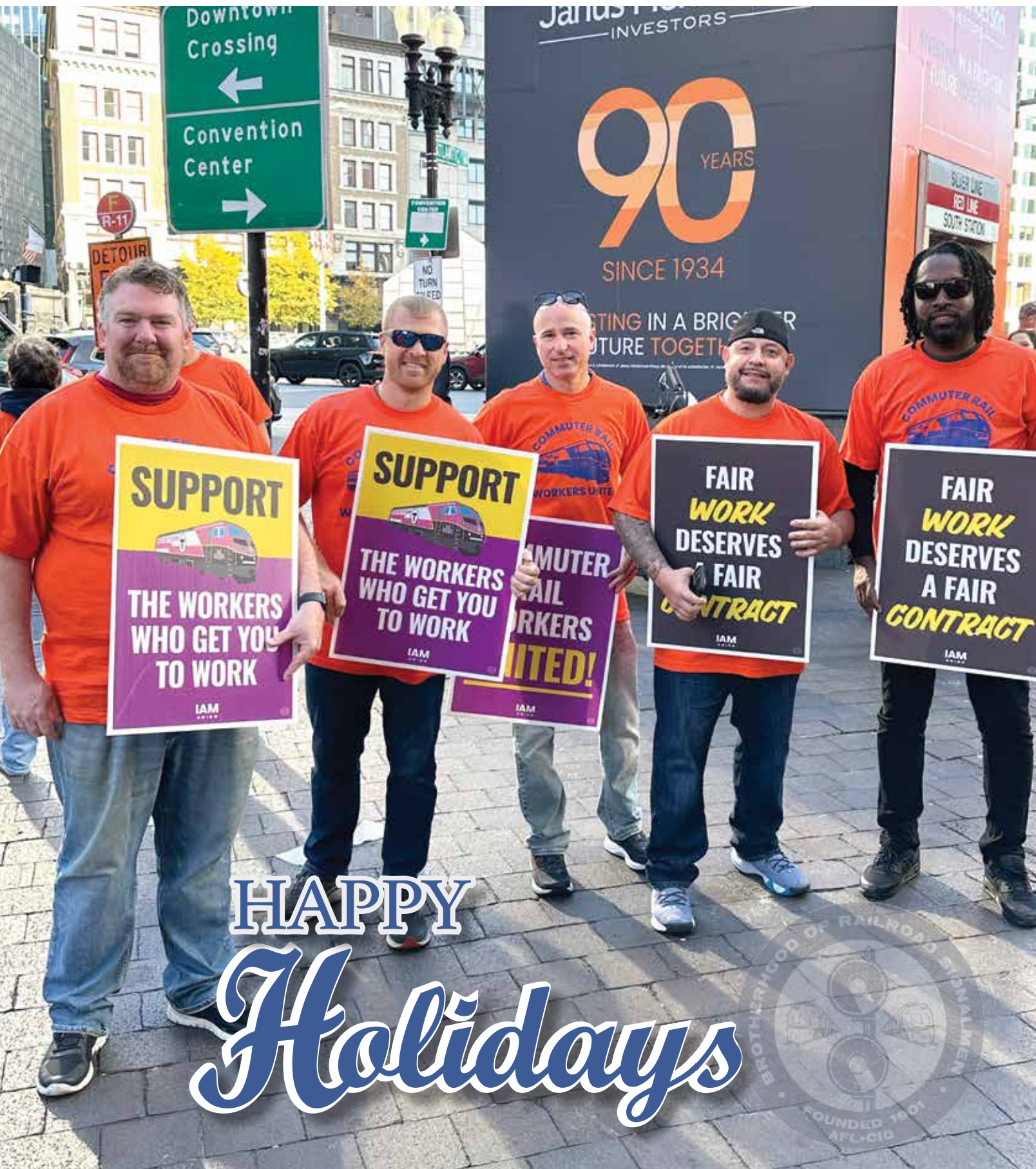


THE SIGNALMAN'S JOURNAL



HAPPY
Holidays

For Members Only

Program eligibility is contingent upon union participation.

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Accidental Death Insurance	800-393-0864, unionplus.org/accidentinsurance
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Auto Insurance	855-666-5797, discount code DJ7 unionplus.org/autoinsurance
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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
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Thrifty	800-847-4389, use discount # 3042238
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Debt Settlement	800-230-2541, unionplus.org/debtsettlement
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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
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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



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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:

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

Andy Webb, Secretary
P.O. Box 304, Hohenwald, TN 38462
(931) 628-4129

Aaron Carter, Member
923 NE Woods Chapel Road
Lees Summit, MO 64064
(816) 564-8262

OFFICER EMERITUS:

W. Dan Pickett, President Emeritus

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THE FIGHT CONTINUES FOR A FAIR CONTRACT

A recent rally for Commuter Rail Workers in Boston was a powerful show of solidarity, highlighting the collective voice of railroad workers, labor advocates, and the community united against unfair wages 8

Support and Solidarity

In an incredible illustration of union solidarity — Members of Local 16 assisted their Union Brothers affected by Hurricane Helene 9



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COVER: Rail Labor Rally at the historic South Station in Boston, Massachusetts, on October 23, 2024.



FROM THE PRESIDENT

— Michael S. Baldwin, BRS President

Life is Better in a
UNION

Sisters and Brothers,

Happy Holidays! This time of year often leaves me reflecting on how thankful I am for my union family and the safety regulations, wages, and benefits my predecessors worked hard to secure for me. As a union representative, I am fortunate to work diligently to secure the same for Signalmen today and into the future.

Many labor organizing campaigns have hit the news over the last few years with workers recognizing that life is better in a union; from improved working conditions to better wages, workers young and old have a strong desire to join unions.

How will the future of the labor movement affect the next generation of young workers and railroaders graduating from

high school and college and entering America's workforce? I think of my grandchildren and wonder what type of challenges they will face as they enter the workforce in the future. What saddens me is that the greater part of these young individuals have not, and will not, be educated on the importance of labor unions and the labor movement as a whole.

The question of labor's future has become very important. Today, unions, including this one, are searching for answers about how to begin growing again and regain the power workers need to defend themselves. The BRS has joined this conversation and is actively seeking to organize where Signal employees are unrepresented. Some recent exciting wins in this department are at Alstom/Bombardier in New Jersey as well as Memorandums of Understanding with the new Brightline West High Speed Rail and the California High-Speed Rail (CAHSR) project, ensuring that the

Signal employees will be represented by Signalmen. The organizing department is actively engaged and always looking for new opportunities to ensure that Signal workers and related crafts have the safest working conditions and the best wages possible.

The task has become very difficult with today's raw display of corporate power and fighting for wages just to keep up with inflation. As union leaders and union members, we must ask ourselves, "What is our vision for the future of labor?"

I believe that the labor movement must inspire people with a vision of what is possible. Working families need

a decent wage, but they also need the promise of a better world. For as long as unions have existed, workers have shown they'll fight for the future of their chil-

dren and their communities, even when their own future seems in doubt. However, it takes a forward-facing vision to inspire this wave of commitment, idealism, and activity.

The ideas and visions for the future of the labor movement are worthless unless they reach the working people. Workers inhabit many localities: workplaces, communities, extended families, civic and religious organizations, etc. Each of these can be locations to share information about the labor movement. In all these places, people will naturally have various cultures of solidarity.

