

THE SIGNALMAN'S JOURNAL



HAPPY

holidays



Hard Hat Sticker
PAGE 29

For Members Only



PROGRAM	INFORMATION
Accidental Death Insurance	800-393-0864, unionplus.org/accidentinsurance
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Auto Buying Service	unionplus.org/autobuying
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Avis	800-698-5685, use discount # B723700
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Dollar	800-800-4000, use discount # 3042236
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Credit Counseling	877-833-1745, unionplus.org/creditcounseling
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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
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Medical Bill Negotiating Service	unionplus.org/billnegotiator
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Moving Discounts	unionplus.org/movingvans
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Pet Insurance	unionplus.org/pets
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Renters Insurance	855-666-5797, discount code DJ7 unionplus.org/rentersinsurance
Save My Home Hotline	866-490-5361, unionplus.org/savemyhome
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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:

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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Snowcapped scenery at the top of the Sierra Nevada Mountain Range located on the Union Pacific Roseville Subdivision at M.P. 175.63 in Northern California.

Submitted by Brody J. Davis,
Member of Local 111.



FROM THE PRESIDENT

— Michael S. Baldwin, BRS President

HAPPY
holidays

Brothers and Sisters,

As the holiday season approaches and the year winds down, I want to take a moment to speak directly to you, the proud members of the Brotherhood of Railroad Signalmen — the hardworking men and women who keep America's railroads safe, reliable, and running every single day.

We all know the holidays do not mean time off for everyone. While much of the country settles in with family, many of you will be out there — inspecting, maintaining, upgrading, and protecting the very systems that keep our rail network functioning. Through snow, rain, bitter cold, and long nights, you have stood guard over the rails, often unnoticed but never unneeded.

Signalmen are the invisible hands behind the safety and precision of rail operations. You don't just maintain equipment — you protect lives. Every train that moves safely across this country does so because a Signalman made sure the system worked. That is not just a job — that is a responsibility few understand and even fewer can handle.

And yet, too often, BRS members are forced to fight just to be heard — to get a fair contract, decent time off, safe working conditions, and respect from rail carriers that seem to see only profits instead of people. It is wrong — and it is why we stand together, in union, with unshakable solidarity.

When working people stand united, we have the power to shape our industry's future. It doesn't happen overnight, and it never happens without struggle — but the Brotherhood of Railroad Signalmen has never been afraid of a fight. You have stood tall for over a century, and you'll keep standing — for each other, for your families, and for the generations who will carry that torch forward.

So this holiday season, as you gather with loved ones — or stand watch over the rails — know this: **You are not alone. You are respected, and you are essential — not just in word, but in truth.**

On behalf of every working person who benefits from your vigilance, thank you. From every union that shares this struggle with you, we stand beside you. And from every community connected by the rails you protect — we are grateful.

May you find rest, warmth, and strength this season. And may the coming year bring not just hope, but hard-won progress.

Stay safe. Stay proud. Stay signal strong.

In Solidarity,

Michael S. Baldwin — BRS President



Union College Benefit **EDVANCE**

Higher Education. Lower Cost.

BRS members and their families can now access accredited, online colleges with tuition savings made just for you.



**For BRS Members
& Families**

Explore the **Union College Benefit**

In partnership with BRS, Edvance offers members and their families access to undergraduate degrees, certificates, and graduate degrees through growing network of regionally accredited colleges and universities.

- ✓ Exclusive tuition discounts for members and their families
- ✓ Over 125+ career-focused degree and certificate programs
- ✓ 100% online to fit busy schedules

Hear From **Real** Union Families.

"Going back to school was a big decision because I didn't want more debt. The Union College Benefit helped a lot. I wouldn't have pursued my bachelor's without my dad's union."

JESS PHILLIS, DAUGHTER OF USW MEMBER AND
TRINE UNIVERSITY GRADUATE

Learn More



unioncollegebenefit.online/brs



FROM THE SECRETARY-TREASURER

James M. Finnegan, BRS Secretary-Treasurer



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. Contact your Local Secretary, or call Grand Lodge at (540) 622-6522 extension 526, if you have changes.

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; you may also 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 extension 526.

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 number 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 Update for 2026

Employee Cost-Share Contribution

The 15% employee monthly cost-sharing contributions will increase in 2026 for railroad employees covered by the National Plans from \$277.54 to \$308.49. For properties with ratified agreements, the HDHP monthly employee contribution will be \$205.66. If you have any questions, please call my office at (540) 622-6527.



