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- Jeremy Huckabee, BRS BNSF General Chairman



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Behavioral, Mental & Substance Use Benefits

United Behavioral Health can help you manage challenging situations, like caregiving to mental health conditions such as depression. It's all part of your National Railroad Plan benefits, whether you're enrolled in an Aetna, Highmark or UnitedHealthcare medical plan 5



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COVER: A brightly lit night on the World Trade Center to Newark line, Port Authority Trans-Hudson (PATH), New Jersey, with grape interlocking signal displaying do not proceed.

In the foreground an O bond for the new Digicode AC track circuits can be seen.

Photo submitted by David Zailabdeen, Local 60 Recording-Financial Secretary and Member.



FROM THE PRESIDENT

— *Michael S. Baldwin, BRS President*

The Path to Improve Rail Safety



Sisters and Brothers,

As a labor organization, the Brotherhood of Railroad Signalmen (BRS) is a non-governmental safety organization, advocating for the safety of Signal employees responsible for the inspection, installation, construction, repair, and maintenance of all signal systems and highway-rail grade crossings on all Class I railroads and various commuter railroads in the United States. BRS has a vested interest in the safety of our members, local residents, railroad employees, equipment, and commodities, as well as the environment. In this capacity, the BRS works with various governmental agencies to accomplish our safety and regulatory goals, such as the Federal Railroad Administration (FRA), the Surface Transportation Board (STB), and the National Transportation Safety Board (NTSB). Building relationships with the leaders in these federal agencies is imperative to the safety of our members, as well as the public.

FRA Administrator Amit Bose has spoken to BRS groups several times since being confirmed. He is to be commended for his efforts to improve safety for BRS members and the communities in which they work. As Administrator, he has been a welcome change. He takes time to listen to our concerns, answer when I call, and reach out when he feels it is necessary to gain our perspective on a signal issue.

Administrator Bose spoke at our 53rd Regular Convention a year ago, stating,

"It's my pleasure to acknowledge the dedication and hard work for each member of the Brotherhood of Railroad

Signalmen. I'm mindful of the workplace pressures, the pandemic challenges and supply chain disruptions placed on all of you.

Throughout this period, railroads have kept operating in part because of BRS members. Let's be clear that your work keeps the economy moving every day. As the men and women installing and maintaining signal and train control systems for the majority of the nation's railroads, you also keep Americans across the country safe by ensuring that highway rail grade crossing signal systems function properly.

You deserve the same safety protections in return for what you do every day. I am fully committed to advocating for your safety and good working conditions, and I applaud BRS's strong and consistent support for its members. Safety will always be our north star."

BRS has a vested interest in the safety of our members, local residents, railroad employees, equipment, and commodities, as well as the environment.

— MICHAEL BALDWIN, BRS PRESIDENT

Administrator Bose has continued to show the same support and appreciation for Signalmen, and all of Rail Labor, in the year since those words. We look forward to a continued working relationship with him as Administrator; it is nice to know that Labor has a seat at the table when it comes to rail safety and the FRA.

My office and our attorney, Rich Edelman, also work closely with the Chairman of the Surface Transportation Board, Marty Oberman. As many of you have seen from various hearings with the railroads, he is not afraid to call the Class I carriers to the mat when it comes to rail operations. Chairman Oberman also addressed the Delegates at the 2022 Convention, stating, in part,

"I'm a professional question asker...I do ask a lot of questions...there are a lot of questions to be asked.

...the current crisis at the railroads has resulted from self-

inflicted business policies. Beginning several years ago, as you know, they [railroads] embarked on a massive cost cutting... we all talk about PSR. I don't tend to focus on that because, to me, it's a distraction. If you call it anything else or they have some other policy, they still would have gone around cutting workers. So the goal was not PSR, the goal was to cut workers and cut expenses to please Wall Street. And I think we need to keep that in mind because the policies are about how they operate, they are still under this tremendous Wall Street pressure to keep that operating ratio under 60 percent. And that, I believe, is at the root of what's going on here."

If you have ever had an opportunity to see a hearing conducted by Chairman Oberman, he has made good on every promise to call out the Class I's regarding their cost-cutting policies and how it is impacting the safety of rail workers, the communities the rails pass through, and the service they provide to businesses.

The mission of the NTSB is, "Making transportation safer by conducting independent accident investigations, advocating safety improvements..." NTSB Chairwoman Jennifer Homendy has worked to advocate for rail safety in many capacities over the years, working with both the Transportation Trades Department and as Staff Director for the House of Representative's Subcommittee on Railroads, Pipelines, and Hazardous Materials under the Transportation & Infrastructure Committee. In both her previous roles, she was a strong advocate for Positive Train Control and the safety features it brought to the table.

You have probably seen clips and read quotes from Chairwoman Homendy regarding the derailment in East Palestine, she has called for improved safety and accountability from the railroads and also pleaded with all parties

involved to stop the spread of misinformation regarding the accident investigation. Perhaps her most notable quote recently is from a Congressional Hearing on the matter, "The bottom line is there are no accidents... This derailment, as all accidents we [the NTSB] investigate, was 100% preventable." As an advocate for safety, I couldn't agree more. I appreciate Chairwoman Homendy's willingness to step out and speak up for safety.

A lesson I was taught at a young age is that if you are not willing to learn from the past, you are doomed to repeat it. To me, this is what has been happening recently on the rails. carriers are not willing to take the time to examine tragic derailments, and take appropriate measures to protect their employees and the interest of the communities through which their rails run. It is imperative that we continue to report safety violations to the appropriate agencies, and remain vigilant on the job to protect ourselves and the public from negligence of the railroads.

We appreciate the working relationships we have developed with the FRA, STB, and NTSB, their leadership, and the help the agencies have been in very recent times to assist with our safety goals.

Stay safe out there, Sisters and Brothers!

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

NEED FOR ACTION MENTAL HEALTH CARE UNDENIABLE & CRITICAL



A career in signaling is demanding. It is long hours in the elements away from our families. It requires you to be on call at all hours of the day with peak mental acuity. The everyday stress of life in addition to our demanding careers can be overwhelming at times. Beyond acknowledgment, it is even more important to take the steps to find support that helps buffer against the effects of stress when it is difficult to

function. It is ok not to be ok. Our National Health & Welfare Plan has resources to help, and we encourage you to use them! I would also encourage you to reach out if one of your fellow Brothers or Sisters is struggling; a small gesture of support could have a big impact. If you have any questions about these resources, please contact my office at (540) 622-6527.

Be the lifeline.



If you or someone you know needs support now, **call or text 988 or chat 988lifeline.org**



We can all help prevent suicide. The Lifeline provides 24/7, free and confidential support for people in distress, prevention and crisis resources for you or your loved

ones, and best practices for professionals in the United States. Call 988 when you are in need. Visit 988lifeline.org for more information.

988 SUICIDE & CRISIS LIFELINE

Resources to help make life a little easier

We all have wellbeing challenges, from stressful situations like caregiving to mental health conditions such as depression. As part of your National Railroad Plan benefits, you and your covered family members can access **United Behavioral Health**, whether you're enrolled in an Aetna, Highmark or UnitedHealthcare medical plan.

