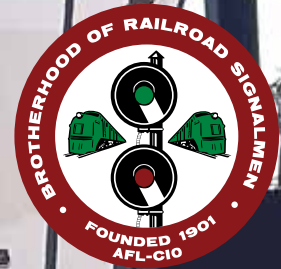


THE SIGNALMAN'S JOURNAL



For Members Only

Program eligibility is contingent upon union participation.

PROGRAM	INFORMATION
Accidental Death Insurance	800-393-0864, unionplus.org/accidentinsurance
AT&T Discounts	unionplus.org/att , use discount code 3508840
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



The SIGNALMAN'S JOURNAL

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

VOLUME 105 • 2ND QUARTER 2024



DIRECTORY

NATIONAL HEADQUARTERS:

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

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

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

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

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

Jeremy Farr, Grand Lodge Representative
(ext. 568) • j.farr@brs.org

Matt Trujillo, Grand Lodge Representative
(ext. 531) • m.trujillo@brs.org

FIELD VICE PRESIDENTS:

Tim Tarrant, Vice President Commuter/Passenger
(ext. 528) • tmt@brs.org

Cory Claypool, Vice President West
(ext. 528) • clc@brs.org

Doug VanderJagt, Vice President East
(ext. 528) • drvanderjagt@brs.org

Kurt Mullins, Vice President Midwest
(ext. 528) • kmullins@brs.org

GOVERNMENT AFFAIRS:

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

Mike Efaw, National Legislative Director
(ext. 528) • mle@brs.org

Chris Hand, Director of Research
(ext. 566) • c.hand@brs.org

BOARD OF TRUSTEES:

Gus Demott, Chairman
P.O. Box 888, Clinton, SC 29325
(864) 938-0353

John McArthur, Secretary
P.O. Box 960639, El Paso, TX 79996
(775) 846-1794

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

OFFICER EMERITUS:

W. Dan Pickett, President Emeritus

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

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

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



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Did You Serve in a Branch of the Military?

If so, please send in your photo(s) so you may be included in the 3rd quarter "special edition" of *The Signalman's Journal*. The issue will feature BRS members who are veterans, reservists, etc. 9

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COVER: In support of rail safety, BRS Officers joined IAM District Lodge 19 at the Los Angeles Union Station on February 22, 2024, for an informational picket.



FROM THE PRESIDENT

— Michael S. Baldwin, BRS President



Signaling Technology

Dear Sisters and Brothers:

In today's world, it seems everyone is looking for a way to make technology a bigger part of their lives by looking to make things easier or simply looking to upgrade. Technology can be helpful, and sometimes downright scary, but the truth of the matter is, it has always been and will always be a part of a Signalman's life and his or her work routine.

The railroad industry is certainly not immune from this trend. The difference is it appears these groups are looking at developments in technology incorrectly.

Technology is and always has been a path of improvement and innovation, but sometimes it is used in nefarious ways. This is when we have a difference of opinion with our counterparts in the railroad industry. Often, carriers look at technology to cut labor cost; that viewpoint is dangerous. In a profit-first environment, they see this technology as a means to cut regulations and manpower, all in an effort to cut cost.

While we disagree with this methodology, we do not fear technology. We see technology for what it is and always has been, a tool. Used properly, technology can be a powerful ally in making safety advancements for workers and the public. This is the message and attitude that should be at the forefront of the technology debate, not the idea that technology should be used to replace craft employees. While we have no issue with using technology to make the railroad safer and more efficient, we take exception to the idea that it should replace Signalmen; after all, we are the last line of defense between trains and the public.

The common denominator in all these advancements are Signalmen, who have always and will always continue to play a vital role in not only the signal and crossing systems across our nation but in the industry as a whole.

Innovation has always been a part of a Signalman's toolbox, and we have always managed to work with technology to make the railroad industry a better place. We have every intention of continuing that trend in the future.

Simply put, Signalmen work with advancements in technology on a regular basis and we utilize it to learn and adapt to the needs of the railroad and our work.

There are many examples of technology and its impacts on Signalmen throughout our history, they all result in the same outcome; Signalmen evolve with the technology and utilize it to provide for a safer and more efficient

industry. Since the early days of signaling, we have found a way to make technology an ally and will continue to do so.

In the beginning, signaling was a very basic system, and it was used to help prevent accidents and provide efficiency for railroads, but like anything else, it has advanced in the high-tech world we live in today. We have evolved from Flag Signaling, High Ball Signaling, and Semaphores, to the modern PTC Signal Systems we are installing, repairing, and maintaining today. Technology has led to vast improvements in Highway-Rail Grade Crossings, from the cross bucks and wig wags of old to the most advanced microprocessor-based motion detectors and predictors available. The common denominator in all these advancements are Signalmen, who have always and will always continue to play a vital role in not only the signal and crossing systems across our nation but in the industry as a whole.

These examples, as you know, are just some of the changes in technology throughout the history of our

craft and our industry and are just a small fraction of the duties Signalmen perform to help keep America safe. Sometimes this fact is forgotten or falls on deaf ears when the decision makers make changes within the industry, but we must remain vigilant and continue to fight to protect what is critically important in this safety-first industry we all work in.

While we continue to make strides forward with technology, it is important for all of us to keep our eyes on the ball and not forget that some of the things we do should not be measured in pennies saved and costs cut, but in lives saved and disasters averted. I do not need to explain to you that we commonly uncover critical safety issues while performing our routine periodic tests and inspections. Although relaxing or eliminating regulations and cutting manpower may be trendy and save money in the short term, it is a drop in the bucket when compared to what is saved whenever we prevent an accident or discover a safety issue before it becomes a problem. These are just some of the many reasons we do what we do, and it is our responsibility to stay vigilant, never cut corners, and continue to perform our jobs to the best of our abilities and to the letter of the law. I know as Signalmen that you always have and always will protect our duties and the public, despite the efforts of others, because I know you care about what you do. This is the way of a Signalman, and we refuse to sit back and fear technology, we embrace it and look forward to adding it to our arsenal of tools as we shape a safer more efficient railroad for ourselves and the traveling public, alike.

The advancements in signaling, changes in crossing technology, and equipment have provided many new jobs and opportunities, as well as improved safety. Every change we have made has led to one of our own returning home safely and has provided peace of mind to the public as they cross a railroad track, ride a train, or watch freight roll safely through their community. We can take pride in knowing it was Signalmen who made it possible.

The growing responsibility to learn new technologies and methodologies is one of the reasons we remain heavily involved in the Certification of Signal Employees. The process began with Section 402 of the 2008 Rail Safety Improvement Act, which was signed into law in October 2008, by President Bush. In addition to mandating the certification of Conductors, the Act directed the Secretary of Transportation to determine which other crafts or classes of railroad employees

and contractors should be certified “to *reduce* the number and rate of accidents and incidents or to improve railroad safety.” In November 2015, former Secretary of Transportation Foxx issued his report to the Senate. In his report he stated that **Signal employees** and Dispatchers are the most viable candidates for certification. On May 20, 2024, the Certification of Signal Employees, 49 CFR Part 246, was finalized.