I urge you, when given an opportunity, to teach those who are new to the working-class the importance of unions and the labor movement. We must remember that participation will ensure that the rights and interests of America's labor force are advanced and that working families are afforded dignity and respect.

It should be known that without unions, politicians could annul regulations that protect workers, which have taken years to achieve.

We are being attacked by legislators in Washington, DC, and in several states for rights that seem very basic. The number of non-railroaders, and maybe even anti-labor persons I encountered had no idea that most rail workers didn't have paid sick leave. It is unconscionable that some carriers continue to deny a benefit that seems so "basic" to most.

To address this attack and others, we must educate our fellow union members on the benefits that have been attained through collective bargaining and how standing together, united as a union will ensure we gain more. We need to remain united and show the adversaries all the ways in which union membership can attract quality workers. Without union protection, corporations that are motivated by large profits may sacrifice the safety and well-being of workers in order to make as much money as they can. It should be known that without unions, politicians could annul regulations that protect workers, which have taken years to achieve.

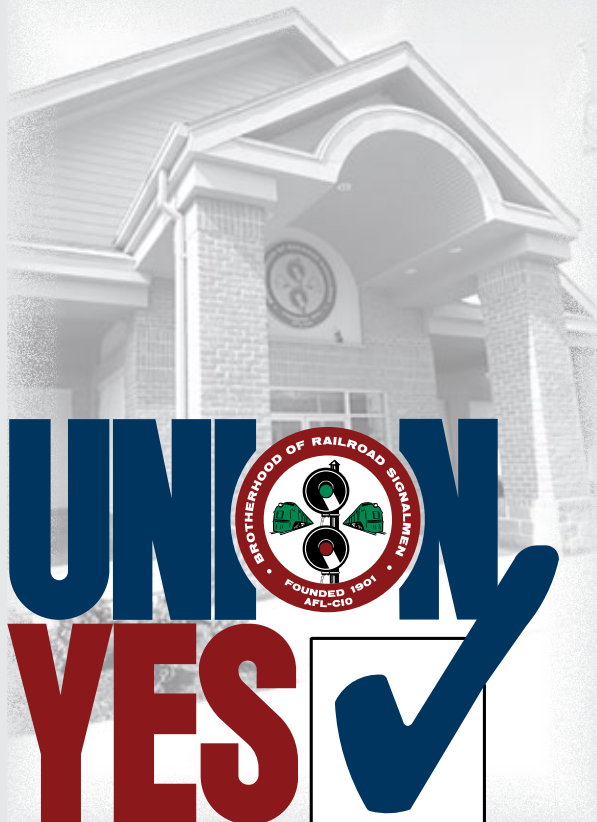
As another round of bargaining begins for the largest Class I carriers, the American public needs to be reminded of what is causing our economic crisis and high unemployment rates. Americans need be educated to understand that it is not unions that are causing the problem; it is the tax breaks supported by anti-labor politicians, subsidies, and outsourcing public work to private companies that have contributed to our economic demise.

It is important that we stand together at this critical moment. The anti-labor legislators and their corporate supporters are not only out to destroy our collective bargaining rights, but our well-being. We must continue to fight every minute to keep the labor movement strong.

In Solidarity,



Michael S. Baldwin — *BRS President*



- Union contracts negotiated in 2023 gave workers an average first-year wage increase of 6.6%. This is more than double the average in 2020, and the highest level since Bloomberg Law started tracking more than 36 years ago.
- Union households have 1.7 times the median wealth of nonunion households, and workers in labor unions make 18% more in wages than our nonunion counterparts.
- Union members are more likely to have health care benefits. More than nine out of 10 union members have access to employer-provided health insurance, compared to 68% of nonunion workers, according to the Department of Labor.
- Union members work in safer workplaces. One study found job sites that were unionized have lost-time claims at a 31% lower rate than non-unionized sites.
- Union members have more job security—even and especially in moments of economic crisis.



FROM THE SECRETARY-TREASURER

James M. Finnegan, BRS Secretary-Treasurer

- ◆ **Member & Secretary Reminders**
- ◆ **National Health & Welfare Plan Updates for 2025**

Member Reminder

In order to ensure you receive our communications and any documents that may be pertinent to your membership, please make sure your address and contact information is up-to-date. You may contact your Local Secretary or Grand Lodge at (540) 622-6522.

Secretary Reminders

Annual Audit

Article II, Section 52, of the BRS Constitution outlines the Local Board of Trustees' responsibility to perform an annual audit of the Local's finances. If your Local needs a Trustee Audit Guide or assistance in conducting an audit, you may download forms from the BRS website at www.brs.org or contact my office at (540) 622-6527.

Local Officer Credentials and AR-1 Forms (Due January 10)

When Local Grievance Committee members are elected at regular triennial elections, or appointed due to a vacancy, a new credential must be issued and signed by the Local President and Local Recording/Financial Secretary. It should bear the seal of the Local. No Local Chairman shall be admitted as a member of the General Grievance Committee unless he presents this credential, properly filled out and filed. The form certifies that the member has been duly elected as a member of a Local Grievance Committee. The pink copy should be forwarded to the President at Grand Lodge. If you are in need of blank credential forms, please contact Grand Lodge at (540) 622-6522.

Article II, Section 44, of the BRS Constitution requires the Local Financial Secretary to forward the annual

report (AR-1) to the Secretary-Treasurer at Grand Lodge by January 10 or when changes occur. This report includes meeting information and the names, certificate numbers, and telephone numbers for Local Lodge Officers.

OE-1 Form (Due January 15)

Form OE-1A is used to report creditable compensation and service for local units of national rail labor organizations covered under the Railroad Retirement Act (RRA). Local lodges and general committees should report only employees who were previously in an employment relation to a railroad carrier for full-time general committee officers or are currently in an employment relationship for local officers and whose earnings were \$25.00 or more per month. If you need assistance filling out this form, please call my office at (540) 622-6527.

Railroad Employees National Health & Welfare Plan Updates for 2025

Employee Cost-Share Contribution

Though health care costs continue to rise nationally, healthcare premiums and the 15% employee monthly cost-sharing contributions will decrease in 2025 for railroad employees covered by the National Plans. Railroads and Rail Labor Unions have confirmed that the monthly employee cost-sharing contributions will decrease by \$31.67 in 2025, from \$309.21 to \$277.54. Both parties continue to work together to jointly and effectively manage the National Railroad Plans, keeping costs down while continuing to provide world class health care benefits.

Prescription Drug Benefit Manager

Effective January 1, 2025, the Pharmacy Benefit Manager (PBM) for all National Railroad Health & Welfare Plans will change from Express Scripts, Inc., to Optum Rx®. All covered plan members, including eligible spouses and dependents, will automatically be enrolled in Optum Rx.

When can I expect to receive my new Member ID card?

You may expect to receive your new Member ID card mid-to-late December.

Tips to make your transition easier:

1. Ensure the information on your Member ID card is correct when received.

2. Create an Optum Rx account at optumrx.com.
3. Once your plan is active, visit your account to review your prescription drug benefits.
4. Set your communication preferences.
5. Sign up for Optum® Home Delivery to get medication delivered right to your door with free standard shipping.
6. Download the Optum Rx app to manage your medications on-the-go.