Your **United Behavioral Health** benefit includes a network of behavioral health clinicians who offer confidential health care for:

- Stress or anxiety
- Depression
- Alcohol use
- Substance use
- Anger management
- Autism spectrum disorder (ASD)
- Marriage problems
- Coping with grief and loss
- Domestic violence
- Eating disorders
- Compulsive spending or gambling
- And more

Find benefits support and doctors the way you prefer

Connect with an Advocate by phone, 24/7

Your dedicated team of Behavioral Health Advocates is available 24/7. Each Advocate is a master's-level clinician trained to provide immediate support by answering questions and guiding you to available resources. Because they know your benefits inside and out, they can remove the guesswork of finding care by guiding you to in-network providers and making appointments for you. Connect with the team by calling **1-866-850-6212**.

Find doctors and access tools and information online

Find in-network behavioral health clinicians and schedule appointments, learn about a variety of behavioral health-related topics and explore self-care tools at liveandworkwell.com (access code: Railroad).

Get on-demand help for stress and more

Self Care by AbleTo delivers personalized, 24/7 support to help you build resilience and reframe thought patterns. It uses science-backed strategies to help you grow new skills and create daily habits to better handle challenges. AbleTo is available at no additional cost. Get started at ableto.com/begin.

Your privacy is important

Your benefits administrators protect the privacy of your personal health information as required by law. Your personal information and use of this service will never be shared with your Railroad employer or Labor Union.



Autism spectrum disorder (ASD)



As part of your benefits — and at no additional cost — a professional team with autism experience is available to help you navigate the health care system and find autism-related resources, including ABA therapy (applied behavioral analysis).

To connect with this team, call **United Behavioral Health** 24/7 at **1-866-850-6212**.

Save with an in-network provider



Make the most of your benefits by choosing a provider in the network. In-network providers are reviewed regularly to ensure the quality of their services and can:

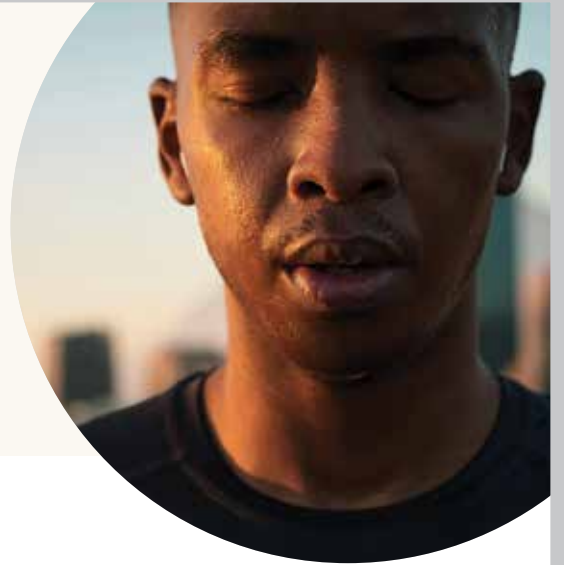
- Provide quality care
- Address your specific needs
- Save you time and money

These services and programs are for informational purposes only and should not be used for emergency or urgent care needs. In an emergency, call 911 or go to the nearest emergency room. This content is for informational and/or educational purposes only. It is not meant to be used in place of professional clinical consultations for individual health needs. Certain treatments may not be covered in some benefit plans. Your personal health information is kept private in accordance with applicable privacy laws and regulations.

Can't quiet your mind?



Take a moment and check in with yourself



May is Mental Health Awareness Month

When we're feeling anxious, it can seem like there's no way out of it.

But the truth is, there are little things we can do to pause our worries and find some calm. Breathing techniques, meditation and guided imagery are a few.

Give 4-7-8 breathing a try right now. And if you've tried self-soothing and the anxiety remains, know that support is available.



To learn more about anxiety and about other coping techniques, scan this code or visit optumeap.com.

To see the full range of benefits available to you, visit liveandworkwell.com. Register with your HealthSafe ID, or browse as a guest with your company access code: Discover



4-7-8 breathing

Before, during or after a stressful situation, try this simple breathing technique.



Inhale 4

Close your mouth and inhale for a count of 4 through your nose.

Hold 7

Hold your breath for a count of 7.

Exhale 8

Exhale through your mouth for a count of 8.

If you or someone you know has thoughts about suicide, seek help right away. To talk with a trained counselor, you can call the 998 Suicide & Crisis Lifeline anytime. If you or someone you know is in immediate danger, call 911 – or go to the closest emergency room.

This program should not be used for emergency or urgent care needs. In an emergency, call 911 or go to the nearest emergency room. This program is not a substitute for a doctor's or professional's care. Consult with your clinician for specific health care needs, treatment or medication. Due to the potential for a conflict of interest, legal consultation will not be provided on issues that may involve legal action against Optum or its affiliates, or any entity through which the caller is receiving these services directly or indirectly (e.g., employer or health plan). This program and its components may not be available in all states or for all group sizes and are subject to change. Coverage exclusions and limitations may apply.

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Three digits could save a life



Remember 988 for the Suicide & Crisis Lifeline

About 12.2 million adults seriously think about suicide each year in the United States, and 1.2 million attempt it. Every 11 minutes, someone in the U.S. dies by suicide.

If you or someone you care about is having thoughts of suicide or experiencing a mental health or substance use crisis, help is available 24 hours a day. Call or text **988** anytime for caring support from a trained crisis counselor through the 988 Suicide & Crisis Lifeline. Those three digits – **988** – could save someone's life.

Suicide can affect anyone. People of all ages consider or die by suicide, and it's the second-leading cause of death for people ages 10–14 and 25–34. Rates of suicide are higher among veterans, LGBTQ+ individuals, people who live in rural areas, and people who work in jobs like mining and construction.

There are signs to watch for. If someone is at risk for suicide, they may:

- Talk about wanting to die or being a burden to others
- Start using more alcohol or drugs
- Sleep more or less than usual
- Withdraw
- Have extreme mood swings or act agitated
- Show rage or behave recklessly

There are ways to protect against suicide. As communities and individuals, we can do some things to help protect against suicidal thoughts and behaviors, including:

- Learning coping and problem-solving skills
- Staying connected to friends, family and community support
- Maintaining access to physical and mental health care
- Limiting access to lethal means

It's important to talk about suicide. Some people think talking about suicide will make it happen, but that's a myth. Talking about suicide – and mental health and substance use – can break down the stigma, and that can help people feel more comfortable reaching out for help when they need it.

Help is available. Call **988** to connect with the Suicide & Crisis Lifeline. The Lifeline offers free, confidential emotional support to people having thoughts of suicide or experiencing a mental health or substance use crisis. It's available 24/7. If you prefer, you can text **988** and you will be given a short survey so the crisis center can understand what you're going through, and then you'll be connected with a counselor.

If you're more comfortable using a chat feature, visit **988lifeline.org**. Similar to texting, you'll be given a short survey so the crisis center can understand what you're going through. You'll then be connected with a counselor.

If you or someone else is in immediate danger or has already caused self-harm, it's important to call **911** so help can be sent right away.

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Help is available.

Call or text **988** anytime, day or night.

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UNITED STATES ARMY

Agreements



ALSTOM TRACK DEPARTMENT

Members at SunRail Ratify First Collective Bargaining Agreement



After a hard-fought organizing campaign and nearly a year of tough negotiating, BRS members performing Maintenance-of-Way (MOW) work for Alstom on the SunRail commuter rail line ratified their first collective bargaining agreement. The Agreement provided for vast improvements for the members, including rules that recognize the concept of seniority, allowing members to bid for new and higher-rated positions, and establishes a workweek and starting times. Additionally, these BRS members now have a discipline rule and a grievance procedure that provides due process, including a hearing, as well as a mechanism to enforce the terms of the new Agreement.