Help fight the flu this winter.

Each of us can help protect all of us.
Get a flu shot and show you care.

Flu season is here, and the best way to help fight against it is to get a flu shot.



Covered at 100%¹

It's covered at 100% when you use a clinic or pharmacy in your medical plan's network. Remember to bring your medical plan ID card to your appointment.



An important reminder

The flu vaccine can help weaken or prevent the flu² — and getting the shot may help keep others safe too.



Need help finding a vaccine location?

Call 24/7 Nurses & Health Specialists at **1-866-735-5685** or go to **YourTracktoHealth.com** for support. To save this number or call now, scan this QR code with your phone.



Stay healthy this winter

Stay up to date on annual wellness checkups and other vaccinations too.

¹ For participants in The Railroad Employees National Health and Welfare Plan or The SMART-TD Health and Welfare Plan, vaccines are covered at 100% (\$0 out of pocket) when you use a clinic or pharmacy in your medical plan's network. That includes many retail pharmacies and walk-in retail clinics. Be sure to bring your medical plan ID card when you get your vaccination(s). Comprehensive Health Care Benefit (CHCB) covers vaccines at 100% regardless of medical plan network status.

² The Centers for Disease Control and Prevention, <https://www.cdc.gov/flu/vaccines/>. Accessed August 2025.

The information provided is for general informational purposes only and is not intended to be medical advice or a substitute for professional health care. You should consult an appropriate health care professional for your specific needs.

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**YOUR TRACK
TO HEALTH**

24/7 Nurses & Health Specialists

HAPPY holidays



MIKE BALDWIN



JIM FINNEGAN



TIM TARRANT



CORY CLAYPOOL



MIKE EFAW



CHRIS HAND



JUSTIN PIER



JEREMY FARR



GENE MOORE



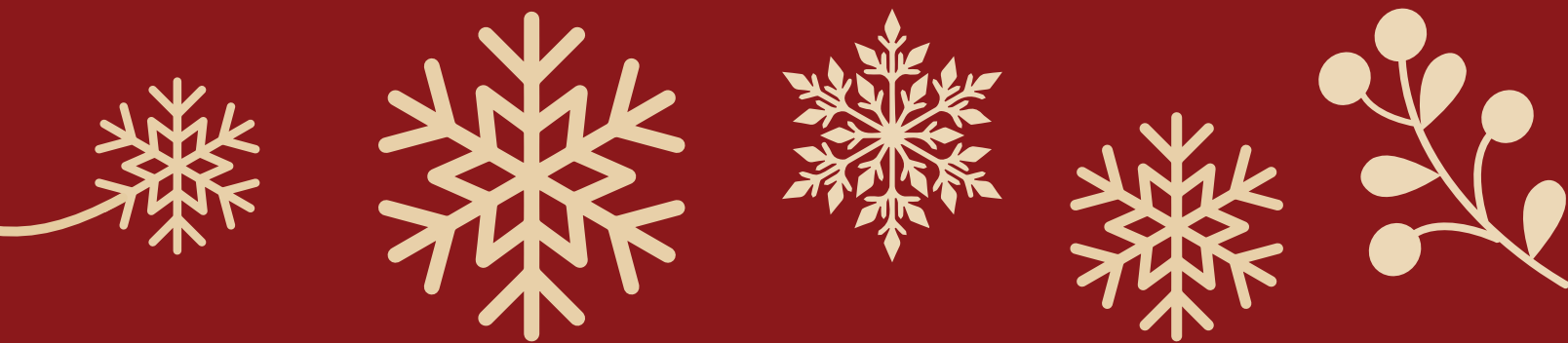
JILLIAN LASKY



TERESA EMBREY



MICHAELA CLAYWELL



BRANDON ELVEY



DOUG VANDERJAGT



KURT MULLINS



MATT TRUJILLO



MIKE SULLIVAN



ANDY WEBB



AARON CARTER



OLIVIA LAMBERT



EMILY SCOTT



CARA STARKEY

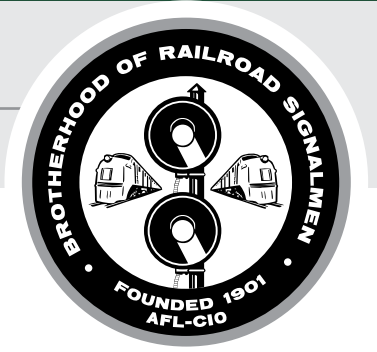


WHITNEY WILSON



CRYSTAL ROBINSON

Commuter Updates



Locals 56 and 241 — BRS Members at the Long Island Rail Road (LIRR) Presidential Emergency Board (PEB) 253

Unions in the Long Island Rail Road Bargaining Coalition (LIRRBC) convened Presidential Emergency Board (PEB) 253 on October 5, 2025.