I thank all the Signalmen who have come before us and who represent our craft now. I want to thank your families and friends who often share the sacrifices you make to ensure the safety of the public and the railroads. Always know we are here to assist, please reach out. Please remember, whatever issues confront us, if we work together and stand in solidarity, we can overcome them. We will always be here to support you and your families, because, like you, we are Signalmen, and we are proud of what we do.

In Solidarity,



Michael S. Baldwin — BRS President

Brotherhood of Railroad Signalmen

— *Our Dedication Extends Beyond the Tracks* —

As Signalmen, we are not just committed to excellence in our craft we are equally passionate about enriching and supporting the communities we call home.

We would like to showcase the strength and compassion of our Brotherhood. Share your stories and photos of giving back — through community service or the moments where you have made a difference.

*Signalmen are not only leaders on the rails
but also champions in their communities.*

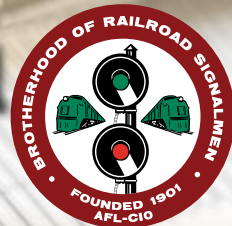
Send stories and photos to info@brs.org
Attention: Justin Pier



FROM THE SECRETARY-TREASURER

James M. Finnegan, BRS Secretary-Treasurer

Trustees are Vital to Labor Union Livelihood



A Trustee ensures that all Local or General Committee funds and assets are properly accounted for and used for legitimate purposes solely for the benefit of the Local or General Committee and its members, as authorized by the membership in accordance with the BRS Constitution and Bylaws. It is the job of the Trustee to check the union's records to ensure all funds and assets have been handled properly and that accurate records have been maintained.

A Trustee ensures that a Local is complying with legal requirements for financial reporting, recordkeeping, and bonding, and is properly submitting per capita taxes to the General Committee and Grand Lodge.

Trustees may not be able to prevent an incident from happening, but they should be able to discover any problems and be able to bring them to the attention of the Financial-Secretary or the Local/General Committee leadership as necessary.

The BRS Constitution requires that each Local and General Committee have a Board of Trustees with no less than three members. The Trustee is a crucial position in the organization; they are the gatekeepers of financial stability. At the very minimum, the Board of Trustees should be performing annual audits and sending the report to the Secretary-Treasurer at Grand Lodge. Exit audits also need to be performed when the person holding the office of Financial-Secretary or General Secretary-Treasurer changes.

Where in the BRS Constitution?

- Local Trustee Duties: Article II, Section Nos. 47–55
- General Committee Trustee Duties: Article III, Section Nos. 15–22 & 30

What Else do You Need to Know?

- Local Financial Secretary Duties: Article II, Section Nos. 30–43
- Information in your Local or General Committee Bylaws:
 - Dues & Membership Fee Rates
 - Special Funds or Expenditures, such as memorials or picnics
 - Mileage Rates
 - Salaries and How Lost Time Is Paid
 - Expense Reimbursement Policy

If you would like to play a part in strengthening your union, I encourage you to contact your local leadership about serving as a Local Trustee. If you need a Trustee Audit Guide, please contact my office at (540) 622-6527. This Guide is designed to be an easy-to-use reference and will take you step-by-step through the audit process, help you identify your responsibilities during each step, and provide suggestions to make your job easier. ■



Find us on Facebook



Resources to help children feel their best

Sometimes, it can be hard to know if a behavior change — especially in children — is due to an off day or a sign of something serious. As part of The National Railroad Plans – Health & Welfare Benefits, you and your covered family members can access United Behavioral Health, whether you're enrolled in an Aetna, Highmark or UnitedHealthcare medical plan.



Start here – Connect with an Advocate

Your dedicated team of Behavioral Health Advocates is available 24/7 to provide immediate support, help you and your family find care with in-network providers and make in-person appointments. Call **1-866-850-6212** anytime.

● Use Behavioral Health Telemedicine to access virtual visits

Through your benefit plan, you can connect virtually with a behavioral health provider through United Behavioral Health or Teladoc™ using your phone, computer or tablet. Just like with in-office visits, each virtual visit is subject to any applicable copay, deductible or coinsurance amounts.



To find in-network providers, call an Advocate or go to liveandworkwell.com. Then, contact your chosen provider to make an appointment.



Register on the Teladoc app, at member.teladoc.com/railroad or by calling **1-800-Teladoc (835-2362)**. After registering, you can schedule an appointment.

Your benefits include a network of behavioral health clinicians who offer confidential care for:

- Stress, anxiety and depression
- Alcohol and substance use
- Eating disorders
- Autism spectrum disorder (ASD)
- And more



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.



AGREEMENTS

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA) MEMBERS RATIFY AGREEMENT



On March 15, 2024, BRS members working for Southeastern Pennsylvania Transportation Authority (SEPTA) ratified a one-year Agreement that covers employees until 2025. The Agreement provides for General Wage Increases totaling 7%, a \$3,000.00 signing bonus, and \$2,500.00 retention bonus for employees who stay an additional year and are Railroad Retirement age eligible.



The ratification process took place on-property which provided the BRS with the opportunity to speak to nearly every member in the bargaining unit.

"While we were not able to address everything we wanted, this short-term deal will bridge the gap until we start

negotiations again later this year." Joint statement from Vice President Commuter/Passenger Tim Tarrant, and General Chairman Rich Clark

The BRS congratulates our members at SEPTA. ■

AGREEMENTS



TransitAmerica (TASI) SERVICES INCORPORATED MEMBERS RATIFY AGREEMENT

On December 18, 2023, after nearly two years of bargaining, BRS members working for TransitAmerica Services Incorporated (TASI) ratified a five-year Agreement covering BRS members until 2027. The Agreement provides for 24% General Wage Increases with full retroactive pay, additional work to be added to the SCOPE Rule, significant increases to training and mentor pay, the establishment of shift differentials, and improvements to paid bereavement leave, minimum call compensation, and CDL differentials.

The Agreement also lowered the cap on monthly cost sharing increases, granted an additional day of Paid Time Off (PTO) each year, and increased the amount of "floating" PTO that can be used yearly.

The BRS congratulates the Negotiating Committee consisting of Vice President Commuter/Passenger Tim Tarrant, General Chairman John McArthur, Vice General Chairman Ron Rich, and Local Chairman George Lopez, as well as all TASI members on finishing this hard-fought contract. ■

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

Under MEMBERS click on the Training & Labor Education tab for more information

LOCAL 183's ANNUAL

Range Outing



Solidarity, marksmanship, and fun was the theme on March 21, 2024, when Local 183 (Metra) held its annual shooting range outing. Local 183 officers and members alike, attended and displayed their shooting skills and collections. The event was well attended, and whether a newcomer or skilled marksman, a good time was had by all. Local 183's planning committee holds several events per year to promote unionism and build solidarity which ensures the future of the Union Movement; well done Local 183.