The three-year agreement provides for immediate general wage increases of 5.75% for all members, with retroactivity to July 1, 2022 (2.75% from July 1, 2022, to December 31, 2022, and 3% from January 1, 2023), and 3% general wage increases effective January 1, 2024, and January 1, 2025. In addition, low-entry level pay rates and classes were eliminated, Roadway-Worker-in-Charge pay rates were raised to encompass the added responsibility of the position, and an annual production crew lump sum allowance is provided. Improvements include paid bereavement leave, guaranteed vacation, holidays, and floating holidays, overtime provisions, and caps on cost sharing for health and welfare benefits.

The negotiating committee consisted of Southeast General Committee Chairman R.G. Demott, Vice General Chairman Bill Yates, Vice President Commuter/Passenger Tim Tarrant, and Alstom BRS Member Jose Soler. The BRS thanks Brother Soler for his tireless work on the organizing campaign and the Negotiating Committee. *Congratulations!* ■

DTO MEMBERS RATIFY AGREEMENT

On January 26, 2023, after several months of tough negotiating, BRS members working for the Denver Transit Operators (DTO) ratified a new collective bargaining agreement. The BRS represents seven different classifications at DTO including Signal Maintainers, Track Maintainers, Dispatchers, Operations Control Coordinators, Facilities Maintainers, Traction Power Technicians, and Communications Technicians.

The three-year Agreement provides for base general wage increases (GWI) of 4.5% effective on July 1, 2022, with full retroactivity, and 4% GWI each year on January 1, 2024, and January 1, 2025. Additionally, on January 1, 2023, new classification levels were added as well as additional wage increases based on longevity of service.

Compounded, the GWIs ranged between 13.1% and 23% throughout the term of the Agreement depending on the classification and time worked.

Other improvements included additional compensation for employees serving as instructors, an increase in the shift differential to \$2 per hour, a minimum call rule, improvements to the grievance procedure, and a ratification bonus. The negotiating committee consisted of General Chairman Jeremy Huckabee, Vice President Commuter/Passenger Tim Tarrant, and BRS Local 243 President Travis Isaac.

The BRS congratulates DTO Members on their new agreement which provides steady improvements in compensation and working conditions. ■

Agreements



EVANSVILLE WESTERN MEMBERS RATIFY AGREEMENT

On April 4, 2023, the Evansville Western Railway (EVW) and the Brotherhood of Railroad Signalmen reached an Agreement through December 31, 2025. The Agreement included a wage increase of 7.17% upon ratification, with 2.75% increases on January 1, 2024, and January 1, 2025. The employees also received an Inflation Relief payment of \$2,000. The COLA increase language has been eliminated. The BRS agreed to electronic communication and modified language in its discipline rule. There were no

major changes in Health and Welfare benefits. The Agreement allows for a Signaller with two or more weeks of vacation to elect to split one week for use in one-day increments, provided a 48-hour notice is given; in addition, the daily meal per diem was modified. General Chairman Tom Kaufman and the Signalmen on the EVW worked together to come up with an agreement they would ratify with EVW Labor Relations after the first Tentative Agreement was voted down. ■

TRANSDEV MEMBERS RATIFY AGREEMENT

On March 29, 2023, BRS members working at Transdev overwhelmingly ratified a new collective bargaining agreement. The Agreement was reached after several months of negotiations and provided for positive wage increases and improvements to benefits. The two-year agreement provided for 4% general wage increases (GWIs) each year for 2023 and 2024, retroactive to March 1, 2023, as well as an increase to the wage rate for the position of Foreman. Also, should Transdev secure a contract extension for 2025 and 2026 to perform signal work at TriRail, additional GWIs of 4% each year for 2024 and 2025 will be provided. There was also a \$2000 signing bonus for all members.



The monthly healthcare contribution rates will remain frozen at their current levels throughout the term of the Agreement (and extension), and there are guarantees in health care coverage should a member become unable to work due to illness or injury. In addition, the vacation accrual rates were amended to provide for more Paid Time Off (PTO) with less years of service, which also included improvements to the use of single PTO days. A new supplemental sickness provision was negotiated,

as well as continued coverage of their healthcare plan between the ages of 60 and 65.

The negotiating committee consisted of Southeast General Committee Chairman R.G. Demott, Vice General Chairman Bill Yates, Vice President Commuter/ Passenger Tim Tarrant, and Local Chairman Josh Campbell. The BRS congratulates the hard-working members at Transdev on a well-deserved Agreement. ■



Working After Receiving an Annuity

Retirees, and those planning retirement, should be aware of the railroad retirement laws and rules governing benefit payments to annuitants who work after retirement, whether they have retired based on age and service or on disability.

The following questions and answers describe these railroad retirement work restrictions and earnings limitations on post-retirement employment, as well as how these rules can affect retirees engaging in self-employment.

Although the Railroad Retirement Board (RRB) participates in information exchanges with other Federal agencies to identify unreported work and earnings to protect the integrity of its programs, annuitants are obligated to report post-retirement work and earnings. It is important to note that if annuitants fail to report post-retirement work and earnings, the Board may assess overpayments and fines. In some circumstances, law enforcement may consider the annuitant to have committed fraud subject to criminal and civil penalties.

1. What are the basic railroad retirement work restrictions and earnings limitations that apply to post-retirement work?

Neither a regular railroad retirement annuity (whether based on age and service or on disability) nor a supplemental annuity is payable for any month in which a retired or disabled employee, regardless of age, works for an employer covered under the Railroad Retirement Act. This includes work for labor organizations. This is true even if the retired or disabled employee performed service for one day during the month, and includes local lodge compensation totaling \$25 or more for any calendar month. Regardless of the amount of salary, work by a local lodge or division secretary collecting insurance premiums is always considered railroad work and, therefore, no annuity is payable for any month in which such activity occurs.

No spouse annuity is payable in any month in which the employee's annuity is not payable, or for any month the spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced spouse annuity is not payable for any month in which the divorced spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. A divorced spouse can receive an annuity even if the

employee has not retired, provided they have been divorced for at least 2 years, the employee and divorced spouse are at least age 62, and the employee is fully insured under the Social Security Act using combined railroad and social security earnings. A survivor annuity is not payable for any month the survivor works for an employer covered under the Railroad Retirement Act, regardless of the survivor's age.

Also, like social security benefits, railroad retirement tier I benefits paid to employees, spouses and divorced spouses, and tier I and tier II benefits paid to survivors, are subject to deductions if an annuitant's earnings exceed certain exempt amounts. These earnings deductions do not apply to those who have attained full social security retirement age.

Full retirement age for employees and spouses is age 66 for those born from 1943 through 1954 and gradually increases to age 67 for those born in 1960 or later. Full retirement age for survivor annuitants ranges from age 66 for those born from 1945 through 1956 and gradually increases to age 67 for those born in 1962 or later.

Deductions for all annuitants, however, remain in effect for the months before the month of full retirement age during the calendar year of attainment. (The attainment of full retirement age does not mean an annuitant

can return to work for an employer covered under the Railroad Retirement Act. As explained above, no annuity is payable for any month in which the annuitant works for a railroad employer, regardless of the annuitant's age).

If a railroad retirement annuitant also receives monthly social security benefits and has not attained full retirement age, his or her social security benefits will be reduced if he or she earns more than the exempt amount, but his or her tier I railroad retirement benefits are not reduced because of excess earnings.

Deductions are also assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer (see Question 3). Also, **special restrictions apply to disability annuitants** (see Questions 5 and 6).