The facts leading into PEB 253 were clear. Congestion Pricing — a tolling program that charges drivers entering Manhattan during peak hours, has driven new revenue into the LIRR and helped push ridership to post-pandemic highs. Meanwhile, the hardworking men and women of the LIRR have delivered all-time records in on-time performance on a railroad that has been operating since 1834. In return, they expected wages to keep pace with New York's cost of living. This is not greed — it is fairness.

“What we’ve been asking for since negotiations commenced more than two years ago is exceedingly reasonable, essentially the status quo. In stark contrast, the employer has been seeking a concessionary contract that doesn’t keep pace with the high cost of living in our metropolitan area,” said Mike Sullivan, General Chairman of the LIRR General Committee.

Presidential Emergency Board 253 rejected the LIRR’s calls for overreaching work-rule concessions and other regressive changes. Instead, the Board recommended meaningful wage increases, a \$3,000 lump-sum payment, and full retroactive pay:

- 3.0%, effective June 16, 2023;
- 3.0%, effective June 16, 2024;
- 3.5%, effective June 16, 2025;
- 4.5%, effective July 16, 2026.

The three members of PEB 253 made clear that the LIRR should bargain in good faith with the Coalition and provided recommendations that should form the basis of a voluntary agreement.

The BRS remains strong, united, and committed to finishing this fight. We will not rest until a fair contract is secured.

Local 53 — SEPTA Finds Temporary Solution to Fiscal Cliff

Following a legislative battle that included rallies at the State Capital in Harrisburg, Pennsylvania, and in Philadelphia, SEPTA was permitted to use 394 million dollars in future capital funds to avoid catastrophic service cuts. This temporary solution was approved by Governor Shapiro and provides a critical two-year reprieve for services, yet SEPTA’s long term financial challenges remain. The work continues to find a real and sustainable investment to address future SEPTA funding. The BRS will continue to work with the State AFL-CIO and other affected Unions until a solution is found.

Local 16 — BRS Members Employed at Alstom (SunRail) Start Negotiations

BRS Members working for Alstom and performing track work on SunRail in Orlando, Florida, met virtually with Alstom officials, on September 3, 2025, to officially start negotiations for the next collective bargaining agreement, their second since becoming members of the BRS in 2022. The BRS Negotiating Committee will work diligently to negotiate an agreement that recognizes the heavy responsibility and hard work these BRS Members perform every day. The Negotiating Committee consists of Vice President Tim Tarrant, General Chairman Jason Skidmore, Vice General Chairman Bill Yates, and Local Chairman Jose Soler.

BRS Members Working for Amtrak Experience Elevated Disciplinary Investigations

BRS members working for Amtrak throughout the country are currently seeing higher than normal disciplinary hearings at a time when they should be enjoying the enhanced benefits of their current agreement. In May 2023, BRS members ratified a seven-year agreement that provided better benefits and working conditions, yet disciplinary proceedings are on the rise. While Amtrak

is continuing to hire in the signal and communications department, it appears that after hiring new employees, it is taking the Class I freight railroad approach of spending the next 30 years trying to discipline them. The BRS will continue to fight against this short-sighted approach and protect every member from unwarranted discipline.

Local 243 — Negotiations Continue at Denver Transit Operators (DTO)

On October 23, 2025, the BRS Negotiating Committee consisting of Local Chairmen David Martin and Todd Laemmar, Local President Travis Isaac, General Chairman Jeremy Huckabee, and Vice President Tim Tarrant, met with officials from DTO to continue contract negotiations. The meeting was productive, and the parties are moving closer to a contract settlement that recognizes the responsibility and hard work Local 243 members perform every day. Local 243 represents seven different crafts including Dispatchers, Operations Control Coordinators, Facilities Maintenance, Traction Power, Track, Signal, and Communications.