OPERATION 1984 - 2024 REDBLOCK CELEBRATING 40 YEARS

The Brotherhood of Railroad Signalmen would like to recognize and congratulate Operation RedBlock on celebrating 40 years of partnership on CSX Transportation.

Operation RedBlock (ORB) is a union-based, company-supported program designed to prevent employee drug and alcohol use while on duty. The program utilizes peer involvement and intervention to curb risks and provide a safe workplace for railroad employees all while helping to ensure safer railroads for the general public. ORB allows employees who may have drugs or alcohol in their system to “mark-off” for the day rather than reporting for duty and possibly risking the safety of themselves, their co-workers, or the public. The program also allows employees to “mark-off” a co-worker believed to be under the influence. Given the on-call nature of the railroad industry, programs like ORB have proven essential, especially with the highly unpredictable nature of employee schedules in the industry. “RedBlock is there to ensure that our members remain Safe, Healthy, Happy, and Employed” — Mike Jackson, CSX Operation RedBlock System Coordinator.

Operation RedBlock was founded on CSXT in 1984 through a partnership with the Brotherhood of Locomotive Engineers and was later joined by nine more unions representing employees on CSXT. The Brotherhood of Railroad Signalmen participates in the program through the utilization of ORB Captains, as well as informational sessions held annually at CSXT’s Safety Certification meetings.

Over the past 40 years, ORB has arguably become the leading peer prevention program in the industry, largely due to its union volunteers and partnership, and cooperation between the Organizations and the carrier. The program has positively affected the lives of many employees and has been an invaluable means of providing information on drug and alcohol abuse and treatment for those in need. Since its inception, ORB’s positive impact on employees, their families, and the public is immeasurable and steadfast. ■

★ DID YOU SERVE ★

in a Branch of the Military?



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

Name: _____

Local: _____

Branch of the military: _____

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

Also, we would love to display your military unit patches at Grand Lodge.

If you would like your unit to be included in this display, please send your patch to:

The Brotherhood of Railroad Signalmen
917 Shenandoah Shores Road
Front Royal, VA 22630

LOCAL 183's ANNUAL

Local Officer's Training

On April 5, 2024, Local 183 held its first Local Officer's Training in Tinley Park, Illinois. The one-day training consisted of presentations on the benefits of belonging to the BRS, how Union Dues are used to represent members, and the different functions performed at the Local and General Committee levels. There were also sessions on each elected position of the Local that highlighted the duties as well as the obligations required for each position as provided in the Constitution.

Additionally, there were sessions on what is required to file a successful claim or grievance, including the role each member must play in acquiring the necessary information. FELEA Designated Counsel Dan Petro also led an advanced discussion on the provisions contained in

the Whistleblower statute which included examples of what is covered and what is not. The session wrapped up with a session on how to engage and educate the membership on the BRS and how there is power in solidarity. *Congratulations and good luck Local 183.* ■



VOTER REGISTRATION FAQs

Am I registered to vote?

- Many states let you check your registration status online.
- Most states will send you a voter registration card within a few weeks if you've successfully registered to vote or a notification if there is a problem with your application.
- Check with your state or territory election office for procedures for your location.

Where do I register?

- You can begin your voter registration online at *Vote.USA.gov*. Depending on your state's rules, the site can help you register online, download the Voter Registration Form, or find guidance for states and territories with different registration procedures.
- You can call your state or territory election office to have a mail-in voter registration form sent to you.
- You may be able to register to vote in person at public facilities, such as state or local voter registration and/or election offices, the Department of Motor Vehicles, armed services recruitment centers, and state or county public assistance offices. Check with your state or territory election office before heading to any of these locations.

How can I find out what state I'm registered in? I have moved several times.

- You must register to vote in the state or territory where you legally reside. You cannot be registered to vote in more than one place at a time.
- If you don't know whether you're registered under your current legal address, check with your state or territory election office. Many states let you check your registration status online.
- When you register to vote in a new location, you'll be asked for the address where you were last registered to vote. Your new election office will send a cancellation form to your previous election office. Your voter registration record should always reflect your current residence.

How do I update my name or address for my voter registration?

- If your state has online voter registration, you can usually do this online.
- In most cases, you can use the National Mail Voter Registration Form to report a change of name or address. A few states and territories require you to use their state/territory form.
- Some states let you report a change of name or address by phone.
- Check with your state or territory election office for procedures in your area.

What party am I registered with?

- You may be able to find this information on your voter registration card or in an online voter registration look-up.
- You can contact your state or territory election office for help finding this information.
- It's possible that you're not registered with any political party, either because your state doesn't accept party affiliations or because you didn't indicate a party preference when you registered to vote. You can register to vote and participate in general elections and nonpartisan primary elections without ever choosing a party affiliation.
- In some states, you must register with a party if you want to take part in that party's primary election, caucus, or convention.

When is the general election?

The 2024 general election will be held on Tuesday, November 5, 2024. If you cannot vote on election day, check with your local election office for information regarding early or absentee voting.

How to Research Candidates

When evaluating candidates for public office, it's important to decide what strengths you're looking for in a candidate, to research their positions on the issues, to learn about their leadership abilities, and to recognize any distortions in the information and opinions they express. ■



MIKE EFAW
*National
Legislative Director*

Navigating the Railroad Landscape:

A SNAPSHOT OF CURRENT AFFAIRS

From the upcoming presidential election to congressional maneuvers and legislative initiatives, the railroad industry finds itself at a critical juncture. Here's a snapshot of the latest developments shaping the railroad landscape.

Presidential Election Rematch:

Former President Trump and President Biden are poised for a likely rematch in November, setting the stage for a high-stakes electoral showdown. With six months until the General Election, the campaign marathon has already begun, with polls indicating a tight race between the two.

Congressional Dynamics:

In a surprising move, Senator Mitch McConnell announced his resignation as Minority Leader, triggering speculation about his successor. Initially, Senators John Thune (R-SD), John Cornyn (R-TX), and John Barrasso (R-WY) emerged as possible candidates for the post. Senator Barrasso then said he would not run for the top position and, instead, would run to replace Senate Minority Whip Thune as the No. 2 Senate Republican if Thune gets the nod for the No. 1 post in the Conference. Senator Markwayne Mullin (R-OK) has advised Trump to stay out of the leadership race to succeed McConnell.

Meanwhile, Senate Democrats are pushing for legislative action on various fronts, including rail safety and paid sick leave, while House Speaker Mike Johnson (R-LA) faces challenges in passing key legislation amid internal party tensions. Additionally, Leader Schumer is being urged to bring bills to the floor, including the rail safety

bill introduced by Senators Sherrod Brown and J.D. Vance.

We are hoping to get the REEF Act passed, which may have some hurdles in both the Senate and House. This is important legislation because it takes railroaders' unemployment and sickness benefits out from under sequestration. To finish any of those bills will take up a decent amount of floor time. There's also pressure to rebuild the bridge in Baltimore; experts have stated that the project could take years and cost at least \$400 million.