2. What are the exempt earnings amounts for non-disability annuitants subject to earnings limitations?

For those under full retirement age throughout 2023, the exempt earnings amount rises to \$21,240 from \$19,560 in 2022. For beneficiaries attaining full retirement age in 2023, the exempt earnings amount rises to \$56,520 from \$51,960 in 2022 for the months before the month full retirement age is attained.

For those under full retirement age throughout the year, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining full retirement age in 2023, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

Earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not generally considered earnings for this purpose.

3. What are the deductions applied to the annuities of retired employees and spouses working for their last pre-retirement non-railroad employer?

Retired employees and spouses, regardless of age, who work for their last pre-retirement nonrailroad employer are subject to an earnings deduction of \$1 for every \$2 in earnings up to a maximum reduction of 50 percent of their tier II benefit (and railroad retirement supplemental annuity benefit, if applicable). There is no earnings

exempt amount for these deductions. They apply even if earnings do not exceed the tier I exempt earnings limits. Also, while tier I earnings deductions stop when an annuitant attains full retirement age, these tier II and supplemental annuity deductions continue to apply regardless of age. Work that begins on the same day as the annuity beginning date is not last pre-retirement non-railroad employment.

4. Can a retired employee's earnings also reduce a spouse's benefit?

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

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

Any work performed by a disabled annuitant - whether for payment or not - may be considered an indication of recovery from disability and **must be reported promptly**. Failure to report such work activity timely could result in overpaid annuities, which must be repaid, as well as severe financial penalties.

In addition, a disability annuity is not payable for any month in 2023 in which the disabled employee annuitant earns more than \$1,150 (\$1,050 in 2022) in any employment or net self-employment, exclusive of disability-related work expenses. If a disabled employee annuitant's earnings in a year (after deduction of disability-related work expenses) exceed the annual limit, the annuity is not payable for the number of months derived by dividing the amount by which those earnings exceed the annual limit by the amount of the monthly limit. Any resulting fraction of a month equal to or greater than one-half (0.5) is rounded up, increasing the number of months in which the annuity is not payable by one. For example, a disabled employee annuitant earns \$18,900 in 2023, which is \$4,525 over the 2023 annual limit of \$14,375. Dividing \$4,525 by \$1,150 yields 3.93. As .93 is more than one-half, the annuitant would lose 4 months of benefits.

continued on page 17



Do Buy: 2023 Union-Built Vehicle Guide

UAW CARS

- » Cadillac CT4
- » Cadillac CT4-V
- » Cadillac CT4-V Blackwing
- » Cadillac CT5
- » Cadillac CT5-V
- » Cadillac CT5-V Blackwing
- » Chevrolet Bolt (Electric)
- » Chevrolet Bolt EUV (Electric)
- » Chevrolet Camaro
- » Chevrolet Corvette
- » Chevrolet Malibu
- » Ford Mustang Convertible
- » Ford Mustang Coupe
- » Ford Mustang Shelby
- » Lincoln Corsair (Hybrid)

UAW SUVs/CUVs

- » Buick Enclave
- » Cadillac Escalade
- » Cadillac Escalade (Hybrid)
- » Cadillac Escalade ESV
- » Cadillac Lyric (Electric)
- » Cadillac XT4
- » Cadillac XT5
- » Cadillac XT6
- » Chevrolet Suburban
- » Chevrolet Tahoe
- » Chevrolet Tahoe (Police)
- » Chevrolet Tahoe (Special Service)
- » Chevrolet Traverse
- » Dodge Durango
- » Ford Bronco
- » Ford Escape
- » Ford Escape (Hybrid)
- » Ford Expedition

- » Ford Explorer
- » Ford Explorer (Hybrid)
- » Ford Explorer (Police Interceptor)
- » GMC Acadia
- » GMC Hummer SUV (Electric)
- » GMC Yukon
- » GMC Yukon (Hybrid)
- » GMC Yukon XL
- » Grand Wagoneer
- » Jeep Cherokee
- » Jeep Grand Cherokee
- » Jeep Grand Cherokee (Hybrid)
- » Jeep Wrangler
- » Jeep Wrangler (Hybrid)
- » Lincoln Aviator
- » Lincoln Aviator (Hybrid)
- » Lincoln Corsair
- » Lincoln Navigator
- » Wagoneer

UAW TRUCKS

- » Ford F-150 (Electric)
- » Chevrolet Colorado
- » Chevrolet Medium-Duty Silverado Navistar (Regular and Crew Cab)
- » Chevrolet Silverado Heavy Duty
- » Chevrolet Silverado Light Duty (Crew** and Double Cab only)
- » Ford F-150 (Hybrid)
- » Ford F-650/750
- » Ford Ranger
- » Ford Super Duty 250/350/450/550
- » GMC Canyon
- » GMC Hummer Pick-up (Electric)
- » GMC Sierra Heavy Duty
- » GMC Sierra Light Duty (Crew** and Double Cab only)
- » Jeep Gladiator

- » Ram 1500
- » Ram 1500 Classic

UAW VANS

- » Chevrolet Express
- » Chevrolet Express (Cut-Away)
- » Ford E-Series (Cut-Away)
- » Ford Transit
- » Ford Transit (Electric)
- » GMC Savana
- » GMC Savana (Cut-Away)

UNIFOR CARS

- » Chrysler 300
- » Dodge Challenger
- » Dodge Charger

UNIFOR TRUCKS

- » Chevrolet Silverado Heavy Duty
- » Chevrolet Silverado Light Duty (Crew** and Double Cab only)

UNIFOR SUVs/CUVs

- » Ford Edge
- » Lincoln Nautilus

UNIFOR VANS

- » Chrysler Pacifica
- » Chrysler Pacifica (Hybrid)
- » Chrysler Voyager
- » GM ZEVO Electric Van for Brightdrop



These vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union, formerly the Canadian Auto Workers (CAW). Because of the integration of vehicle production in both countries, all of the vehicles listed as made in Canada include significant UAW made content and support the jobs of UAW members. However, vehicles marked with a single asterisk (*) are also produced in Mexico.

Heavy duty Chevrolet Silverados and GMC Sierras are built in Flint, Michigan, and Heavy Duty Silverados are built in Canada. Light duty Chevrolet Silverado and GMC Sierra Regular Cabs are produced in Mexico only. Vehicles marked with a double asterisk (**) are the crew cab versions of the Chevrolet Silverado light duty and GMC Sierra light duty trucks. Those are assembled by UAW members in Fort Wayne, Indiana, and also in Mexico.

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

RAILROAD RETIREMENT QUESTIONS & ANSWERS

continued from page 15

These disability work and earnings restrictions apply until the disabled employee annuitant attains full retirement age which, as explained in the answer to Question 1, varies depending on the year of birth. These work and earnings restrictions apply even if the annuitant has 30 years of railroad service. Also, a disabled employee annuitant who works for his or her last pre-retirement nonrailroad employer would be subject to the deduction that applies in these cases, and which continue to apply after the attainment of full retirement age.

6. Do the special earnings restrictions listed in the answer to Question 5 apply to disabled widow(er) and disabled child annuitants?

The earnings restrictions listed in the answer to Question 5 do **not** apply to disabled widow(er)s **under age 60** or to disabled children. However, the annuity of an unmarried disabled widow(er) technically becomes an age annuity when the widow(er) attains age 60. Therefore, regular annual earnings restrictions (see Question 2) apply beginning with the month the widow(er) attains age 60 and ending with the month before the month the widow(er) attains full retirement age.