For customer support, please call: 1-844-368-8736.

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](https://www.brs.org)

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

Season's



MIKE BALDWIN



JIM FINNEGAN



TIM TARRANT



CORY CLAYPOOL



MIKE EFAW



CHRIS HAND



JUSTIN PIER



JEREMY FARR



GENE MOORE



JILLIAN LASKY



TERESA EMBREY



MICHAELA CLAYWELL



OLIVIA LAMBERT

Greetings



BRANDON ELVEY



DOUG VANDERJAGT



QUINN NORMAN



KURT MULLINS



MATT TRUJILLO



MIKE SULLIVAN



ANDY WEBB



AARON CARTER



EMILY SCOTT



CARA STARKEY



WHITNEY WILSON



CRYSTAL ROBINSON

THE FIGHT CONTINUES FOR A FAIR CONTRACT



On October 23, 2024, nearly all Rail Labor met at Boston's historic South Station to rally for a fair contract for Keolis Commuter Rail Workers. Over 300 railroad workers, Labor leaders, labor-friendly politicians, including those from the U.S. Congress, and concerned Bostonians rallied to let Keolis know that paying a substandard wage in Boston will not be tolerated. BRS members of Local 120 had a strong showing and BRS



Vice President Commuter/Passenger Tim Tarrant addressed the crowd. The BRS has been in negotiations for over 18 months, and, after a slow start, nine Unions, including the BRS, formed a coalition which served to jump start meaningful discussions. The nine Unions in the coalition are the BRS, ARASA, BRC, BMWED, IAM, IBB, NCFO, SMWIA, and TCU. The BRS will not rest until a fair contract is won. ■

HURRICANE HELENE

Support and Solidarity



On Saturday, October 26, 2024, members of Local 198 gathered in Unicoi, Tennessee, in the wake of the devastation left by Hurricane Helene. In a display of solidarity, members of Local 16 also arrived to support the relief efforts, helping to deliver much-needed supplies to families impacted by the destruction.



Hurricane Helene's once-in-a-generation flood had a catastrophic impact on many areas — Clinchfield Railroad's mainline is no exception. The Clinchfield Railroad, which historically ran through rugged terrain in the Appalachian Region, is a vital freight route linking the Southeastern U.S. with the Midwest. Its infrastructure is crucial for transporting coal, chemicals, and other goods.

Flooding from such a storm can lead to a wide range of issues for railroads, including:

- **Track and Signal Damage:** Floodwaters can wash out sections of track, erode embankments, or short-circuit signal systems, making it unsafe for trains to pass.
- **Bridge Failures:** Many rail lines, especially in mountainous areas like the Clinchfield's, cross rivers or ravines. Bridges are especially vulnerable to flood-



ing and may collapse or be severely damaged.

- **Landslides:** Heavy rainfall can trigger landslides in mountainous areas, which could block rail corridors and cause major disruptions.
- **Operational Delays:** Even if the tracks remain intact, the flooding could disrupt normal operations, leading to delays, backlogs, or supply chain interruptions.

For communities along the Clinchfield Railroad and industries reliant on it, the recovery process could be long and complex. Restoring the mainline will likely require a combination of rebuilding and reinforcing infrastructure, repairing flood-damaged rail yards, and potentially upgrading flood mitigation systems to better withstand future extreme weather events. ■

ANDY WEBB & AARON CARTER

Trustees Elected to Unexpired Terms



ANDY WEBB
Grand Lodge Trustee



AARON CARTER
Grand Lodge Trustee

On August 20, 2024, the General Chairmen and Grand Executive Council elected Andy Webb to fill Gus Demott's unexpired term as Grand Lodge Trustee.

Brother Webb is the General Chairman and General Secretary-Treasurer of the L&N General Committee. He joined the BRS in 2006, when he was hired by CSX Transportation.

Brother Webb is a member of Local 208 and has also served the BRS as Vice General Chairman, Local Trustee, Local Recording-Financial Secretary, and Local Chairman. Additionally, he has represented his Local and General Committee as a Delegate to Convention in 2014, 2018, and 2022, as well as being elected by the General Chairmen as a member of the Committee on Laws in 2022.

On October 17, 2024, the General Chairmen and Grand Executive

Council elected Aaron Carter to fill John McArthur's unexpired term as Grand Lodge Trustee.

Brother Carter was recently elected as the General Chairman of the Union Pacific General Committee after serving as a Vice General Chairman. He joined the BRS in 2007 when he was hired by Union Pacific Railroad.

Brother Carter is a member of Local 72 and has also served the BRS as Local Trustee, Local Recording Secretary, and Local Chairman. Additionally, he has represented his Local and General Committee as a Delegate to Convention in 2014, 2018, and 2022.

After the elections, the Grand Board of Trustees convened and voted Mike Sullivan as Chairman, Andy Webb as Secretary, and Aaron Carter as Member. ■

Local Updates

New Jersey Transit Ratifies Contract Extension (Local 84)

On July 23, 2024, BRS members working for New Jersey Transit ratified a 3-year contract extension. The non-concessionary extension provides fully retroactive, annual general wage increases of 3% each year, the addition of Veterans Day to paid holidays, and the addition of one sick day to increase the annual allotment to six days with a reduction in the amount of time required to qualify. Additionally, there were no increases to the employee cost-sharing for health insurance benefits.

Port Authority Trans-Hudson (PATH) Continues to Push for Unsafe Working Conditions

Despite the Federal Railroad Administration (FRA) issuing a decision that prevented the Port Authority Trans-Hudson (PATH) from placing workers within the four-foot minimum clearance distance required by federal regulation to be considered “clear” and not fouling a track for a train, PATH continues to seek relief from common sense worker safety. PATH is now attempting to use an abstract waiver provision that places workers with less than the four-foot minimum clearance distance when a train passes. BRS vehemently opposes PATH’s actions and will not rest until PATH abandons its unsafe actions.

Long Island Rail Road Continues to Stifle Bargaining (Locals 56 & 241)

Despite several attempts by the Long Island Rail Road Bargaining Coalition (LIRRBC) to bargain, the Long Island Rail Road refuses to recognize the coalition or bargain in good faith. Since starting mediation, the National Mediation Board (NMB) has scheduled separate negotiating sessions for each individual Union. In spite of this, every Union in the LIRRBC, in an incredible show of solidarity, has attended each negotiation session the NMB scheduled. Additionally, the LIRRBC has abided by every NMB request, including providing term sheets and positions.

Recently, the NMB brought all parties to its headquarters in Washington, D.C. for a three-day session

in an attempt to jump start meaningful negotiations. Notwithstanding the LIRRBC’s attendance and good faith, the LIRR remained committed to blocking meaningful negotiations. The BRS remains dedicated to bargaining in good faith in order to provide its members with the best Agreement possible.