Legislative Initiatives:

Several important bills are making waves in Congress, including the Railway Safety Act, which will help get important regulations passed to enhance safety, and the REEF Act, both of which face hurdles but hold promise for significant impact. Additionally, Congressman Seth Moulton's (D-MA) High-Speed Rail Legislation and Senator Bob Casey's (D-PA) Railroad Retirement Act amendments are gaining traction, signaling potential changes in the railroad landscape.

There is no threat of a government shutdown, for now. Congress passed all 12 bills to fund the government, very much along the lines of the McCarthy-negotiated deal that got him ousted from the Speaker's seat. The next anticipated funding fight will come this September.

There are roughly 11 weeks of floor time in the Senate before the election. The question now is "Do Republicans have much interest in doing any legislation at this point in the calendar?" Funding the government will eat up some time at the end of September.

As I mentioned earlier, the Railway Safety Act and the REEF Act are facing some challenges, but we are hopeful to get these pieces of legislation to the floor. For the REEF Act, Senator Rand Paul (R-KY), being known as a budget hawk, could possibly object. Surprisingly, Senator

Ted Cruz (R-TX), who has a poor record with labor, has signed on, and we are hoping his endorsement might bring along House Republicans Jodey Arrington (TX), Michael Burgess (TX), and Chip Roy (TX). All three Representatives are on committees influential in getting the bill passed.

On March 8, 2024, Congressman Seth Moulton officially introduced his High-Speed Rail Legislation (the American High-Speed Rail Act). Nearly every rail labor union endorsed the legislation. The bill number is H.R.7600.

Senator Bob Casey drafted legislation to include certain stock options as compensation that would be subject to taxation under the Railroad Retirement Act. This legislation would reverse a 2018 United Supreme Court decision, *Wisconsin Central Ltd. v. United States*, in which the Supreme Court found that “employee stock options are not taxable ‘compensation’ under the Railroad Retirement Tax Act.”

Railroad Retirement Board:

On March 29, 2024, President Biden submitted a letter to Congress informing them that he was removing the Railroad Retirement Board (RRB) Inspector General (IG) Martin Dickman.

Effective that day, RRB Inspector General Dickman was placed on administrative leave for 30 days and then permanently removed after the 30-day period. The President has appointed Ben Wagner, the current IG for the Tennessee Valley Authority, to be the interim RRB

IG while he nominates a replacement in the future.

Railroad Labor and Safety:

Recent developments in railroad labor and safety have also garnered attention. The Federal Railroad Administration’s new rule mandating two-person crews on most routes represents a milestone victory for safety advocates. Meanwhile, roundtable discussions led by congressional leaders underscore the ongoing importance of rail safety legislation.

Paid Sick Days:

On Tuesday, April 9, 2024, BRS National Legislative Director Mike Efaw spoke at President Biden’s rally for healthcare on the importance of paid sick days for railroad workers, and all workers for that matter. He also touched on the importance of caregivers in the speech.

Senator Sanders (I-VT) introduced the Healthy Families Act (HFA) in the Senate, and it will not likely meet the threshold to pass. Senator Braun (R-IN) was a Republican cosponsor on the Senate HFA at the beginning, making it the slimmest of a bipartisan bill, but he appears to have backed off now that election season has ramped up.

Two-Man Crew:

Major freight railroads will have to maintain two-person crews on most routes under a new federal rule that was finalized on April 2, 2024, in a milestone in rail labor’s long fight to preserve the practice. The Federal Railroad Administration (FRA) released the details of the rule after working on it for two years. Out of more than 13,000 comments on the rule, about 60 opposed it.

The final rule codifies train crew staffing rules at a federal level, ensuring that freight and passenger rail operations are governed by consistent safety rules in all states. This is an on-going issue as Ohio, Virginia, and Colorado, among others, have recently considered legislation to require two-person rail crews. In addition, the final rule contains some differences from the initial notice of proposed rulemaking in how it treats freight railroads, especially Class II and III freight railroads. In limited cases, the rule permits exceptions for smaller railroads to continue or initiate certain one-person train crew operations by notifying the FRA and complying with new federal safety standards.

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LEGISLATIVE ACTIVITIES



Mike Baldwin, President of the BRS, thanks Congressman Jimmy Gomez (D-CA 3rd District) for his strong support for Signalmen and all rail labor at the IAM's rally for rail safety in Los Angeles.



IAM District Lodge 19 held an informational picket at the Los Angeles Union Station, on February 22, 2024, in support of rail safety. President Mike Baldwin, Vice President Commuter/Passenger Tim Tarrant, Vice President West Cory Claypool, National Legislative Director Mike Efaw, UPGC General Chairman John McArthur, and UPGC Assistant General Chairman Aaron Carter were in attendance representing the BRS.



Members of the BRS and other rail labor crafts listen to comments from Congressman Don Bacon (R-NE 2nd District) at a BRS-hosted labor breakfast. Congressman Bacon is a dedicated advocate for rail labor and attentive to the concerns raised by Signalmen and other rail crafts.



BRS President Mike Baldwin converses with the Brightline founder, Wes Edens, at the ground-breaking ceremony of the innovative high-speed rail line.

LEGISLATIVE ACTIVITIES



After a brief conversation at the ground breaking ceremony for the Brightline West High-Speed Rail line, BRS President Mike Baldwin pauses for a photo opportunity with Congressman Steven Horsford (D-NV 4th District).



Rail union members gather for a group photo with Congressman Don Bacon (R-NE 6th District) during the rail labor breakfast event.

BRS members in attendance: Local 8 Recording Financial Secretary Ryan Foreman, Local 8 UPGC Vice General Chairman Dusty Ward, Local 119 Trustee Mike Morey, Local 119 Member Tom Schmiedt, and National Legislative Director Mike Efaw.



On April 6, 2024, Congressman Don Bacon (R-NE 2nd District) had a discussion with rail union members, many of whom are his constituents. The conversation took place during a breakfast event hosted by the BRS at American Legion Post 1 in Omaha, Nebraska.



Jeremy Farr, Grand Lodge Representative, listens as Minority Leader Hakeem Jeffries (D-NY 8th District) responds to his remarks during a discussion.

LEGISLATIVE ACTIVITIES



BRS President Mike Baldwin shares a laugh with the Chair of the National Transportation Safety Board (NTSB), Jennifer Homindy at a celebration honoring women in labor at the AFL-CIO building in Washington, D.C.



BRS National Legislative Director Mike Efaw shares his personal journey and the challenges his family has faced since his diagnosis with Multiple Sclerosis at President Biden's rally for healthcare and caregivers. Brother Efaw advocates for paid sick leave for all railroad workers, emphasizing the importance of achieving a healthy work-life balance. He expresses confidence that with President Biden's support, obtaining sick days for railroaders will become a reality.