Local 183 — The Metra Rail Labor Bargaining Coalition Grows as Negotiations Continue

On October 23, 2025, the coalition of rail labor unions bargaining together at Metra grew stronger as the Transportation Communication Union Clerical (TCU) and the American Railway Supervisors Association (ARASA) joined the Brotherhood of Railroad Signalmen (BRS), Brotherhood of Maintenance of Way Employees Division-IBT (BMWED), the International Association of Machinist & Aerospace Workers District Lodge 19 (IAMAW), the International Brotherhood of Electrical Workers (IBEW), and SMART Mechanical in bargaining. The seven-Union-strong coalition will continue to bargain for a contract that recognizes the essential role each Union's members perform day in and day out to ensure the safe and efficient movement of passenger trains in Chicago. ■

DID YOU SERVE *in a Branch of the Military?*



If so, please send in your photo(s) so you may be included in the annual “special edition” of *The Signalman's Journal*. The issue will highlight BRS members who are veterans, reservists, etc., 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

OBITUARIES

PATRICK F. BEALS—retired member of **LOCAL 119**. Brother Beals retired in 2016 after 44 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Beals was a CTC Signal Maintainer at Lincoln, Nebraska, at the time of his retirement.

ARTHUR J. COPELAND—retired member of **LOCAL 35**. Brother Copeland retired in 1997 after 44 years of service with the New York Central Railroad, the Penn Central Transportation Company, and Conrail. Brother Copeland was a Maintainer Test at Cleveland, Ohio, at the time of his retirement.

THOMAS “KRUSTY” J. DUDA—retired member of **LOCAL 188**. Brother Duda retired in 2008 after 11 years of service with the BNSF Railway Company. Brother Duda was a Signal Foreman at Bonners Ferry, Idaho, at the time of his retirement.

GERARD “JERRY” DUMAN, III—retired member of **LOCAL 99**. Brother Duman retired in 2009 after 39 years of service with the Southern Pacific and Union Pacific Railroads. Brother Duman was a Signal Maintainer at Del Rio, Texas, at the time of his retirement. Brother Duman is a U.S. Navy Veteran.

WILLIAM “BILLY” L. JEFFORDS, JR.—active member of **LOCAL 16**. Brother Jeffords had 44 years of service with CSX Transportation. Brother Jeffords was a Construction Foreman at the time of his passing.

STEVEN “STEVE” L. JOHNSON—retired member of **LOCAL 8**. Brother Johnson retired in 2014 after 31 years of service with the Union Pacific Railroad. Brother Johnson was a Signalman at North Platte, Nebraska, at the time of his retirement.

DAVID L. KEHM—retired member of **LOCAL 119**. Brother Kehm retired in 2013 after 36 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Kehm was a Signal Maintainer at Lincoln, Nebraska, at the time of his retirement. Brother Kehm served as Local Trustee.

MARK D. MAILLY—active member of **LOCAL 84**. Brother Mailly had 11 years of service with New Jersey Transit. Brother Mailly was a Signal Maintainer at the time of his passing.

JAY Y. NANCE—retired member of **LOCAL 179**. Brother Nance retired in 1996 after 30 years of service with the Union Pacific Railroad. Brother Nance was a Signal Maintainer at Montello, Nevada, at the time of his retirement. Brother Nance served as Local Chairman. Brother Nance is a U.S. Marine Veteran.

RONALD “RON” W. NEWCOMB, JR.—retired member of **LOCAL 194**. Brother Newcomb retired in 2023 after 31 years of service with the Belt Railway Company of Chicago. Brother Newcomb was a Signal Inspector at the time of his retirement. Brother Newcomb served as Vice General Chairman, Local Chairman, and First Vice President.

DONALD R. POPPER—retired member of **LOCAL 59**. Brother Popper retired in 1992 after 42 years of service with the Erie Railroad, the Erie Lackawanna Railway, and Conrail. Brother Popper was a Signal Inspector at Pittston, Pennsylvania, at the time of his retirement. Brother Popper served as Local Chairman. Brother Popper is a U.S. Air Force Veteran.

DONALD W. SCHWARTZ—retired member of **LOCAL 183**. Brother Schwartz retired in 1996 after 42 years of service with the Chicago, Milwaukee, St. Paul and Pacific Railroad, and Metra. Brother Schwartz was a Signal Maintainer at Chicago, Illinois, at the time of his retirement. Brother Schwartz is a U.S. Army Veteran.