All earnings in the year age 60 is attained are considered in determining excess earnings for that year. However, work deductions may apply only beginning with the month the widow(er) attains age 60.

Also, if a disabled widow(er) works before full retirement age, this may raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings. Therefore, any work activity must be reported promptly to avoid overpayments, which are recoverable by the RRB and may also include significant penalties.

7. A railroad retirement employee annuitant is considering becoming a self-employed contractor or consultant, and might be providing services for a railroad or last pre-retirement nonrailroad employer. How would this affect his or her railroad retirement annuity?

The impact on an individual's railroad retirement annuity depends on whether the RRB considers the annuitant to be truly engaging in self-employed contracting or consulting, or considers him or her to be functioning as an employee, and, if so, who the RRB considers to be the actual employer for railroad retirement purposes.

If a retiree is considered to be functioning as a self-employed contractor or consultant, his or her annuity is subject to tier I earnings deductions for net self-employment earnings.

However, if a retiree is considered to be functioning as an employee of a railroad or railroad labor organization, rather than as a self-employed contractor or consultant, the retiree's annuity would be subject to suspension. If the retiree is considered the employee of a nonrailroad employer, the retiree's annuity would be subject to earnings deductions for nonrailroad wages, and to additional deductions if he or she is considered to be working for a last pre-retirement nonrailroad employer.

RRB determinations on contracting or consulting services consider multiple factors which could be evaluated differently depending on the individual circumstances. Anyone requiring a determination as to whether contractor or consultant service is valid self-employment should contact his or her local RRB field office for a determination well in advance of making a commitment to be sure of the effect on annuity payments.

8. How can people get more information about these railroad retirement work restrictions and earnings limitations?

More information is available on our FAQ page under Earnings & Working After Retirement, or by calling an RRB office toll-free at 1-877-772-5772. Persons can find the address of the RRB office serving their area by clicking on Field Office Locator or by calling the agency's toll-free number. RRB field offices currently offer limited in-person service by appointment. To schedule an appointment, call 1-877-772-5772. Individuals should bring a photo ID when visiting a field office.



MIKE EFAW
*National
Legislative Director*

Preventing Derailments

Raymond, Minnesota; rural North Dakota near Wyndemere; Butler County, Pennsylvania; Sandstone, West Virginia; and most notably East Palestine, Ohio, are just a few examples of the rash

of train derailments that have been plaguing our industry in the past few months. The BRS has been sounding the alarm, warning lawmakers and regulatory agencies that catastrophic and dire consequences are just around the corner ever since the Class I railroads began implementing the business model of Precision Scheduled Railroad.

The latest high-profile train derailments have caused concern among legislators, policymakers, commuters, employees, and the public in general. It must be noted that leading up to the latest derailments, there have been several other disastrous train derailments since the industry changed its focus from delivering the best service to its customers to focusing solely on the lowest possible operating ratio.

In June 2016, a freight train carrying hazardous materials derailed in Oregon, spilling oil and causing a large fire. The accident led to the closure of nearby highways and forced residents to evacuate their homes. The incident raised concerns about the safety of transporting hazardous materials by rail and led to calls for improved safety standards and regulations.

In December 2017, an Amtrak passenger train derailed in DuPont, Washington, killing three people and injuring dozens more. The incident raised concerns about the safety of passenger rail travel in the United States and led to calls for increased funding for infrastructure improvements.

One of the more notable train derailments occurred in

February 2020, when a Canadian Pacific Railway train carrying crude oil derailed in rural Saskatchewan resulting in a large fire that burned for several days and forced nearby residents to evacuate their homes. Fortunately, no one was injured in the incident, but it further raised questions about the safety of transporting hazardous materials by rail.

These are only a few examples of the recent train derailments that have occurred around the country and demonstrate the importance of maintaining a safe and reliable transportation system. In addition to causing injuries and fatalities, train derailments can result in significant damage to infrastructure and the environment. Policymakers must take steps to ensure railroads are operating safely and adequate safety measures are in place to prevent accidents from occurring,

including investing in infrastructure improvements, implementing robust safety regulations, and ensuring that rail companies are held accountable for any safety violations. Signalmen are the eyes and ears on the ballast line helping to keep the rails as safe as possible. If you have reported an unsafe condition and are having trouble getting it repaired for safe operations, please call Grand Lodge for assistance.

Overall, the recent train derailments serve as a reminder of the importance of maintaining a safe and reliable transportation system. While accidents can and do occur, policymakers must take proactive steps to minimize the risk of future incidents and ensure the safety of passengers, workers, and nearby residents remain a top priority.

Getting to Regulations

Legislation is the process of making laws or enacting rules by a governing body, such as a legislature or a parliament. Regulations are the detailed rules that are created based on laws passed by the legislative body. The role of legislation in leading to regulations is crucial, as it

provides a framework for creating a system of rules that govern society.

The legislative process involves the creation, modification, and implementation of laws, which are designed to regulate different aspects of society, such as public health, safety, and welfare. The legislative body has the power to make laws and regulate different industries, such as healthcare, finance, education, and transportation, among others. Once the legislative body has passed a law, it is often up to the regulatory agencies to implement and enforce the law through the creation of regulations. These regulations are designed to provide more specific guidance on how to comply with the law and can include details such as reporting requirements, safety standards, and other specific guidelines. It is crucial for the BRS to be involved in the legislative process. As Signalmen, we must be proactive in meeting with members of Congress and working with their staff to produce laws that lead to sound safety regulations. This cannot be done without the Signalmen's Political League (SPL). The SPL is a nonpartisan political action committee that contributes to the campaigns of politicians who have Signalmen's best interests in mind when crafting or voting on legislation. A well-funded SPL gives us the opportunity to meet face-to-face with members of Congress and speak directly with important members of their staff to assist them when they are crafting legislation. If the BRS is not represented when laws are being made that affect Signalmen, we will most likely get laws detrimental to our work and safety.

The Federal Railroad Administration (FRA) is the agency responsible for overseeing and regulating the safety and development of the country's railroad systems. The FRA plays a critical role in ensuring the safety and efficiency of passenger and freight rail transportation across the United States.

Some of the key responsibilities of the FRA include:

1. **Safety Regulation:** the FRA sets safety standards and regulations for all aspects of rail operations, including track construction and maintenance, train

operations, and equipment safety.

2. **Accident Investigation:** the FRA investigates accidents and incidents that occur on the nation's railroads to identify the causes and recommend improvements to prevent future accidents.
3. **Railroad Development:** the FRA supports the development of new rail infrastructure, including high-speed rail projects, and provides grants to improve existing rail systems.
4. **Research and Development:** the FRA conducts research and development activities to improve safety, efficiency, and sustainability of the nation's rail transportation systems.

Overall, the FRA plays a critical role in ensuring the safety and efficiency of the nation's rail transportation systems, which are vital for the movement of goods and people across the United States.

There are many members from both chambers of Congress wanting to step up and deliver significant rail safety bills. Below are a few bills that will affect Signalmen, some of which have companion bills introduced in the other chamber.

1. **S .576 Railway Safety Act of 2023** – Sponsored by Senator Brown (D-OH), with original co-sponsors Senator Vance (R-OH), Senator Casey (D-PA), Senator Fetterman (D-PA), Senator Rubio (R-FL), and Senator Hawley (R-MO); following the disaster in East Palestine, Ohio, S.576 was introduced in the Senate on March 1, 2023, and aims to prevent more disasters like East Palestine and the other derailments mentioned earlier that we have been seeing in recent years. This bill is a step in the right direction for securing the safety of our industry in the future. Contact your Senators and let them know the safety provisions in the bill, especially those concerning the detection technologies and

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OBITUARIES

CHARLES R. AHLERT, JR.—retired member of **LOCAL 160**. Brother Ahlert retired in 1999 after 40 years of service with the New York Central Railroad and Metra. Brother Ahlert was a Signal Foreman at Staten Island, New York, at the time of his retirement. Brother Ahlert served as Local Chairman and Recording-Financial Secretary. Brother Ahlert is a U.S. Army Veteran.