BRS Grand Lodge Representative Jeremy Farr engages in a conversation with Minority Leader Hakeem Jeffries (D-NY 8th District) about railroad safety and emphasizes the significance of Signalman Certification.



BRS President Mike Baldwin talks with Senator Jacky Rosen (D-NV) at the ground breaking ceremony of the Brightline West High Speed Rail Line, linking Las Vegas, Nevada to Rancho Cucamonga, California.

LEGISLATIVE ACTIVITIES

BRS President Mike Baldwin addresses participants, supporters, and onlookers during IAM District Lodge 19's informational picket at Los Angeles Union Station on February 22, 2024.



BRS Grand Lodge Representative Matt Trujillo captures a moment with Congresswoman Mary Petola (D-AK) following their conversation about railroad safety and the REEF Act.

LEFT TO RIGHT: Baltimore & Ohio General Chairman John Heise, Grand Lodge Representative Jeremy Farr, Local 31 Signalman Glen Jones, Jr., Secretary of Transportation Pete Buttigieg, National Legislative Director Mike Efaw, Local 216 Signalman Damon Walker, FRA Administrator Amit Bose, and Vice President Headquarters Quinn Norman, gather at the U.S. Department of Transportation for the announcement of the Two-man Crew Rule. During the event, the group emphasized the importance of implementing the Signalman Certification Rule for advancing their craft and overall rail safety to Secretary Buttigieg.



BRS National Legislative Director Mike Efaw participates in a panel at the American Association of State Highway and Transportation Officials – Council on Rail Transportation (AASHTO-CORT) legislative conference. The panel focused on building coalitions and partnerships to advance passenger, commuter, transit, and high-speed rail. Brother Efaw stood as the sole representative for Labor at the conference, which drew over 300 State Rail Transportation Officials from across the country.

Continuous Membership



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

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

50 YEARS OF SERVICE

John McArthur _____ 179

45 YEARS OF SERVICE

Gary Leonard _____ 138
Shawn Bonham _____ 72

35 YEARS OF SERVICE

Dave Ingersoll _____ 18
Douglas Shelburn _____ 5
Gregg Jones _____ 20
Jean Moreau _____ 102
Luis Huertas, Jr. _____ 102
Michael Tarity _____ 18
Samuel Badessa, Jr. _____ 102
Steve Thurmond _____ 19
Timothy Anderson _____ 121
Todd Dauplaise _____ 213

30 YEARS OF SERVICE

Bill Carel _____ 18
Brian Thompson _____ 208
Carey Bennett _____ 49
Chris Womack _____ 208
Christine Nelson _____ 84
Dan Hollingsworth _____ 188
Dan Huss _____ 119
Denise Vitaletti _____ 84
Dustin Kurz _____ 20
Gary Stockwell _____ 129
Howard Forte _____ 56
John Mathews _____ 77

30 YEARS OF SERVICE

John Willard _____ 108
Joseph Smierciak _____ 81
Larry Carter, Jr. _____ 77
Leroy Freckleton _____ 56
Michael Petrella _____ 2
Michael Stanfill _____ 137
Michael Tillmon _____ 183
Pedro Villalta _____ 56
Raymond Wilborn _____ 55
Robbie Thornton _____ 49
Robert Schnier _____ 56
Ron Childress _____ 130
Santos Velez _____ 84
Troy Pate _____ 178
Troy Spence _____ 136

25 YEARS OF SERVICE

Barry Stiller _____ 84
Bill White _____ 56
Bob O'Rourke _____ 3
Brian Miller _____ 56
Brian Prater _____ 161
C. Reed _____ 136
Chad Carolan _____ 154
Chris Caballero _____ 72
Chris Mellage _____ 72
Chris Smith _____ 162
Chrispian Ashby _____ 228
Clinton Borron _____ 111
Cory Thormahlen _____ 87
Dave Orchard _____ 156
Dave Sandlin _____ 3
David Blue _____ 141

25 YEARS OF SERVICE

Don Larsen _____ 155
Ernest Saasto _____ 56
Felipe Rios _____ 130
Frank Monaco _____ 75
Frank Theard _____ 3
Gary Brown _____ 237
George Callaghan _____ 56
Jacob Sweatt _____ 147
Jaime Amador _____ 16
James Creaser _____ 119
James Hubbs _____ 56
James Shaskas, III _____ 53
Jeff Payne _____ 49
Jerry Moore _____ 20
Joe Galati _____ 56
John DiDonna _____ 56
Kevin Walker _____ 239
L. Prichard _____ 129
Laymon Jackson _____ 183
Mario Del Regno _____ 84
Mark Brown _____ 156
Mark Cupo _____ 56
Martin McLaughlin _____ 56
Matt Carner _____ 154
Matt Legg _____ 56
Matthew Solomon _____ 56
Mike Wiese _____ 154
Reggie Cole _____ 130
Salvador Avelar _____ 56
Shane Smith _____ 8
Steven Smith _____ 31
Victor Martinez _____ 121
Willie Johnson _____ 20
Winston Chin _____ 84

WASHINGTON REPORT

NAVIGATING THE RAILROAD LANDSCAPE — A SNAPSHOT OF CURRENT AFFAIRS

continued from page 13

Rail Safety:

On March 13, 2024, Ranking Member of the House Committee on Transportation and Infrastructure Rick Larsen (D-WA) and Ranking Member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials Donald Payne, Jr. (D-NJ) held a Democratic Roundtable titled, “Listening to Rail Workers and Communities.” During the roundtable, members heard a range of perspectives from rail workers and communities on the need for Congress to pass rail safety legislation.

Looking Ahead:

As the railroad industry navigates these dynamic developments, stakeholders must remain vigilant and engaged.

The upcoming presidential election, congressional dynamics, legislative initiatives, and ongoing efforts to ensure the integrity of railroad labor and safety will continue to shape the railroad landscape in the months ahead.

The railroad industry faces a multitude of challenges and opportunities on the horizon. By staying informed and actively participating in the political process, stakeholders can help shape the future of the railroad industry for years to come. ■

In Remembrance

DANNY SULLIVAN — 1954–2024

Danny Sullivan, of BRS Local 56, passed away on April 18, 2024, after a long battle with his health. To those who knew him, his attitude towards the end was that he lived a good life — he was accepting of his situation and was at peace.

Danny’s journey in the railway industry began as a Coach Cleaner in 1985. However, he wanted to move beyond cleaning coaches and become either a Maintenance of Equipment Electrician in the car support shops — or a Signalman. He entered the Assistant Signalman program in 1987 and gave the craft his all from day one, right up until his retirement in 2007.

It’s not uncommon to find oneself surrounded by highly skilled Signalmen (like former General Chairman and Signal Maintainer Chris Natale), and the pressure to keep up can be daunting. However, Danny’s response was not defeatist; instead, it fueled his determination. His approach was simple and effective: learn something new every day. Danny demanded that the senior guys impart their knowledge, regardless of their willingness. This desire for learning and growth propelled him forward, turning

each day into an opportunity for personal development.