LEO P. SOZZI—retired member of **LOCAL 76**. Brother Sozzi retired in 1996 after 37 years of service with the New York Central Railroad, the Penn Central Transportation Company, Conrail, and the Metro-North Railroad. Brother Sozzi was an Assistant Signal Foreman at Harmon, New York, at the time of his retirement.

LAURENCE “LARRY” D. SUHSEN—retired member of **LOCAL 226**. Brother Suhsen retired in 1996 after 39 years of service with the Soo Line Railroad. Brother Suhsen was a Signal Maintainer at Buffalo, Minnesota, at the time of his retirement. Brother Suhsen served as Recording-Financial Secretary and Local Trustee. Brother Suhsen is a U.S. Navy Veteran.

IN MEMORY

*of those who are
forever in our hearts.*

EDITOR’S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: membership@brs.org

Continuous Membership



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

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

45 YEARS OF SERVICE

David Hofer _____ 16

40 YEARS OF SERVICE

James Piltz _____ 1

Scott Lipe _____ 51

35 YEARS OF SERVICE

Anthony Ratliff _____ 176

Archie Brown _____ 137

Don Hunt _____ 158

Jeffrey Walsh _____ 102

John Harvey _____ 8

John O'Connell _____ 183

Mark Fischer _____ 226

Matt Southard _____ 161

Pat Ragland _____ 143

Steve Clothier _____ 226

William Smith _____ 158

30 YEARS OF SERVICE

Barry Lewis _____ 8

Benji Holthaus _____ 8

Brian Boyd _____ 72

30 YEARS OF SERVICE

Francois Cartier _____ 86

Granville Cooper _____ 8

John Autin, III _____ 206

John Peterson _____ 8

Justin Paddock _____ 72

Kent Mosely _____ 102

Kerry Svejksky _____ 8

Kevin Fox _____ 8

Lavelle Newell _____ 102

Lori Bell _____ 42

Mark Walsh _____ 8

Matthew Miller _____ 173

Michael Eberl _____ 8

Michael Heath _____ 5

Michael Marino _____ 102

Richard Burkett _____ 229

Robert Harrington _____ 72

Rodney Magnett _____ 8

Ron Gonzalez _____ 228

Russell Wheeler _____ 141

Ryan Barton _____ 8

Shawn Fleming _____ 48

25 YEARS OF SERVICE

Andre Fuller _____ 84

Chris Robb _____ 72

Dan Lopez _____ 56

Dave Price _____ 16

Dave Wallach _____ 56

Dean Shover _____ 161

Derrick Miller _____ 234

Eddie Milanes _____ 84

Eric Kaarstad, Sr. _____ 80

Ernest Dunbar _____ 14

Fentress Brantley _____ 49

George Young _____ 157

Jeff Bonebrake _____ 154

Joe Skaggs _____ 84

John Gabric _____ 16

John Holter _____ 241

Ken Wiltz _____ 121

Kevin Cline _____ 72

Lance Guidry _____ 121

Matt Allen _____ 185

Mohamed Twahir _____ 56

Rebecca Amburgey _____ 234

Reed Dawley _____ 80

Reginald King _____ 84

Timothy Morgan _____ 121

Troy McBroom _____ 185



MIKE EFAW
*National
Legislative Director*

Carrying the Signalmen's Voice to Washington

Over the past several months, the Brotherhood of Railroad Signalmen (BRS) has remained active, visible, and engaged in federal policy discussions that directly affect the safety, jobs, and professional integrity of our members. Much of this work has focused on ensuring that when decisions about rail safety, technology, and funding are made in Washington, the voices of Signalmen are in the room.

As National Legislative Director, I have met and spoken at length with both the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation to discuss our union's top legislative and regulatory priorities. These discussions have been centered on ensuring that federal policy reflects what we know in the field — that safety, training, and qualified human oversight are the foundation of a reliable rail system.

One of our most pressing priorities has been monitoring the Federal Railroad Administration's (FRA) ongoing effort to "modernize" rail regulations. While modernization can bring positive change, it can also serve as a cover for deregulation. We have seen proposals that would scale back testing frequencies, extend inspection intervals, or replace qualified human oversight with remote monitoring technology.

The BRS has been leading the way, and our message is clear and consistent: technology is a tool, not a replacement for trained Signalmen. The regulations that govern our craft were put in place after hard lessons and real tragedies. They are not bureaucratic red tape; they are

the guardrails that protect workers, passengers, and the public. In formal comments, meetings with FRA officials, and coalition discussions, we have underscored that modernization must enhance safety, not weaken it.