Metra Not Receptive to Needed Safety Improvements (Local 183)

On September 6, 2024, Brotherhood of Railroad Signalmen (BRS) Representatives, along with officials from the Federal Railroad Administration (FRA), the Occupational Safety and Health Administration (OSHA), and Brotherhood of Maintenance of Way Employees (BMWE) met with Metra to highlight the dangerous conditions signal workers face every time they are required to access signal locations located on catenary structures. This meeting followed a July 2024 report by the BRS highlighting unstable, narrow, and deficient walkways, rotted railings, electrical hazards that are inches away from where signal workers are required to work, and a failure of Metra to require life-saving fall-protection systems where signal locations are over 35 feet off the ground. While Metra committed to providing better training, they would not commit to restricting access until the myriads of issues are addressed. The BRS remains committed to providing a safe workplace for all its workers and will not rest until every issue is mitigated.

TransAmerica Services Incorporated (TASI) Begins Contract Negotiations in Orlando (Local 16)

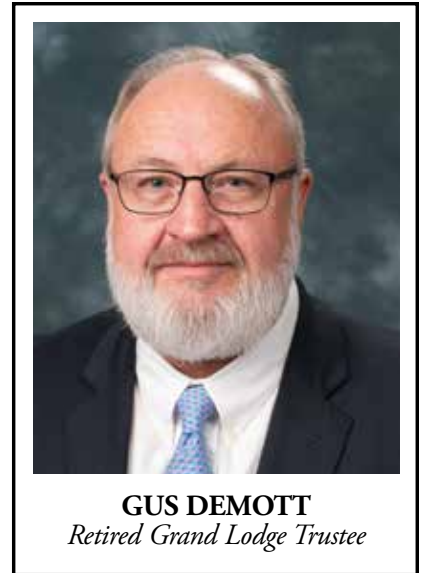
Members of Brotherhood of Railroad Signalmen (BRS) Local 16 working for TransAmerica Services Incorporated (TASI) on SunRail in Orlando, Florida, began contract negotiations on September 18, 2024. The BRS Negotiating Committee which encompasses representatives from the Local, General Committee, and Grand Lodge levels will work towards negotiating an Agreement that recognizes the lifesaving work and responsibility our members take on every day they perform work. ■

GUS DEMOTT GRAND BOARD OF TRUSTEES RETIRES

Gus Demott began his railroad career in 1976 in the Signal Department with the Seaboard Coastline Railroad, now CSX Transportation. During his time with CSX, Brother Demott was a member of Local 16 and served as Local Trustee and Local Chairman before being elected as the General Chairman of the Southeast General Committee in 1999.

As the General Chairman, Brother Demott successfully negotiated numerous Collective Bargaining Agreements (CBA), including merging three CBAs (AWP, RF&P, and Clinchfield RR) into the SCL Agreement, led legislative battles in the state of Florida to retain representation for BRS members involved in line sales, participated in all National Negotiations during his tenure, and performed many other representational duties with the BRS.

Brother Demott also led two successful organizing efforts and subsequent Agreements involving Signalmen and MOW members on SunRail. Brother Demott was elected Member of the Grand Board of Trustees in 2009, and subsequently re-elected by acclamation at the 2010, 2014, 2018, and 2022 BRS Conventions, retiring as Chairman of the Grand Board of Trustees in July 2024. ■



GUS DEMOTT
Retired Grand Lodge Trustee



The Brotherhood of Railroad Signalmen

Thank You Brother Demott

For your many years of dedicated service to this Organization.
We wish you many happy years of retirement.

JOHN MCARTHUR GRAND BOARD OF TRUSTEES RETIRES



JOHN MCARTHUR
Retired Grand Lodge Trustee

John McArthur began his railroad career in June 1966, shortly after graduating high school. He joined the Brotherhood of Maintenance of Way Employees Division (BMWED) as a carpenter in Carlin, Nevada, working on the Bridge and Building gang for the Southern Pacific Transportation Company (SPTCO). In November 1967, Brother McArthur was drafted and served two years in the U.S. Army; upon his return home he began work for the SPTCO.

In June 1974, Brother McArthur transferred to the Signal Department as an Assistant Signalman, a decision he never regretted. Brother McArthur held various signal positions from Ogden, Utah, to Reno, Nevada. In 1989, he became Local Chairman for Local 179 and Trustee for the former Southwest General Committee. On October 1, 1998, he was elected General Chairman for the Southwest General Committee, and on January 1, 1999, became General Chairman for the newly formed Union Pacific General Committee. He also served on the Board of Trustees for Iron Road Health Systems for 17 years. In 2016, Brother McArthur was elected to the Grand Board of Trustees, where he served for eight years.

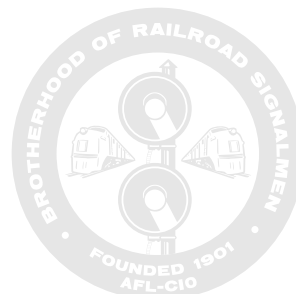
"I am truly humbled for the time I have been able to serve and for the many great men and women I have had the opportunity to serve and work with throughout my career." ■



The Brotherhood of Railroad Signalmen

Thank You Brother McArthur

For your many years of dedicated service to this Organization.
We wish you many happy years of retirement.



Earnings Limits Increase for Railroad Retirees

Railroad retirement annuitants subject to earnings restrictions can earn more in 2025 without having their benefits reduced due to increased limits indexed to average national wage increases.

Like social security benefits, some railroad retirement benefit payments are subject to deductions if an annuitant's earnings exceed certain exempt amounts. These earnings restrictions apply to those who have not attained full social security retirement age. For employee and spouse annuitants, full retirement age varies depending on an individual's year of birth, and is age 67 for those born after 1959. For survivor annuitants, full retirement age also varies, and is age 67 for those born after 1961.

For those under full retirement age throughout 2025, the exempt earnings amount rises to \$23,400 from \$22,320 in 2024. For beneficiaries attaining full retirement age in 2025, the exempt earnings amount, for the months before the month full retirement age is attained, increases to \$62,160 in 2025 from \$59,520 in 2024.

For those under full retirement age, the earnings deduction is \$1 for every \$2 of earnings over the exempt amount. For those attaining full retirement age in 2025, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month in which full retirement age is attained.

When applicable, these earnings deductions are assessed on the Tier I portion of railroad retirement employee and spouse annuities and the Tier I and Tier II portions of survivor annuities.

All 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 considered earnings for this purpose.

Retired employees and spouses, regardless of age, who work for their last pre-retirement non-railroad employer are also subject to an additional earnings deduction in their Tier II and supplemental annuities of \$1 for every \$2 in earnings up to a maximum reduction of 50 percent. This earnings restriction does not change from year to year and does not allow for an exempt amount.

A spouse annuity is subject to reduction 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 non-railroad employer or other post-retirement employment.

Special work restrictions continue to be applicable to disability annuitants in 2025. The monthly disability earnings limit increases to \$1,260 in 2025 from \$1,210 in 2024.