“Danny School,” as the Block Operator dubbed it, was an impromptu classroom. Whether it was a routine day of FRA testing or an unexpected relief shift, Danny would step into the role of mentor without hesitation. In moments of crisis, Danny was calm and patient; in an emergency, Danny would step up and instruct and guide others to proceed in the correct manner.

Danny was also intense about the care of his interlocking, something that is a bit of a lost art. Before going on vacation, he would speak to the Vacation Relief Inspector, typically someone new and low on the roster and say, “*My tests are on time, my maintenance is just the way I like it. Take grounds and put down a little bit of graphite, don’t touch no valves, don’t adjust no circuits.*” It wasn’t advice, it was a Maintainer directive. ■



In Memoriams

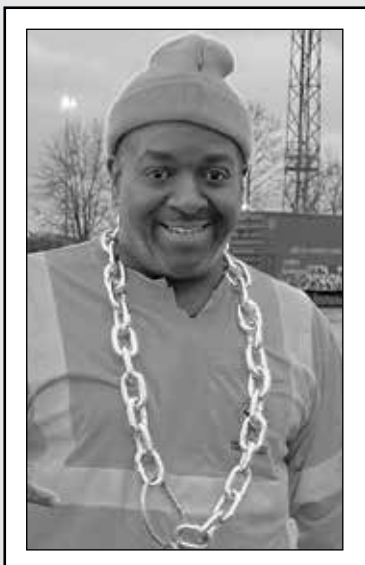


JOHN W. HOGAN
1937–2024



John W. Hogan passed away on January 15, 2024. Brother Hogan began his railroad career on the Long Island Rail Road in February 1970. Brother Hogan served Local 56 in the capacity of Local Chairman and a Health & Welfare Representative. Most notably, Brother Hogan served as General Chairman of the Long Island General Committee. Brother Hogan retired in 1990 after 20 years of service. He was an

Assistant Staff Engineer-Material at Jamaica, New York, at the time of his retirement. Brother Hogan is a U.S. Marine Corps Veteran. ■



CAREY S. HARWELL
1963–2024



Carey S. Harwell passed away unexpectedly on January 6, 2024. Brother Harwell began his railroad career on the Belt Railway of Chicago in October 2002. He was an active member of Local 194, holding the position of Local Trustee from 2015–2021. Brother Harwell had 21 years of service. Brother Harwell was known for his smile, sense of humor, and positivity when interacting with others. Brother

Harwell had a strong bond with his Brothers and Sisters who he thought of as family. He was a Signalman on a Construction Gang at the time of his passing. Brother Harwell leaves behind two children, as well as extended family and friends. ■

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

OBITUARIES

WILLIAM "BILL" E. ANDERSON—retired member of **LOCAL 24**. Brother Anderson retired in 2007 after 37 years of service with the Denver & Rio Grande Western, Southern Pacific, and Union Pacific Railroads. Brother Anderson was a Signal Maintainer at Grand Junction, Colorado, at the time of his retirement.

RAYMOND "RAY" I. ANDREWS—retired member of **LOCAL 62**. Brother Andrews retired in 2010 after 34 years of service with the Providence & Worcester Railroad. Brother Andrews was a Tamper Operator at the time of his retirement. Brother Andrews served as Recording-Financial Secretary.

RONALD "RONNIE" K. BAKER—retired member of **LOCAL 49**. Brother Baker retired in 2013 after 40 years of service with the Central of Georgia and Norfolk Southern Railways. Brother Baker was a Signalman with a System Signal Construction Gang at the time of his retirement. Brother Baker served as Local First Vice President, Local Second Vice President, and Local Trustee.

LAVERN B. BLACKBURN—retired member of **LOCAL 188**. Brother Blackburn retired in 2002 after 38 years of service with the Great Northern Railroad and BNSF Railway Company. Brother Blackburn was a Signal Foreman at Everett, Washington, at the time of his retirement. Brother Blackburn served as Local President and Local Chairman.

WILLIAM "BILL" A. BOUTTE—retired member of **LOCAL 99**. Brother Boutte' retired in 2005 after 32 years of service with the Southern Pacific and Union Pacific Railroads. Brother Boutte' was an Electronic Technician at Houston, Texas, at the time of his retirement. Brother Boutte' served as Recording-Financial Secretary. Brother Boutte' is a U.S. Navy Veteran.

WILLIAM "BILL" F. COX—retired member of **LOCAL 141**. Brother Cox retired in 1999 after 43 years of service with the Rock Island, Oklahoma, Kansas and Texas, and Union Pacific Railroads. Brother Cox was a Signal Maintenance Foreman at El Reno, Oklahoma, at the time of his retirement.

PHILLIP W. DARITY—retired member of **LOCAL 185**. Brother Darity retired in 2010 after 30 years of service with the Kansas City Southern Railway. Brother Darity was a Signal Maintainer at Sulphur Springs, Texas, at the time of his retirement. Brother Darity served as Local Chairman, Local President, Local First Vice President, Local Second Vice President, and Local Trustee. Brother Darity is a U.S. Army Veteran.

ARTHUR "CHIP" E. DeNULLY—retired member of **LOCAL 84**. Brother DeNully retired in 2016 after 41 years of service with the Erie Lackawanna Railway and New Jersey Transit. Brother DeNully was an Inspector at the time of his retirement.

RUDOLPH "RUDY" GOMEZ—retired member of **LOCAL 10**. Brother Gomez retired in 2009 after 35 years of service with the Penn Central Transportation Company, Conrail, and Norfolk Southern Railway. Brother Gomez was a Signal Maintainer at Detroit, Michigan, at the time of his retirement.

DONALD R. HOSTETLER—retired member of **LOCAL 55**. Brother Hostetler retired in 2005 after 35 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Hostetler was a Signal Maintainer at Andrews, Indiana, at the time of his retirement.

LeROY "BUTCH" I. JESSEN—retired member of **LOCAL 226**. Brother Jessen retired in 1989 after 45 years of service with the Milwaukee Road and Soo Line Railroads. Brother Jessen was a Signal Maintainer at Sparta, Wisconsin, at the time of his retirement. Brother Jessen served as Local President and Local Trustee.

SCOTT P. JUNE—active member of **LOCAL 13**. Brother June had 12 years of service with CSX Transportation Company. Brother June was a Lead Signal Maintainer at Louisville, Kentucky, at the time of his passing. Brother June served as Local Chairman and Local Trustee.

THOMAS "TOM" J. LARKIN—retired member of **LOCAL 62**. Brother Larkin retired in 2013 after 34 years of service with the Providence & Worcester Railroad. Brother Larkin was a Locomotive Electrician at Worcester, Massachusetts, at the time of his retirement. Brother Larkin served as Recording-Financial Secretary. Brother Larkin is a U.S. Coast Guard Veteran.