THEODORE C. BOEDEKER, JR.—retired member of **LOCAL 121**. Brother Boedeker retired in 1991 after 43 years of service with the Atchison, Topeka & Santa Fe and Gulf, Colorado and Santa Fe Railways. Brother Boedeker was a Signal Maintainer at Clifton, Texas, at the time of his retirement. Brother Boedeker served as Local President, Recording-Financial Secretary, and Local Trustee. Brother Boedeker is a U.S. Army Veteran.

BRUCE A. BRINKER—retired member of **LOCAL 8**. Brother Brinker retired in 2022 after 44 years of service with the Union Pacific Railroad. Brother Brinker was a Signal Maintainer at North Platte, Nebraska, at the time of his retirement.

DAVID D. DALGARN—retired member of **LOCAL 72**. Brother Dalgarn retired in 2016 after 30 years of service with the Union Pacific Railroad. Brother Dalgarn was a Signal Shop Technician at Sedalia, Missouri, at the time of his retirement.

JOHN K. DUNN—retired member of **LOCAL 154**. Brother Dunn retired in 2012 after 23 years of service with the Burlington Northern Railroad and the BNSF Railway Company. Brother Dunn was a Signal Maintainer at Devils Lake, North Dakota, at the time of his retirement. Brother Dunn is a U.S. Army Veteran.

MICHAEL L. GLEASON—retired member of **LOCAL 72**. Brother Gleason retired in 2005 after 37 years of service with the Missouri Pacific and Union Pacific Railroads. Brother Gleason was a Relay Repairman at Sedalia, Missouri, at the time of his retirement.

ROBERT F. HAAGER—retired member of **LOCAL 68**. Brother Haager retired in 1994 after 42 years of service with the New York Central and Indiana Harbor Belt Railroads. Brother Haager was an Assistant Signal Inspector at Gibson, Indiana, at the time of his retirement.

JEROME “JERRY” H. HEDMAN—retired member of **LOCAL 154**. Brother Hedman retired in 1989 after 34 years of service with the Great Northern and Burlington Northern Railroads. Brother Hedman was a Supervisor of Control Systems at Carlton, Minnesota, at the time of his retirement.

HERMAN HEILMAN—retired member of **LOCAL 154**. Brother Heilman retired in 1988 after 34 years of service with the Great Northern and Burlington Northern Railroads. Brother Heilman was a CTC Signal Maintainer at Campbell, Minnesota, at the time of his retirement. Brother Heilman served as Local Chairman and Local Trustee. Brother Heilman is a U.S. Army Veteran.

LAWRENCE A. HEREK—retired member of **LOCAL 8**. Brother Herek retired in 2007 after 34 years of service with the Union Pacific Railroad. Brother Herek was an Electronic Technician at Council Bluffs, Iowa, at the time of his retirement.

GARY M. HOUSER—active member of **LOCAL 156**. Brother Houser had 25 years of service with the Burlington Northern Railroad and the BNSF Railway Company. Brother Houser was a Signal Maintainer at Goffs, California, at the time of his passing.

DOUGLAS P. HUDSON, JR.—active member of **LOCAL 119**. Brother Hudson had 10 years of service with the BNSF Railway Company. Brother Hudson was a Signal Maintainer at Gillette, Wyoming, at the time of his passing.

LELAND D. HULL—retired member of **LOCAL 68**. Brother Hull retired in 2004 after 25 years of service with Conrail. Brother Hull was a Signalman at the time of his retirement. Brother Hull is a U.S. Navy Veteran.

CHRIS R. JACKSON—retired member of **LOCAL 16**. Brother Jackson retired in 2015 after 40 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Jackson was a Signal Maintainer at Folkston, Georgia, at the time of his retirement.

LARRY W. JOHNSON—retired member of **LOCAL 154**. Brother Johnson retired in 2020 after 32 years of service with the Burlington Northern Railroad and the BNSF Railway Company. Brother Johnson was a Signal Maintainer at Minot, North Dakota, at the time of his retirement.

OBITUARIES

GREGORY S. KELLER—retired member of **LOCAL 77**. Brother Keller retired in 2018 after 39 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Keller was a System Gang Signalman at Portage, Indiana, at the time of his retirement.

JAMES E. KEOUGH—retired member of **LOCAL 80**. Brother Keough retired in 2009 after 34 years of service with the Penn Central Transportation Company and CSX Transportation. Brother Keough was a Signal Maintainer at Little Falls, New York, at the time of his retirement. Brother Keough served as Local Chairman.

ALLAN L. KLIMSON—retired member of **LOCAL 183**. Brother Klimson retired in 2007 after 40 years of service with the Chicago and Western Indiana Railroad and Metra. Brother Klimson was a Signal Testman at Tinley Park, Illinois, at the time of his retirement. Brother Klimson served as Recording-Financial Secretary and General Secretary-Treasurer.

RAYMOND A. NELSON—retired member of **LOCAL 109**. Brother Nelson retired in 2002 after 42 years of service with the Erie Railroad and the Norfolk Southern Railway. Brother Nelson was a Signal Maintainer at Greenville, Pennsylvania, at the time of his retirement. Brother Nelson served as Recording-Financial Secretary.

GLYNN N. OGDEN—retired member of **LOCAL 16**. Brother Ogden retired in 2016 after 40 years of service with the Seaboard Coast Line Railroad and CSX Transportation. Brother Ogden was a Lead Signalman at the time of his retirement.

JAMES L. RHINES—retired member of **LOCAL 229**. Brother Rhines retired in 2010 after 40 years of service with the Southern Pacific and Union Pacific Railroads. Brother Rhines was a Signal Technician at Roseville, California, at the time of his retirement.

DANNY L. ROBINSON, JR.—active member of **LOCAL 16**. Brother Robinson had 10 years of service with CSX Transportation. Brother Robinson was a Signal Maintainer at Line of Road, at the time of his passing.

ROBERT ROLLINS—retired member of **LOCAL 179**. Brother Rollins retired in 1998 after 42 years of service with the Southern Pacific and Union Pacific Railroads. Brother Rollins was a Signal Maintainer at Gridley, California, at the time of his retirement.

NORMAN A. SEGGERMAN—active member of **LOCAL 14**. Brother Seggerman had 37 years of service with the Grand Trunk Western Railroad and the Canadian National Railway. Brother Seggerman was a Signal Inspector at South Bend, Indiana, at the time of his passing.

RAYMOND B. VOGTS—retired member of **LOCAL 65**. Brother Vogts retired in 1998 after 42 years of service with the Pennsylvania Railroad, Penn Central Transportation Company, Conrail, and Amtrak. Brother Vogts was a Signal Maintainer at Bowie, Maryland, at the time of his retirement. Brother Vogts served as Local Trustee. Brother Vogts is a U.S. National Guard Veteran.

ISAAC F. WATKINS—retired member of **LOCAL 16**. Brother Watkins retired in 2022 after 40 years of service with CSX Transportation. Brother Watkins was a Signal Maintainer at Tampa, Florida, at the time of his retirement.