Regardless of age and/or earnings, no railroad retirement annuity is payable for any month in which an annuitant (retired employee, spouse or survivor) works for a railroad employer or railroad union. ■



Find us on Facebook



In Memoriam

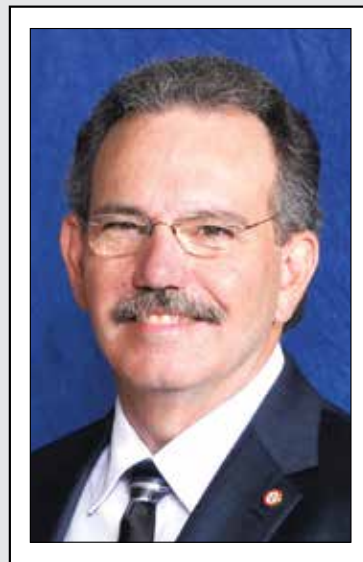
DENNIS BOSTON 1955–2024

Brother Dennis Boston passed away August 24, 2024. Brother Boston began his railroad career in 1974 with the Penn Central Railroad and was a member of Locals 28 and 10. He was a Signal Maintainer at Conrail's Detroit Terminal in 1993, when Brother Boston was appointed as a Grand Lodge Representative assigned to the BRS's Washington, D.C., office. He was appointed Vice President Northeast (later renamed Vice President Commuter, Passenger, Transit/Political Director) in April 1998, a position he was reelected to at the BRS Convention in 1998, 2002, 2006, 2010, and 2014, before retiring in 2018. Brother Boston also served as a Delegate to Convention three times, held numerous Local Officer positions, as well as Vice General Chairman and Assistant General Chairman of the United General Committee.

Brother Boston was very proud that he was able to work tirelessly for his fellow BRS members. During his career he coordinated a rally for Amtrak members (who went 8 years without a contract), worked through many Presidential Emergency Boards until a favorable decision was reached for his Union Brothers and Sisters, and perhaps most significantly, spearheaded the passage of The Railroad Retirement and Survivors' Improvement Act of 2001. He was also instrumental in the passage of the Rail Safety Improvement Act of 2008.



Many reading this will also remember Brother Boston's kind smile and how he made you feel when you were around him. His compassion and concern for his Union Brothers and Sisters was obvious from even a single conversation.



Around Grand Lodge and by many of his Commuter Brothers and Sisters, he will also be remembered for what is lovingly referred to as the "Dennis Boston School of Driving", in which he taught many Officers and Representatives how to efficiently and effectively navigate city traffic.

Dennis is survived by his wife of 43 years, Marion, his daughters Amanda (Steve) and Shannon (Jonathan), and his four grandchildren, Alyssa, Katie, Mark, and Michael. Spending time traveling as well as courtside and at the ballfield supporting his grandchildren in their athletic endeavors was a highlight of his retirement. ■

We Thank
Brother Boston

*for his many years of
dedicated service to the*

Brotherhood of Railroad Signalmen





MIKE EFAW
*National
Legislative Director*

Government Funding Extended *Shutdown Averted — for now*

LEGISLATIVE UPDATE

a government shutdown. The legislation, signed into law by President Biden on September 26, 2024, keeps the government funded through December 20, 2024. It also includes \$230 million in additional funding for the Secret Service, following a second assassination attempt on former President Donald Trump. Lawmakers narrowly avoided a shutdown, as the deadline for action was October 1, 2024.

The House passed the measure with a vote of 341–82, with more Democrats supporting the bill than Republicans. All 82 votes against the measure came from Republican members. Prior to this, House Speaker Mike Johnson attempted to pass a six-month continuing resolution paired with a measure regarding non-citizen voting rights, but that effort was blocked by a bipartisan coalition.

Before adjourning for the elections, Congress passed a stopgap funding measure to avoid

The three-month funding extension sets up a new deadline just before the holiday season, adding pressure on lawmakers to prevent another shutdown. Speaker Johnson has indicated that House leadership will oppose a massive “omnibus” spending package and instead push for the passage of 12 individual full-year appropriations bills after the election. However, progress remains slow, with only a few House bills approved along party lines and no Senate votes on individual spending bills so far.

*Signalmen's Political League (SPL)
donations go only to members of
Congress that vote for legislation in
favor of Rail Labor or help us block
unfavorable legislation.*

Signalmen's Political League (SPL) donations go only to members of Congress that vote for legislation in favor of Rail Labor or help us block

unfavorable legislation. We also target members of certain committees and leadership. There are 535 members of Congress. We do not just throw money at Democrats. We will not donate to or endorse any member that does not vote in Rail Labor's favor, including Democrats. Every dollar that goes out equals a vote in favor of legislation benefiting BRS members. ■



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Legislative
Information, Updates, & More!



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Signalmen's Political League (SPL): Committees of Interest to BRS and Expenditures 1/1/23–6/30/24

- Committees: House and Senate.
- Transportation and Infrastructure — Commerce, Science and Transportation.
- Environment and Public Works.
- Appropriations.
- Armed Services — Veterans' Affairs-Homeland Security.
- Judiciary.
- Budget, Banking, Finance, Taxation — Ways and Means.
- Leadership.
- **SPL total receipts (1/1/23–6/30/24):**
\$198,347.50 an average of \$11,000 per month.

- **Total expenditures on Democrats:** \$122,500.
- **Total expenditures on Republicans:** \$53,000.
- **Percent of funds donated per party:** Republican Party equals 27%, Democratic Party equals 73%.
- We currently support nine (9) Republicans in Congress and one (1) Republican Mayorial candidate through donations and/or endorsements who show they will consistently support Signalmen and Signalmen's issues. The BRS has also joined the Republican Main Street Partnership (RMSP).
- The Republican Main Street Partnership encompasses an alliance of conservative Republicans, including more than 70 members of Congress. Many of the relationships formed with Republican members of Congress have been made at these RMSP events. ■

Crazy Money Against Us

Information Courtesy of Open Secrets

\$4,807,163 Total Lobbying Expenditures 2020	\$4,716,533 Total Lobbying Expenditures 2016	\$10,252,790 Total Lobbying Expenditures 2012
\$2,633,745 Total Lobbying Expenditures 2024	\$4,415,309 Total Lobbying Expenditures 2023	
\$8,760,160 Total Lobbying Expenditures 2000	\$6,258,496 Total Lobbying Expenditures 2004	\$9,729,984 Total Lobbying Expenditures 2008

The chart above shows the direct spending by the Association of American Railroads (AAR) on Presidential Elections since 2000. AAR has industry partners they utilize, and they also hire other independent lobbying firms to lobby on their behalf; their efforts are almost always against our interests.

Continuous Membership



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

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

40 YEARS OF SERVICE

Edward Taylor	141
Eufemio Figueroa	84
James Smith	65

35 YEARS OF SERVICE

Cliff Starks	156
Damian Bantilan	92
Gary Kearns	156
Gene Kolifraith	102
Jason Testa	102
Jeff Sondergeld	77
John Candia	102
John Heeser, Jr.	102
Keith Lettow	102
Kenneth Dolberry	102
Mario DeLaRosa	94
Mark Smith	208
Shawn Law	141

30 YEARS OF SERVICE

Arthur Kissmer	56
Cesareo Alvarez	183
Curtis Tewart	20
Don LaBerge	229
Emmitt Freeman, Jr.	55
James Walton, Jr.	65
Joe Hiller	123
John Dexter	119
John Wons	53
Justin Barker	55
Larry Alworth	8

30 YEARS OF SERVICE

Matt Fortuna	119
Monte Goring	72
Richard Muss, II	234
Robert Kreuzer	56
Shawn Porter	161
Steven Cirone	56
Terry Kavanagh	119
Todd Anderson	20
Todd Baures	119
Trevor Shatek	226
William Cecil	20