KENNETH "KENNY" R. MAGNETT—retired member of **LOCAL 8**. Brother Magnett retired in 2006 after 42 years of service with the Union Pacific Railroad. Brother Magnett was a Relief Signal Maintainer at Belvue, Kansas, at the time of his retirement. Brother Magnett served as Local Trustee.

CLARENCE H. MINIX—retired member of **LOCAL 99**. Brother Minix retired in 2020 after 42 years of service with the Southern Pacific and Union Pacific Railroads. Brother Minix was a Signal Foreman with a Zone Signal Construction Gang at the time of his retirement.

RONALD "RON" F. MITDAL—retired member of **LOCAL 154**. Brother Mitdal retired in 1995 after 43 years of service with the Great Northern and Burlington Northern Railroads. Brother Mitdal was a C.T.C. Signal Maintainer at Campbell, Minnesota, at the time of his retirement. Brother Mitdal is a U.S. Army Veteran.

SCOTT R. RENNINGER—retired member of **LOCAL 57**. Brother Renninger retired in 2017 after 42 years of service with the Lehigh Valley Railroad and the Norfolk Southern Railway. Brother Renninger was a Signal Maintainer at Reading, Pennsylvania, at the time of his retirement. Brother Renninger served as Recording-Financial Secretary and on the Local Grievance Committee.

ELLIS SMITH—retired member of **LOCAL 228**. Brother Smith retired in 1998 after 27 years of service with the Norfolk Southern Railway. Brother Smith was a Gang Signalman at the time of his retirement.

BRS DESIGNATED COUNSEL

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RAILROAD SIGNALMEN | EMPLOYEE RIGHTS | CLAIM

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act (FELA) before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

ALABAMA

W.C. Tucker, Jr.

Maples, Tucker & Jacobs, LLC
2001 Park Place North
Suite 1325
Birmingham, AL 35203
Tel. (205) 322-2333
(855) 617-9333
www.mtandj.com

F. Tucker Burge, Sr.

Burge & Burge, PC
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www.burge-law.com

ARIZONA

Lloyd L. Rabb, III

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ARKANSAS

Chris Christy

Christy • Ferguson
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North Little Rock, AR 72114
Tel. (501) 758-0278

CALIFORNIA

Jay A. Kaplan

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1901 Avenue of the Stars
19th Floor
Century City, CA 90067
(800) 552-7526
www.kaplanlawcorp.com

Anthony S. Petru

Hildebrand, McLeod & Nelson
5335 College Avenue
Suite 5A
Oakland, CA 94618
(800) 447-7500
www.hmnlaw.com

COLORADO

Jeffrey Chod

Chod Law Office
P.O. Box 17727
Denver, CO 80217
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

Rossmann, Baumberger,
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Suite 1200
Miami, FL 33156
Tel. (305) 900-5493
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ILLINOIS

F. Daniel Petro

Petro & Harrington, LLC
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(800) 472-5729
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Daniel J. Downes

Cavanagh Law Group
161 N. Clark Street
Suite 2070
Chicago, IL 60601
Tel. (312) 425-1900
www.cavanaghlawgroup.com

MARYLAND

P. Matthew Darby

Darby Law Group, LLC
201 International Circle
Suite 200
Hunt Valley, MD 21030
Tel. (833) 601-3473
www.darby-lawgroup.com

MASSACHUSETTS

Robert T. Naumes

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

MICHIGAN

Arvin J. Pearlman

Sommers Swartz, PC
1 Towne Square
Suite 1700
Southfield, MI 48076
Tel. (248) 356-5000
(866) 520-1649
www.sommerspc.com

MINNESOTA

Randal W. LeNeave

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

MISSOURI

Gene C. Napier

Hunegs, LeNeave & Kvas
1712 Main Street
Suite 266
Kansas City, MO 64108
Tel. (913) 484-3884

Drew C. Baebler

The Baebler Firm, LLC
11878 Gravois Road
St. Louis, MO 63127
Tel. (314) 270-9900
www.raillaw.com

NEW YORK

Marc Wietzke

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

OHIO

Andrew J. Thompson,

Shapero | Roloff Co., LPA
1111 Superior Avenue East
Suite 1310
Cleveland, OH 44114
Tel. (216) 781-1700
(800) 321-9199
www.shaperoroloff.com

PENNSYLVANIA

Michael J. Olley

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

Don P. Palermo

Palermo Law Offices
111 North Olive Street
Media, PA 19063
Tel. (215) 499-2957
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TEXAS

Weldon Granger

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Jones Granger
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Houston, TX 77210
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(800) 231-3359
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VIRGINIA

Willard J. Moody, Jr.

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

WASHINGTON

James K. Vucinovich

Rossi Vucinovich, PC
1000 Second Avenue
Suite 1420
Seattle, WA 98104
(425) 646-8003
(866) 357-7245
www.rvflegal.com

WISCONSIN

Nicholas D. Thompson

Casey Jones Law Firm
3520 Cherryvale Avenue
Suite 83
Appleton, WI 54913
Tel. (612) 293-5249
www.caseyjones.law

BRS members are encouraged to provide information regarding FELA cases, including criticism or recommendations 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.

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(NOTE: Information on this site only applies to employees under National Handling.)

HEALTH & WELFARE PLANS

National Health & Welfare Plan — GA-23000

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

United Healthcare

1-800-842-9905

www.myuhc.com

Retiree Claims — GA-46000

UnitedHealthcare

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

1-800-842-5252

Aetna

1-800-842-4044

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

1-866-267-3320

www.bcbs.com

LIFE INSURANCE

MetLife

1-800-310-7770

www.metlife.com

MENTAL HEALTH & SUBSTANCE ABUSE BENEFITS

United Behavioral Health

For treatment, claims or inquiries call:

1-866-850-6212

www.liveandworkwell.com

ACCESS CODE: Railroad

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The Hartford

1-800-205-7651

<https://abilityadvantage.thehartford.com>

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EyeMed

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1-855-212-6003

www.eyemedvisioncare.com/railroad

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1-877-277-3368

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www.express-scripts.com

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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.