Alongside that effort, the BRS continues to focus on one of the most vital federal programs supporting rail safety, Section 130 — Grade-Crossing Safety Program. Highway-rail grade crossings remain the most dangerous part of the rail system for the general public. In 2023 alone, there were 2,192 grade crossing collisions resulting in 247 fatalities and 766 injuries at crossings across the country according to data from Operation Lifesaver.

Section 130 provides formula funding to states to upgrade these crossings with gates, flashing lights, signage, and other safety infrastructure.

This program differs from the newer Railroad Crossing Elimination Program, which funds full grade separations or closures. While elimination projects are important, Section 130 addresses the thousands of active crossings that communities depend on every day — particularly in rural and small-town America.

For years, Congress included funding within Section 130 to target what are known as "passive crossings" — crossings that lack any warning lights or gates. These are the most dangerous sites in the nation because they rely entirely on motorists to notice a train. Data from the Federal Highway Administration shows that passive crossings reduce crash risk by only 25 percent, while adding flashing lights cuts that risk by 64 percent, and installing lights and gates — costing \$150,000 to \$300,000 per site — reduces crashes by 88 percent.

The funding was designed to help states install protective devices where they were needed most. However, after the requirement was removed, many states began diverting

*The BRS has been leading the way,
and our message is clear and consistent:
technology is a tool, not a replacement
for trained Signalmen.*

their Section 130 funds toward routine maintenance or administrative costs rather than addressing the highest-risk crossings.

This is why the BRS is urging Congress to restore the funding in the upcoming Surface Transportation Reauthorization. Directing those funds toward unprotected crossings will save lives, strengthen safety infrastructure, and support the skilled Signalmen who build and maintain it. Every dollar spent on these upgrades is an investment in both safety and good, steady railroad jobs.

Beyond grade-crossing safety, the BRS is also leading conversations around defect detector oversight, particularly the installation, testing, maintenance, and alerts of hot-bearing detectors. Following several major derailments, we have been pressing Congress and the FRA for minimum spacing standards and stronger enforcement authority. Railroads should not have the discretion to remove or stretch the distance between detectors simply to cut costs. These systems are essential for detecting failures before they lead to disasters, and they only work because Signalmen keep them calibrated, connected, and operational.

The BRS also continues to emphasize the need for strong labor standards in passenger rail. As new operators look to enter the market under federal grant programs, the BRS and our labor partners are fighting to ensure that all employees performing rail work are covered under the Railway Labor Act, the Railroad Retirement Act, and the Railroad Unemployment Insurance Act. These laws create a level playing field, prevent the erosion of fair labor standards, and ensure that safety-critical work is done by qualified career railroad professionals — not contractors operating under different rules.

Much of this advocacy happens through coalition work. The BRS has worked closely with other rail unions and the Transportation Trades Department, AFL-CIO, to coordinate outreach, issue joint letters, and appear together before key committees. That unified approach has earned labor credibility on both sides of the aisle. Increasingly, members of Congress now call on rail labor, including the BRS, for technical input before drafting safety legislation. We have made it clear that our goal is not politics; it is safety and professionalism.

Looking ahead, the BRS will continue its engagement with the AASHTO Council on Rail Transportation, where state transportation officials meet to set rail safety

and funding priorities. We will also stay closely involved in the debate over the Railway Safety Enhancement Act and monitor merger activity before the Surface Transportation Board that could affect both jobs and service quality across the rail network.

At every step, our message remains the same: safety first, always. Signalmen are the backbone of rail safety. We are the people who make sure trains move when they're supposed to, stop when they need to, and protect the public along every mile of track.

That is the message we are carrying into every committee meeting and every policy discussion in Washington — because without Signalmen, there is no safe rail system.

Update on Long Island Rail Road Presidential Emergency Board

The Presidential Emergency Board (PEB) convened October 6–9, 2025, to address the ongoing dispute involving the Long Island Rail Road. Following several days of testimony and presentations from both the unions and the carrier, the Board's recommendations were formally submitted to the President of the United States on Friday, October 17, 2025.

At this stage, the unions involved are reviewing the PEB's recommendations and discussing the findings and proposed terms with their respective memberships. These internal discussions are a critical part of the process before any further action is taken.