25 YEARS OF SERVICE

Alan Moermond	136
Andrew Hayes	141
Bob Lane	183
Brad Woolard	16
Brian McKinney	77
Brian Mecchia	2
Bryan Perkins	8
Bryce Walker	111
Christopher Ragone	8
Clifton Brewer	237
Clinton Moore	24
Corey Stock	8
Craig Williams	136
Daryl Wenske	99
Dave Fauss	8
Duane Alderman	109
E. Mungo	16
Eldrige Chavez	130
Emmanuel Ohuabunwa	102

25 YEARS OF SERVICE

Griffin Wagner	56
Ivan Nordquist	8
James Chase	52
Jason Jacobs	206
Jeff Denham	123
Jesse Warren	182
Jimmy Smith	161
Joe Fulbright	141
John Paine	120
Keith Huebner	226
Ken Rogers	206
Kevin Claflin	8
McKinley Banks, Jr.	56
Michael Ellis	94
Michael MacIntosh	62
Michael West	67
Mike DeBose	99
Mike McClintic	126
Nate Gutmann	174
Paco Rodriguez	119
Pat Thompson	16
Randall Meiwes	172
Richard Wenzl	8
T. Ragione	225
Tash Rovolis	16
Terrance Shields	16
Todd Thetford	157
Travis Cowan	72
Vera Lewis	84
Vincent Oliveri, Jr.	42
Wade Hardy	8
Wendell Speller	29
Woodrow Turner	141

In Memoriam



THOMAS HEBDING 1931–2024

Thomas Hebding passed away on February 17, 2024. Brother Hebding began his railroad career on the Belt Railway Company of Chicago in December 1949. Brother Hebding served as General Chairman of the Chicago Metropolitan General Committee. Brother Hebding retired in 1992 after 43 years of service. He was a Signaller at Chicago, Illinois, at the time of his retirement. ■



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

In Remembrance

MICHAEL DEGIOVANNI — 1973–2024

Michael DeGiovanni passed away unexpectedly on October 13, 2024. Brother DeGiovanni began his railroad career on the Port Authority Trans-Hudson Corporation in December 2011. He was an active member of Local 60. Brother DeGiovanni was a Signal Repairman at the time of his passing. He was known for his smile, laughter, and dedication to his family. Brother DeGiovanni had a strong bond with his Brothers and Sisters who he thought of as family. Brother DeGiovanni leaves behind a wife and son, as well as extended family and friends. ■



OBITUARIES

MARK R. CURTIS—active member of **LOCAL 14**. Brother Curtis had 13 years of service with the Canadian National Railway. Brother Curtis was a Signaller at the time of his passing. Brother Curtis is a U.S. Army Veteran.

WILLIAM A. DICK—retired member of **LOCAL 228**. Brother Dick retired in 2002 after 42 years of service with the New York, Chicago & St. Louis Railroad and the Norfolk Southern Railway. Brother Dick was a Signaller in Indiana, at the time of his retirement.

JAMES "JIMMY" B. DOWNS—retired member of **LOCAL 19**. Brother Downs retired in 2007 after 39 years of service with the Union Pacific Railroad. Brother Downs was a Signal Inspector at Las Vegas, Nevada, at the time of his retirement. Brother Downs served as Local President.

LAWRENCE "LARRY" E. DRAKE, JR.—retired member of **LOCAL 20**. Brother Drake retired in 2010 after 41 years of service with the Chicago, Burlington & Quincy and Burlington Northern Railroads, and the BNSF Railway Company. Brother Drake was a Signal Inspector at Saint Joseph, Missouri, at the time of his retirement.

LORENZO K. DUMAS—active member of **LOCAL 183**. Brother Dumas had 2 years of service with Metra. Brother Dumas was an Assistant Signaller at Franklin Park, Illinois, at the time of his passing.

PEPPER L. GARLAND—retired member of **LOCAL 31**. Brother Garland retired in 2008 after 37 years of service with the Baltimore & Ohio Railroad and CSX Transportation. Brother Garland was a Signal Maintainer at Cumberland, Maryland, at the time of his retirement.

JEREMY R. GILBERT—active member of **LOCAL 158**. Brother Gilbert had 8 years of service with CSX Transportation. Brother Gilbert was a Signal Maintainer at Corbin, Kentucky, at the time of his passing.

SAMUEL "SAM" J. HARMENING—active member of **LOCAL 43**. Brother Harmening had 19 years of service with the Union Pacific Railroad. Brother Harmening was a Signal Maintainer at Cedar Rapids, Iowa, at the time of his passing.

DOUGLAS "DOUG" E. HUGHETT—retired member of **LOCAL 77**. Brother Hughett retired in 2012 after 39 years of service with the Norfolk & Western and Norfolk Southern Railways. Brother Hughett was a Signal Maintainer at Winston Salem, North Carolina, at the time of his retirement. Brother Hughett served as Recording-Financial Secretary.

DONALD E. KADES—retired member of **LOCAL 5**. Brother Kades retired in 2000 after 24 years of service with Amtrak. Brother Kades was a Signal Inspector at New Haven, Connecticut, at the time of his retirement. Brother Kades is a U.S. Air Force Veteran.

CLAYTON R. MILLER—retired member of **LOCAL 8**. Brother Miller retired in 2002 after 43 years of service with the Union Pacific Railroad. Brother Miller was a Signal Maintainer at Hastings, Nebraska, at the time of his retirement.

JOHNNY E. PATTON—retired member of **LOCAL 49**. Brother Patton retired in 2009 after 39 years of service with the Southern Railroad and the Norfolk Southern Railway. Brother Patton was a Construction Gang Foreman on the Southern Western Lines District at the time of his retirement.

SHANE R. SEMMEL—active member of **LOCAL 161**. Brother Semmel had 24 years of service with the BNSF Railway Company. Brother Semmel was a Signal Inspector at the time of his passing. Brother Semmel is a U.S. Air Force Veteran.

ALTON I. SLANSKY—retired member of **LOCAL 99**. Brother Slansky retired in 2011 after 39 years of service with the Southern Pacific and Union Pacific Railroads. Brother Slansky was a Signaller at Fort Worth, Texas, at the time of his retirement.

RODNEY "ROD" B. SULLIVAN—active member of **LOCAL 172**. Brother Sullivan had 31 years of service with the BNSF Railway Company. Brother Sullivan was a Signal Maintainer at Winslow, Arizona, at the time of his passing.

DONALD "DON" B. SWITZER—retired member of **LOCAL 3**. Brother Switzer retired in 2009 after 37 years of service with the Indiana Harbor Belt Railroad. Brother Switzer was an Electronic Technician at Riverdale, Illinois, at the time of his retirement. Brother Switzer served as Local President.

JOE F. VALDEZ—retired member of **LOCAL 153**. Brother Valdez retired in 2008 after 41 years of service with the Southern Pacific and Union Pacific Railroads. Brother Valdez was a Signal Foreman at Paso Robles, California, at the time of his retirement. Brother Valdez served as Local Second Vice President. Brother Valdez 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

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Objection Procedures for Expenditures Not Germane to Collective Bargaining

Section 1. Advance Reduction

Non-members required to pay agency fees as a condition of employment will have the right to object to expenditures on activities not germane to collective bargaining. Those persons filing objections, as required herein, will be entitled to receive an advance reduction of their fees. Although collective bargaining agreements requiring “membership” as a condition of employment are legal, it is the payment of all dues, fees, and assessments germane to collective bargaining and representation for collective bargaining (agency fees), not actual membership, which is required.