RONALD D. WELLS—retired member of **LOCAL 33**. Brother Wells retired in 2004 after 30 years of service with the Atchison, Topeka & Santa Fe Railway, and the BNSF Railway Company. Brother Wells was a Signal Maintainer at Cassoday, Kansas, at the time of his retirement.

RICHARD “DICK” A. WIESNER—retired member of **LOCAL 5**. Brother Wiesner retired in 1995 after 30 years of service with the New York, New Haven and Hartford Railroad, and Amtrak. Brother Wiesner was a Signal Maintainer at Windsor, Connecticut, at the time of his retirement. Brother Wiesner is a U.S. Army Veteran.



IN MEMORY
*of those who
are forever
in our hearts.*

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org

Continuous Membership



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

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

45 YEARS OF SERVICE

Dwight Lamb _____ 51
Phil Riley _____ 20

40 YEARS OF SERVICE

Duane Snyder _____ 102
Kyle Nelson _____ 33

35 YEARS OF SERVICE

Billy Hall _____ 141
Robert Malone _____ 161
Troy Jones _____ 20

30 YEARS OF SERVICE

Adrian Ciesla _____ 183
Arlis Wolford _____ 77
Barry Long _____ 49
Benny Dominguez, Jr. _____ 121
Bill Ralston _____ 102
Cal Mank _____ 156
Chris Lee _____ 16
Chris Lilly _____ 77
D Maxcy _____ 110
Daniel Seaman _____ 1
David Helton, Jr. _____ 49
Deon Quick _____ 119
Derek Trkula _____ 16

30 YEARS OF SERVICE

Duane Allen _____ 49
Duane Powell _____ 49
Eddie Dingess _____ 77
Gary Wallace _____ 19
Jason Piniak _____ 229
Jeff Miller _____ 108
Jim Ariel _____ 130
Jonathan Randolph _____ 141
Mark Reed _____ 94
Patrick Shea _____ 52
Paul Ratcliffe _____ 77
Robert Manning _____ 49
Ronnie Bracey _____ 183
Ronnie Byrd _____ 49
Saul Barajas _____ 156
Scott Wertman _____ 110
Shaune Campbell _____ 129
Ted Castaneda _____ 156
Tim Norwood _____ 9
William Bird _____ 110
Zachary Munday _____ 129

25 YEARS OF SERVICE

Aaron Oglesby _____ 183
Adam Riggs _____ 13
Al Harrison _____ 229

25 YEARS OF SERVICE

Alexander Dorosh _____ 56
Brandon Dolly _____ 31
Burton Baird, Jr. _____ 89
Cassidy Parker _____ 111
Charlie Moberg _____ 14
Chris Galvez _____ 19
Chris Gutierrez _____ 153
Chuck Grine _____ 216
Craig Arcolesse _____ 84
Darrell Kealey _____ 33
David Egli _____ 43
David Flores _____ 129
David Jacobs _____ 16
Francisco Guerrero, Jr. _____ 92
Gabriel Salazar _____ 92
Gerardo Landeros _____ 19
Gil Ayala _____ 153
Grady Moore _____ 129
Heath Alcorn _____ 229
Jake Felshaw _____ 179
James MacLean _____ 138
James Spriggs _____ 216
James Wright _____ 49
Jason Rose _____ 161
Javier Castaneda _____ 206
Jerry Perales _____ 8

WASHINGTON REPORT

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having redundancies in the systems, is the only way to ensure the rails are as safe as we can make them.

- 2. **H.R. 1674 Railway Safety Act of 2023** – Sponsored by Congressman Deluzio (D-PA-17), with original co-sponsor Congressman LaLota (R-NY-1); this is the companion bill in the U.S. House of Representatives that was introduced on March 21, 2023, and will closely mirror S.576. Contact your Representative and let them know the safety provisions in the bill concerning defect detectors, detection technologies, and having redundancies in the systems is the only way to ensure the rails are as safe as we can make them.
- 3. **REEF Act (Sequestration of RUIA programs)** – Will finish after introduction. Expected Week of April 17th or shortly after. If the bill doesn't drop in

time for me to update the article, this section will not be included.

- 4. **Healthy Families Act** (To include sick leave for RR workers) – Will finish after introduction. Expected Week of April 17th or shortly after. If the bill doesn't drop in time for me to update the article, this section will not be included.

The BRS will track legislation that is important and impactful to Signalmen through the 118th Congress. 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. those concerning the detection technologies and having redundancies in the systems, is the only way to ensure the rails are as safe as we can make them. ■

25 YEARS OF SERVICE

Josh Mularchyk _____ 16	Ramon Camacho _____ 19	Scott Schwarzbach _____ 87
Keefe Kelly _____ 183	Randy Barber _____ 16	Seth Schatzel _____ 237
Leslie Hawkins _____ 16	Randy Chadbourne _____ 161	Shawn Edge _____ 111
Manuel Astorga, Jr. _____ 156	Robert Angel _____ 176	Spencer Carlo _____ 123
Michael McLaughlin _____ 241	Ronald Jones _____ 121	Ted Ostrihonsky _____ 43
Nathan Chapis _____ 53	Ryan Songalewski _____ 123	Thomas Franklin, Jr. _____ 92
Patrick Hennessy _____ 43	Salvatore LaSala _____ 241	Troy Holstein _____ 87
Paul Clairmont _____ 16	Scott Huffman _____ 216	William Johnson _____ 33
Paul Romo _____ 19	Scott Menix _____ 136	Willie Cannon _____ 239



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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

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www.mtandj.com

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Casey Jones Law Firm
3520 Cherryvale Avenue
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Appleton, WI 54913
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www.caseyjones.law

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

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.

BENEFITS DIRECTORY

INSURANCE | CLAIMS | GROUP POLICIES | INFO
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(NOTE: Information on this site only applies to employees under National Handling.)

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

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1-800-842-9905

www.myuhc.com

Retiree Claims — GA-46000

UnitedHealthcare

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

1-800-842-5252

Aetna

1-800-842-4044

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

1-866-267-3320

www.bcbs.com

LIFE INSURANCE

MetLife

1-800-310-7770

www.metlife.com

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United Behavioral Health

For treatment, claims or inquiries call:

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www.unionplus.org



SIGNALMAN'S STORE

BRS WATCHES — Gold BRS logo on the face.

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

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

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

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

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

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

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

MAIL PAYMENT AND ORDER TO:

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

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

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

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

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SIGNALMAN'S STORE



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GRAY



BLUE



WHITE



GRAY

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NAVY SOFT SHELL JACKET



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WINDSHIRT



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BLACK



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FLAG



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WRIST WATCH



MANTLE CLOCK

MEETING PHOTOS



Local 110 Meeting • • • • •

Salisbury, North Carolina



Local 172 Meeting • • • • •

Glendale, Arizona



MEETING PHOTOS



Local 136 Meeting • • • • • Barbourville, West Virginia



Local 97 Meeting • • • • • Hammond, Indiana



MEETING PHOTOS



Local 206 Meeting Houston, Texas



Local 55 Meeting Decatur, Illinois



Local 188 Meeting Pasco, Washington



MEETING PHOTOS



BNSF Start-Up Meeting • • • • • Norman, Oklahoma



BRS Members at Metra Achieve Paid Parental Leave

Effective January 1, 2023, BRS members working for Metra in Chicago have paid time off for the birth or adoption of a child under the new Paid Parental Leave Agreement. This Agreement provides up to four (4) weeks paid time off provided the employee has been in the service of Metra for at least one (1) calendar year and provided at least 1,250 hours service during the calendar year immediately preceding the date on which the leave is scheduled to begin. This is just the second Paid Parental Leave Agreement negotiated for BRS members and *“is an important step to address quality of life issues that every BRS member faces”* stated BRS Vice President Commuter/Passenger Tim Tarrant. The BRS congratulates General Chairman Kevin Lavin and our Brothers and Sisters at Metra on this important gain. ■

TRAINING PHOTOS



Local Chairmen's Training

Front Royal, Virginia — March 2023



TRAINING PHOTOS



Financial Secretary Training • • • • • Front Royal, Virginia — March 2023



AFL-CIO NATIONAL BOYCOTTS



HOTELS

SUBMITTED BY UNITE HERE!

