly Hills

- Hotel Bel Air
- Chateau Marmont
- Langham Huntington
- Sonesta Los Angeles Airport (Formerly Crowne Plaza LAX)

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.)*

MEETING PHOTOS



Local Chairmen's Training

August 2022



Southern Joint General Committee

ANNUAL EXECUTIVE
COMMITTEE MEETING/
FINANCIAL AUDIT
Chattanooga, Tennessee



MEETING PHOTOS



Local 129 Meeting • • • • • Springfield, Missouri



Local 137 Meeting • • • • • Biloxi, Mississippi



PHOTO CONTEST

WINNERS FOR 3RD QUARTER 2022



Local 188 Members perform extensive repairs on a master retarder on the BNSF Railway, Northwest Division, Lakeside Subdivision, Line Segment 0471, Pasco Hump, in Pasco, Washington.

PICTURED: J.J. Lane, Kelly Hester, Brian Morgan, Christine Fischer, Keith Long, Colby Van Winkle, Terry Cook (on boom truck controls). All pictured are Members of Local 188 working on the BNSF Railway.

Picture submitted by Local 188 Local Chairman Johnny Velasco, Sr.

PHOTO CONTEST

WINNERS FOR 3RD QUARTER 2022



Signal Maintainer Randall "Randy" Racine, applies a fresh coat of paint to a crossing bungalow on CSX Transportation's Northern Division, in Chillicothe, Ohio.

Photo submitted by Local Chairman and Local 94 Member Randall Racine.



Decklyn Dailey, a Local 53 Signalman Trainee pulls a power cable to a transformer at the Southeastern Pennsylvania Transportation Authority's Breyers Interlocking, West Chester Branch, in Philadelphia, Pennsylvania.

Photo submitted by Local 53 Member Decklyn Dailey.



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