The next step in the process will be a public hearing hosted by the National Mediation Board, expected to occur on or around Monday, November 17, 2025. Until that hearing takes place, the status quo remains in effect under the Railway Labor Act, which means that neither side may engage in self-help. This means no strike, lockout, or unilateral change in working conditions may occur during this period.

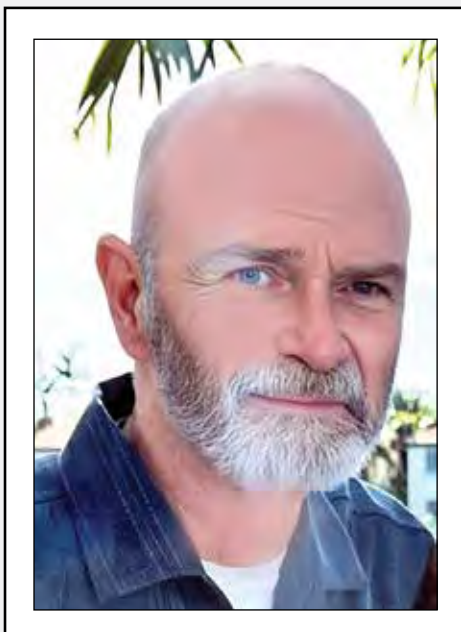
The Brotherhood of Railroad Signalmen will continue to monitor developments closely as this matter progresses through the formal mediation process. ■



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In Memoriam



Robert “Bob” A. Waidler 1950–2025

Robert “Bob” A. Waidler passed away on September 12, 2025. Brother Waidler began his railroad career with the Long Island Rail Road in October 1972. He served Local 56 as a Local Recording Secretary and Local Chairman. Most notably, Brother Waidler served as Vice General Chairman and General Chairman of the Long Island General Committee. He retired in 2002 after 30 years of service.

After retirement, Brother Waidler continued to provide unwavering support to Local 56 by ensuring the retiree network remained engaged and unified. Brother Waidler is a U.S. Army Veteran. ■



Joseph “Harry” H. Doucet, Jr. 1960–2025

Joseph “Harry” H. Doucet, Jr. passed away on September 21, 2025. Brother Doucet began his railroad career with the Southern Pacific Railroad in November 1980. He served as Local Chairman of Local 157. Most notably, Brother Doucet was a full-time officer with the Union Pacific General Committee serving as Vice General Chairman and General Chairman. His leadership and determination left a legacy that speaks for itself within our Brotherhood. Brother Doucet retired in 2020 after 35 years of service. ■



In Memoriam

Eldon L. Luttrell **1952–2025**

Eldon L. Luttrell passed away on September 15, 2025. Brother Luttrell began his railroad career with the Penn Central Transportation Company in September 1974. He served as Local Chairman of Local 52. Most notably, Brother Luttrell served as Vice General Chairman and General Chairman of the United General Committee. He mentored many on how to be a good union representative and a strong voice for the membership. Brother Luttrell retired in 2014 after 40 years of service. ■



William “Bill” H. Little **1945–2025**

William “Bill” H. Little passed away on March 27, 2025. Brother Little began his railroad career with the Atchison, Topeka & Santa Fe Railway in August 1969. He served as Local Chairman of Local 173 and General Chairman of the Santa Fe and Kansas City Southern General Committee. Most notably, Brother Little served as a Grand Lodge Representative. Brother Little retired in 2005, after 36 years of service. ■



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
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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

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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

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Alper & Mann, PC
9205 Redwood Avenue
Bethesda, MD 20817
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(800) 747-6266

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Reboso, & Spier, PA
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Miami, FL 33156
Tel. (305) 900-5493
www.rbirlaw.com

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Chicago, IL 60606
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(800) 472-5729
www.petrofelalaw.com

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161 N. Clark Street
Suite 2070
Chicago, IL 60601
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Darby Law Group, LLC
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Suite 200
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www.darby-lawgroup.com

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Randal W. LeNeave
Hunegn, LeNeave & Kvas
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www.hklclaw.com

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Flynn & Wietzke, PC
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www.shaperoroloff.com

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www.ckmo.com

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

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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.*

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

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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

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Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

1-866-267-3320

www.bcbs.com

LIFE INSURANCE

MetLife

1-800-310-7770

www.metlife.com

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www.eyemedvisioncare.com/railroad

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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 2025, 91.97% 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. ■

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Coffee Mug		8.00	
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Wrist Watch		120.00	
Mantle/Desk 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	
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Navy Windshirt								57.50	
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MEETING PHOTOS



Local 20 Meeting

Rochelle, Illinois



MEETING PHOTOS



Local 16 Meeting

Sanford, Florida



CSXT Advance Electronics Orientation

Atlanta, Georgia



On October 16, 2025, BRS President Mike Baldwin, BRS Vice President East Doug Vanderjagt, and Southeast General Chairman Jason Skidmore attended the CSX Advanced Electronic Training Orientation at the CSX REDI Center in Atlanta, Georgia.