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Brotherhood of Railroad Signalmen

MAIL PAYMENT AND ORDER TO:

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

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

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

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

NAME _____

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BLACK CANVAS COAT



WINDSHIRT



BURGUNDY*



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



ASSORTED CAPS



FLAG



POCKET WATCH



WRIST WATCH



MANTLE CLOCK

RALLY PHOTOS



Rail Safety Rally • • • Los Angeles, California



RALLY PHOTOS



MEETING PHOTOS



Local 56 Committee Meeting & Election • •

Babylon, New York



Financial Secretary Training • • • • •

Front Royal, Virginia — March 2024

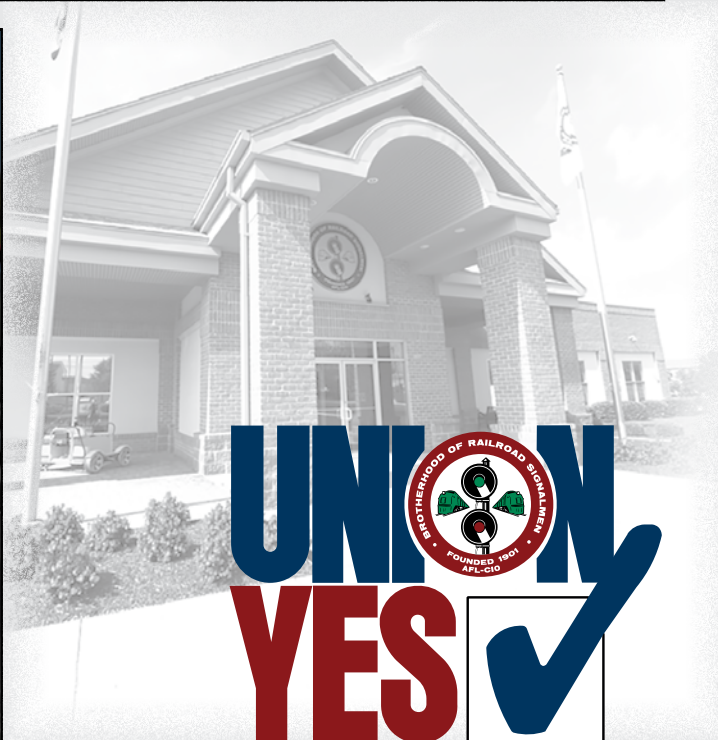


MEETING PHOTOS



Local 137 Meeting

Biloxi, Mississippi



MEETING PHOTOS



Local 53 Meeting

Philadelphia, Pennsylvania



MEETING PHOTOS



Local 102 Meeting

Metuchen, New Jersey



Local Chairmen's Training

Front Royal, Virginia — March 2024



MEETING PHOTOS



Annual Commuter/Passenger General Chairmen's Meeting • • • • •

On April, 11–12, 2024, BRS Commuter/Passenger General Chairmen held their second annual meeting at the New York City Central Labor Council Headquarters to

discuss strategy and issues facing BRS members working on the nations Commuter and Passenger Railroads. The two-day meeting had speakers from the FRA, AFL-CIO Transportation Trades Department (TTD), International Transportation Learning Center, and the New York City Central Labor Council.

President Baldwin and Vice President Tarrant kicked off the meeting with an update on current events and issues, and how BRS is working to address them. The meeting also included a roundtable discussion with FRA Director of Safety Karl Alexi on the safety concerns occurring on the nations Commuter and Passenger Railroads. There were also townhall discussions on building momentum for coalition bargaining, labor's involvement on Commuter and Passenger Rail at the national and state levels, effective techniques in discipline cases, and new



ways to communicate with the membership. The BRS National Legislative Director and Director of Research also gave reports on legislative and regulatory issues facing the BRS. The meeting concluded with a hands-on tour of Long Island Rail Road's signal training facility.



This meeting provided an opportunity for Commuter/Passenger General Chairmen from across the country to come together and work collectively to solve problems and offer the best representation possible to the membership. The BRS will continue to have the Commuter/Passenger General Chairmen's meeting annually. ■

TRAINING PHOTOS



Financial Secretary Training • • • • •

Memphis, Tennessee — April 2024



Local Chairmen's Training • • • • •

Memphis, Tennessee — April 2024





**AMERICAN
LEAGUE**



**NATIONAL
LEAGUE**



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EAST CENTRAL WEST

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AMERICAN LEAGUE

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- Baltimore Orioles, Oriole Park, Baltimore, MD
- Boston Red Sox, Fenway Park, Boston, MA
- New York Yankees, Yankees Stadium, Bronx, NY
- Toronto Blue Jays, Rogers Centre, Toronto, ON

Central

- Chicago White Sox, US Cellular Field, Chicago, IL
- Detroit Tigers, Comerica Park, Detroit, MI
- Minnesota Twins, Target Field, Minneapolis, MN

West

- Los Angeles Angels, Angels Stadium, Anaheim, CA

- Oakland Athletics, O.co Coliseum, Oakland, CA
- Seattle Mariners, Safeco Field, Seattle, WA

NATIONAL LEAGUE

East

- Miami Marlins, Marlins Park, Miami, FL
- New York Mets, CitiField, Flushing, NY
- Philadelphia Phillies, Citizens Bank Park, Philadelphia, PA
- Washington Nationals, Nationals Park, Washington, D.C.

Central

- Chicago Cubs, Wrigley Field, Chicago, IL
- Pittsburgh Pirates, PNC Park, Pittsburgh, PA

Pittsburgh, PA

- St. Louis Cardinals, Busch Stadium, St. Louis, MO

West

- Colorado Rockies, Coors Field, Denver, CO
- Los Angeles Dodgers, Dodgers Stadium, Los Angeles, CA
- San Diego Padres, Petco Park, San Diego, CA
- San Francisco Giants, AT&T Park, San Francisco, CA

Don't forget—the players on the field are members of the MLB Players Association (MLBPA) and many of your favorite ballpark snacks are union-made too.



RETIREMENT PHOTOS



Local 53 Retirement Party • • • • •

John Caro • John Blizzard • Phil Clement • Lou Dalessandro



Find us on Facebook



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
- 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
- Langham Huntington

MARYLAND:

- Merriweather Lakehouse Hotel

WASHINGTON, DC:

- Hotel Zena

MASSACHUSETTS:

- Boston Marriott Copley Place

FOOD

SUBMITTED BY Bakery, Confectionery, Tobacco Workers and Grain Millers International Union (BCTGM)

- Mondelez International Snack Foods (those made in Mexico)

SUBMITTED BY UNITE HERE!

- Catapult NW

LEGAL

SUBMITTED BY American Federation of State, County & Municipal Employees

- Gleason, Dunn, Walsh & O'Shea
- McDonald, Lamond, Canzoneri and Hickernell

OTHER

SUBMITTED BY Farm Labor Organizing Committee (FLOC)

- Reynolds American, Inc., Vuse e-cigarettes

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.)

PHOTO CONTEST

WINNER FOR 2ND QUARTER 2024



Local 110 members, Jesse Holder and Geoff Danner work on resetting a crossing signal that was destroyed by a vehicle on the K-Line on the Blue Ridge Division, North Carolina.

Photo submitted by Local 110 Bryan Shoffner, Vice General Chairman of the Southern Joint Committee.



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- Accidental Death coverage on-and-off the job, for you and your beneficiary at no extra charge.*
- Generous Loyalty Appreciation program with rewards at retirement.

Hear it from the source...

"LECMPA has helped my members significantly. There are many ambiguous reasons why our members are disciplined on the job. Good, hardworking members can be targeted for no reason. This is when LECMPA can help. They can give you a paycheck in the times when the company you work for decides not to. LECMPA has always been there to help and is a great way to provide income protection."

- John Heise, BRS B&O General Chairman



Protecting transportation workers **since 1910.**

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*Beneficiary Accidental Death Coverage not available in Texas or California.