Section 2. Notice of Objection

- (a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector’s current home address, and he or she will be obligated to keep the Secretary-Treasurer informed of any change in address.
- (b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days from tendering their resignation.
- (c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days of receiving such notice.

Section 3. Chargeable and Non-Chargeable Expenditures

Objectors will be charged for their fair share of the costs of representation and collective bargaining, including all expenditures which are (1) germane to collective bargaining activity, (2) are justified by the government’s vital policy interest in labor peace and avoiding free riders, and (3) do not significantly add to the burdening of free speech that is inherent in the allowance of an agency or union shop. Objectors will not be charged for expenditures failing to meet these criteria. The following are examples of these types of expenditures:

Chargeable Expenditures:

- (a) All funds expended on collective bargaining.
- (b) All funds expended on contract administration, grievance adjustment, and arbitration.
- (c) All funds expended on internal governance and administration.
- (d) Grand Lodge conventions and meetings,
- (e) Union business meetings,
- (f) Costs of benefits available to all bargaining unit employees,

- (g) Litigation expenses and attorneys’ fees incidental to negotiating and administering contracts and collective bargaining,
- (h) Economic action in support of collective bargaining,
- (i) Travel expenses for Union officers and employees attributable to collective bargaining, representation for collective bargaining and related activities,
- (j) Portions of salaries and fringe benefits of Union officers, business agents, and employees attributable to collective bargaining, representation and related activities,
- (k) Union publications to the extent that they report on representational activities.

Non-Chargeable Expenditures:

- (a) All funds expended on the election of candidates for public office, including contributions to any political party, political organization, or candidate for public office; expenditures on behalf of and facilities used for any political party, political organization, or candidate for public office,
- (b) All funds expended on efforts to recruit new members,
- (c) All funds expended on lobbying except for lobbying directly related to ratifying or implementing a collective bargaining agreement,
- (d) All dues to the AFL-CIO,
- (e) All contributions to charitable and educational groups,
- (f) A prorated portion of the cost of The Signalman’s Journal and other Union publications devoted to the coverage of subjects specified in the preceding subsections, or any other non-germane subjects,
- (g) Voter registration drives,
- (h) Costs related to any participation with non-labor organizations (e.g., community events).

In calendar year 2024, 91.39% of expenditures were made for chargeable activities. This percentage was certified by independent auditors who are also certified public accountants.

Section 4. Audit Report

Grand Lodge will retain a certified public accountant to audit its allocation of expenditures into chargeable and non-chargeable categories during each July 1–June 30 fiscal year preceding any fiscal year during which an objector is required to pay an agency fee. A copy of said audit report and a description of chargeable and non-chargeable expenses will be mailed to all non-member agency fee payers upon request. In addition, any non-member filing notice of objection under Section 2(b) and (c) will be mailed a copy of the documents listed above at the time of their objection.

Section 5. Advance Reduction Calculation

The percentage of non-chargeable expenditures will be calculated in accordance with the certified audit report. The amount of the advance reduction will be calculated by multiplying projected fee payments times the non-chargeable percentage. Non-members filing a notice of objection pursuant to Section 2(a) will receive an advance reduction in agency fees during the following calendar year. Non-members filing objections under Section 2(b) will receive an advance reduction in agency fees from the first day of the month following the month in which they tendered their resignation through December 31 of that year. Non-members filing objections under Section 2(c) will receive an advance reduction in agency fees for the period they begin paying such fees through December 31 of that year.

Section 6. Challenge of Calculation

Non-members filing a notice of objection pursuant to Section 2 may challenge the calculation of chargeable and non-chargeable expenditures by filing a written challenge with the Secretary-Treasurer postmarked no later than the November 30 following the October mailing of the audit report being challenged. Non-members filing timely objections under Section 2(b) or (c) may also challenge the calculation of chargeable and non-chargeable expenses by filing a written challenge with the Secretary-Treasurer postmarked no later than the deadline set forth in said sections for filing objections; and such challenges will be consolidated for arbitration with those filed under the first sentence of this section.

Section 7. Selection of Arbitrator

In the event a challenge is filed under Section 6, the Secretary-Treasurer will provide a list of challengers to the American Arbitration Association (AAA). All challenges will be consolidated. The AAA will appoint an arbitrator from a special panel maintained by the AAA for this purpose. The AAA will inform the Secretary-Treasurer, and the challengers of the arbitrator selected.

Section 8. Arbitration Procedures

(a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.

(b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.

(c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy avail-

able for inspection.

(d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.

(e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses it intends to call, except for exhibits and witnesses it may introduce for rebuttal. Copies of exhibits will be made available upon request.

(f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.

(g) If the arbitrator determines that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

(h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Section 9. Escrow Account

The Union will establish an escrow account containing the portion of agency fees paid by non-members filing challenges pursuant to Section 6 which reasonably may be in dispute in arbitration. In the event the Union escrow is less than the entire amount of fees so paid, the amount of the escrow will be based on an independent audit, and the escrow figure will be independently verified. After the issuance of the arbitration award, the escrow fund will be distributed in accordance with the arbitrator's decision.

Section 10. Administration by Secretary-Treasurer

The Secretary-Treasurer will administer this policy in a manner that is completely fair to agency fee payers who wish to object. The Secretary-Treasurer has the authority to determine the amount of the reduced fee each year, to provide proper notice of this policy to agency fee payers, to waive procedural requirements when fairness requires, to informally resolve challenges to the Union's calculation, and to promulgate procedures for accommodating agency fee objections in accordance with applicable state or federal laws.

Section 11. Amendments

The Grand Executive Council will have authority to amend this policy as it deems appropriate.

Section 12. Not Applicable in Canada

This policy is not applicable to members working in Canada. ■

BRS DESIGNATED COUNSEL

ON-THE-JOB INJURY | FELA | RAIL LABOR | INFO | LAW
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
2001 Park Place
Suite 1350
Birmingham, AL 35203
Tel. (205) 251-9000
(800) 633-3733
www.burge-law.com

ARKANSAS

Chris Christy

Christy • Ferguson
201 W. Broadway Street
Suite G12
North Little Rock, AR 72114
Tel. (501) 758-0278

CALIFORNIA

Jay A. Kaplan

Kaplan Law Corporation
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,
Reboso, & Spier, PA
9155 S. Dadeland Boulevard
Suite 1200
Miami, FL 33156
Tel. (305) 900-5493
www.rbrlaw.com

ILLINOIS

F. Daniel Petro

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

Daniel J. Downes

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

Benjamin J. Wilensky

Sommers Swartz, PC
1 Towne Square
Suite 1700
Southfield, MI 48076
Tel. (248) 746-4024
(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
www.palermolaw.org

TEXAS

Weldon Granger

Jones Granger

Robert M. Tramuto

Jones Granger
10000 Memorial Drive
Suite 888
Houston, TX 77210
Tel. (713) 668-0230
(800) 231-3359
www.jonesgranger.com

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.moodyrllaw.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.