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

ALASKA:

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

CALIFORNIA:

- Hilton Long Beach
- Sonesta Los Angeles Airport (Formerly Crowne Plaza LAX)
- 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.)

Program eligibility is contingent upon union participation.

For Members Only

PROGRAM	INFORMATION
Accidental Death Insurance	800-393-0864, unionplus.org/accidentinsurance
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Auto Buying Service	unionplus.org/autobuying
Auto Insurance	855-666-5797, discount code DJ7 unionplus.org/autoinsurance
Budget Truck Rental	800-561-1157, use discount # 56000127763, unionplus.org/budgettruck
Car Rental Discounts	unionplus.org/carrental
Avis	800-698-5685, use discount # B723700
Budget	800-455-2848, use discount # V816100
Dollar	800-800-4000, use discount # 3042236
Hertz	800-654-2200, use discount # 205666
Payless	800-729-5377, use discount # A071900
Thrifty	800-847-4389, use discount # 3042238
Cash Back Shopping	unionplus.org/cashback
Credit Cards	800-522-4000 (to apply), theunioncard.com
Credit Counseling	877-833-1745, unionplus.org/creditcounseling
Debt Settlement	800-230-2541, unionplus.org/debtsettlement
Everyday Discounts	unionplus.org/discounts
Flower & Gift Discounts	888-667-7779, unionplus.org/flowers
Health Savings	unionplus.org/healthsavings
Vision	unionplus.org/vision
Hearing	unionplus.org/hearing
Dental	unionplus.org/dental
Prescriptions	unionplus.org/prescriptions
Homeowners Insurance	855-666-5797, discount code DJ7 unionplus.org/homeinsurance
Legal Services	unionplus.org/legal
Life Insurance	800-393-0864, unionplus.org/lifeinsurance
Medical Bill Negotiating Service	unionplus.org/billnegotiator
Mortgage Program	unionplus.org/mortgage
Moving Discounts	unionplus.org/movingvans
North American	888-813-9595
Pet Insurance	unionplus.org/pets
Personal Loans	unionplus.org/loans
Real Estate Rewards	800-284-9756, unionplus.org/realestate
Renters Insurance	855-666-5797, discount code DJ7 unionplus.org/rentersinsurance
Save My Home Hotline	866-490-5361, unionplus.org/savemyhome
Scholarship	unionplus.org/scholarships
Senior Term Life	800-393-0864, unionplus.org/lifeinsurance
Vacation Tours	844-868-2685, unionplus.org/tours



PHOTO CONTEST

WINNERS FOR 2ND QUARTER 2023

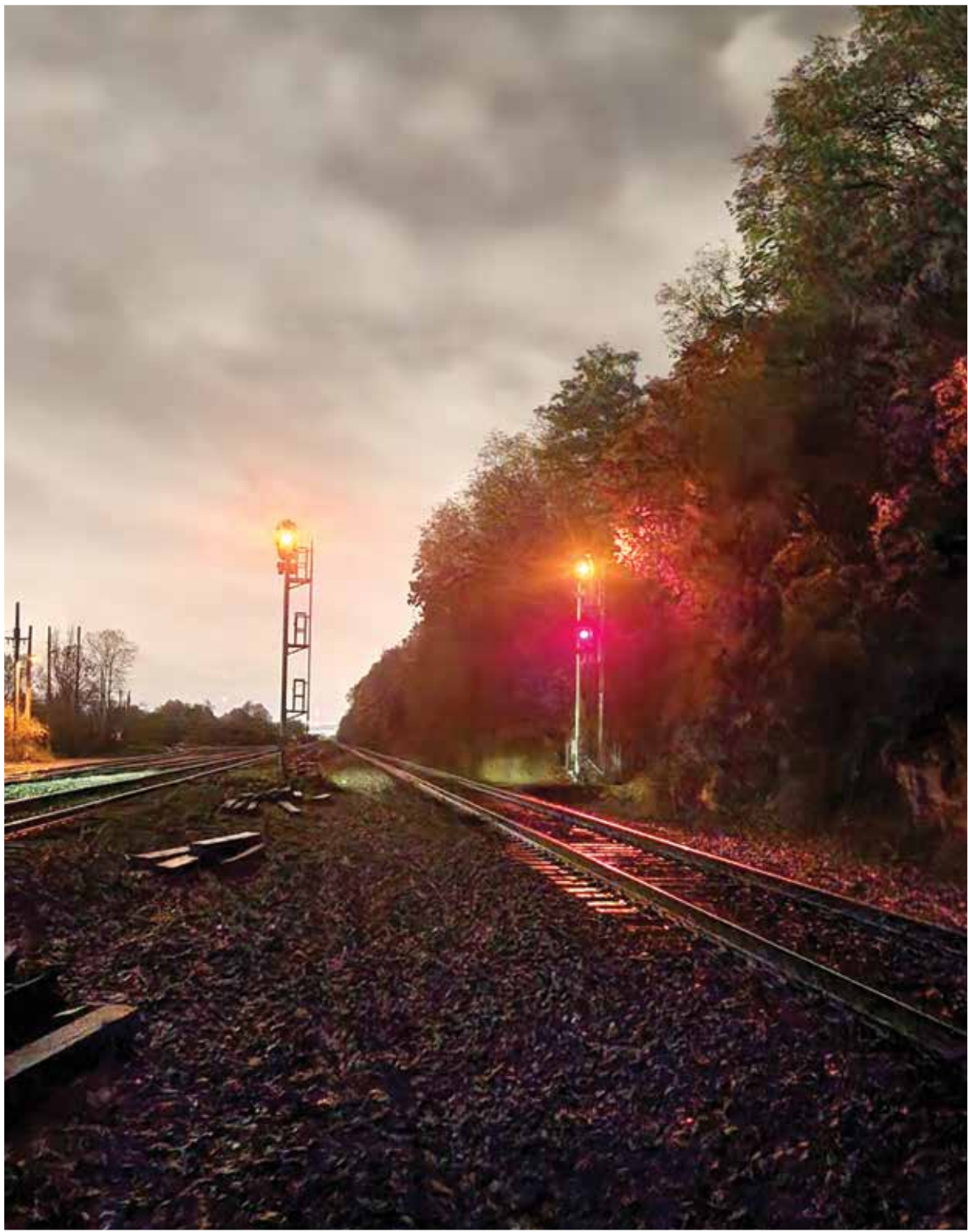


Evening at the Elizabeth Street Crossing in Farmingdale, New York. Farmingdale Station on the Long Island Rail Road.

Photo submitted by Local 56 Member James Brunner.

PHOTO CONTEST

WINNERS FOR 2ND QUARTER 2023



Sunrise on the New Castle Subdivision in Newton Falls Ohio.

Photo submitted by Local 94 Member Jeff Grenamyer.

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