BENEFITS DIRECTORY

INSURANCE | CLAIMS | GROUP POLICIES | INFO
HEALTH | RAILROAD RETIREMENT | PLANS
PHARMACY BENEFIT

Your Track to Health

www.yourtracktohealth.com



Whether you want to better understand your plan and coverage, access a form, add a dependent, or research retirement benefits, it's easy to find the information you need on this site.

(NOTE: Information on 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

SUPPLEMENTAL SICKNESS BENEFITS

The Hartford

1-800-205-7651

<https://abilityadvantage.thehartford.com>

VISION BENEFITS

EyeMed

Member Support

1-855-212-6003

www.eyemedvisioncare.com/railroad

DENTAL BENEFITS

Aetna

1-877-277-3368

www.aetna.com

MANAGED PHARMACY BENEFIT

Express Scripts

Retail pharmacy network provides medication for acute, short-term care. Mail-order prescription service provides medication for chronic, long-term care. UnitedHealthcare Plans GA-23000 and GA-46000.

1-800-842-0070

www.express-scripts.com

RAILROAD RETIREMENT BOARD

Automated Help Line

1-877-772-5772

www.rrb.gov

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www.unionplus.org

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BRS WATCHES — Gold BRS logo on the face.

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

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:

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' x 3')		54.50	
Golf Balls (pack of 3)		10.50	
Coffee Mug		8.00	
Pocket Watch		94.50	
Wrist Watch		120.00	
Mantle/Desktop Clock		136.00	
Magnet		6.00	
Keychain/Bottle Opener		4.00	

HATS	QUANTITY	PRICE	TOTAL
Cap (camo/orange)		20.75	
Cap (black dye sub)		18.00	

APPAREL	S	M	L	XL	2X	3X	4X	PRICE	TOTAL
NEW—Union Proud T-Shirt								\$20.00	
NEW—Golf Shirt (black w/logo)								50.00	
NEW—Golf Shirt (blue w/logo)								50.00	
NEW—Golf Shirt (sage w/logo)								50.00	
NEW—Golf Shirt (rust w/logo)								50.00	
NEW—Golf Shirt (olive w/logo)								50.00	
NEW—Half Quarter Zip								55.00	
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	

CLEARANCE	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	

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____ CERTIFICATE # _____

ORDER ONLINE AT WWW.BRS.ORG

SIGNALMAN'S STORE

Happy Holidays



NEW

UNION PROUD T-SHIRT



DESIGN ON BACK
OF SWEATSHIRT



GREY SWEATSHIRT



NEW

QUARTER ZIP



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NEW

GOLF SHIRT (SAGE)



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GOLF SHIRT (RUST)



GOLF SHIRT (OLIVE)



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& LEATHER COAT



NAVY SOFT
SHELL JACKET



BLACK CANVAS COAT



CAPS



POCKET WATCH



WRIST WATCH



MANTLE CLOCK

MEETING PHOTOS



Local 244 Meeting • • • Greenfield, Massachusetts



Pictured from left to right:
David Weed, Kyle Hodgman,
Matthew Bednarski, Eric
Hodgman, Robert Schnoor,
Ken Jones, Scott Bradley,
and Joseph Lavallee.



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TRAINING PHOTOS



Local Chairmen's Training

Front Royal, Virginia



MEETING PHOTOS



Local 198 Meeting

Unicoi, Tennessee



Local 31 Meeting

Bridgeport, West Virginia



Local 31 President Brandon Dawley gives the obligation to Jason Bennett and Cody Nygard.

PHOTO CONTEST

WINNERS FOR 2024

FIRST PLACE



Walking approaches for crossings in Mt. Holly, North Carolina.

Photo submitted by Timothy Menefee, Local 16 Local Chairman.

SECOND PLACE



CSX train traveling westbound on the Cleveland Subdivision in Brookpark, Ohio, passing CPL Signal 90.

Photo submitted by Matt Deaton, Local 94 Vice General Chairman.

THIRD PLACE



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

42ND ANNUAL 2025 PHOTO CONTEST

The Signalman's Journal will conduct its 42nd Annual Photo Contest during 2025, accepting entries of signal-related photographs from BRS members for publication in *The Signalman's Journal* and judging in the popular contest.

The Signalman's Journal 2025 Photo Contest prizes include:

First Place: Union-made BRS logo wristwatch and \$100 gift certificate to the Signalman's Store.

Second Place: Union-made black canvas coat with blanket lining and \$75 gift certificate to the Signalman's Store.

Third Place: \$50 gift certificate to the Signalman's Store.

The Signalman's Journal encourages members to submit photographs that feature signal equipment or Signalmen working at their craft. Photographs of Signalmen at work must depict proper safety equipment (for example: hard hats, eye protection, or other necessary safety gear), and other generally recognized safe work practices.

The contest rules for 2025 are as follows:

1. Photographs should be in color and no smaller than 3 inches by 5 inches in size. Digital pictures are accepted and encouraged, but the photo should be of very high resolution. Negatives or Polaroid photos will not be considered. There is no limit on the number of entries.

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2025 contest will be October 1, 2025. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted become the property of the BRS — which may edit, publish, distribute, and republish them in any form.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location, and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

Editor – *The Signalman's Journal*
917 Shenandoah Shores Road
Front Royal, VA 22630-6418

Or email to: tme@brs.org

BROTHERHOOD OF RAILROAD SIGNALMEN — 2025 PHOTO CONTEST

NAME _____	LOCAL _____
MAILING ADDRESS _____	
CITY _____	STATE _____ ZIP _____
EMAIL ADDRESS _____	
PHONE (Daytime) _____	(Evening) _____
R.R. EMPLOYER _____	JOB TITLE _____
PHOTO LOCATION _____	R.R. DIVISION _____
PHOTO DESCRIPTION _____	

ENTRY FORM

USA • BUY UNION • BUY USA • BUY UNION • BUY USA • BUY UNION • BUY USA • BUY UNION

UAW CARS

Cadillac Celestiq
Cadillac CT4
Cadillac CT4-V
Cadillac CT4-V Blackwing
Cadillac CT5
Cadillac CT5-V
Cadillac CT5-V Black Wing
Chevrolet Bolt (Electric)
Chevrolet Bolt EUV (Electric)
Chevrolet Camaro
Chevrolet Corvette
Chevrolet Malibu
Ford Mustang Coupe
Ford Mustang Convertible
Ford Mustang Shelby

UAW TRUCKS

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

Jeep Gladiator
Ram 1500*
Ram 1500 Classic

UAW SUVs/CUVs

Buick Enclave
Cadillac Escalade
Cadillac Escalade ESV
Cadillac Lyriq (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 XL
Jeep Grand Cherokee
Jeep Grand Cherokee (Hybrid)
Jeep Wagoneer
Grand Wagoneer
Jeep Wrangler

Jeep Wrangler (Hybrid)
Lincoln Aviator
Lincoln Aviator (Hybrid)
Lincoln Corsair
Lincoln Navigator/L

UAW VANS

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

UNIFOR CARS

Dodge Challenger
Dodge Charger

UNIFOR SUVs/CUVs

Chevrolet Equinox*
Ford Edge

UNIFOR VANS

Chrysler Pacifica
Chrysler Pacifica (Hybrid)
Chrysler Voyager

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.

Vehicles marked with a single asterisk (*) are also produced in Mexico.

When purchasing a vehicle marked with a single 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.