MEETING PHOTOS



Local 94 Meeting

Ottoville, Ohio



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.

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

TRAINING PHOTOS



Local Chairman Training

Front Royal, Virginia — October 2025



PHOTO CONTEST

WINNERS FOR 2025

FIRST PLACE



A combination of local and adjoining maintenance forces, repairing vandalized/stolen pole line on Raton Subdivision around Starkville, Colorado. Multiple days of climbing poles and clearing brush to make repairs.

Photo submitted by Justin Malden, Signal Inspector and Local Chairman of Local 161.

SECOND PLACE



Signal Inspector Tim Singleton (B&O) captures a moment at RH West Interlocker as Signal Maintainers Kelly Tucker (left) and Dustin Jones (right), both Local 136 Members, repair and replace a GRS Model 5 power machine following a derailment.

Photo submitted by Tim Singleton, Local 94 Recording Secretary.

THIRD PLACE



A rainbow captured near milepost CA 486.0 on the CSX Railroad line in Milton, West Virginia. This stretch of track is part of the CSX Kanawha Subdivision, with Milton located at milepost CA 487. Rainbows typically form when sunlight passes through moisture in the air, creating a spectrum of colors.

Photo submitted by Local 136 Member Daniel "Joe" Bocook.

43RD ANNUAL 2026 PHOTO CONTEST

The Signalman's Journal will conduct its 43rd Annual Photo Contest during 2026, 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 2026 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 2026 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 2026 contest will be October 1, 2026. 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 — 2026 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



2025 UAW UNION-BUILT Vehicle Guide

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 Corvette
Chevrolet Malibu
Ford Mustang Coupe
Ford Mustang Convertible
Ford Mustang Shelby

UAW TRUCKS

Chevrolet Colorado
Chevrolet Silverado Medium-Duty
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
Navistar (Regular and Crew Cab)
Ram 1500*
Ram 1500 Classic
Ram 1500 Hybrid

UAW SUVs/CUVs

Acura ZDX (Electric)
Buick Enclave
Cadillac Escalade
Cadillac Escalade ESV
Cadillac Escalade IQ (Electric)
Cadillac Lyriq (Electric)
Cadillac XT4
Cadillac XT5
Cadillac XT6
Cadillac Vistiq (Electric)
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
Jeep Grand Wagoneer (Hybrid)
Grand Wagoneer
Jeep Wrangler
Jeep Wrangler (Hybrid)
Lincoln Aviator

Lincoln Aviator (Hybrid)
Lincoln Corsair
Lincoln Navigator/L
Volkswagen Atlas
Volkswagen ID.4 (Electric)

UAW VANS

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

UNIFOR CARS

Dodge Charger
Dodge Charger Daytona EV

UNIFOR VANS

Chrysler Pacifica
Chrysler Pacifica (Hybrid)
Chrysler Voyager
Chevrolet BrightDrop 400 (Electric)
Chevrolet BrightDrop 600 (Electric)

UNIFOR TRUCKS

Chevrolet Silverado Crew Cab Light Duty*
Chevrolet Silverado Crew Cab Heavy Duty*

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.



Do You Know **Signalman Sam?**

In November 1977, the BRS launched a contest to name our new Signal mascot. Hundreds of members submitted entries, and in January 1978, the BRS Grand Executive Council selected the winning name: **Signalman Sam**.

Brother Charles R. Ahlert, Jr., of Local Lodge 160, submitted the winning name and was awarded a U.S. Savings Bond. From that point forward, **Signalman Sam** became a familiar face. He appeared on the cover of *The Signalman's Journal* from 1978 through May 1983, sharing news, humor, and solidarity with members across the country.

JOIN US IN
CELEBRATING **125**
YEARS OF PRIDE IN
OUR CRAFT!

Signalman Sam was created to represent the pride and values of our craft. He became a recognizable symbol of unity, reminding members that while the work of a Signalman may be technical and complex, it is always rooted in brotherhood.

HARD HAT

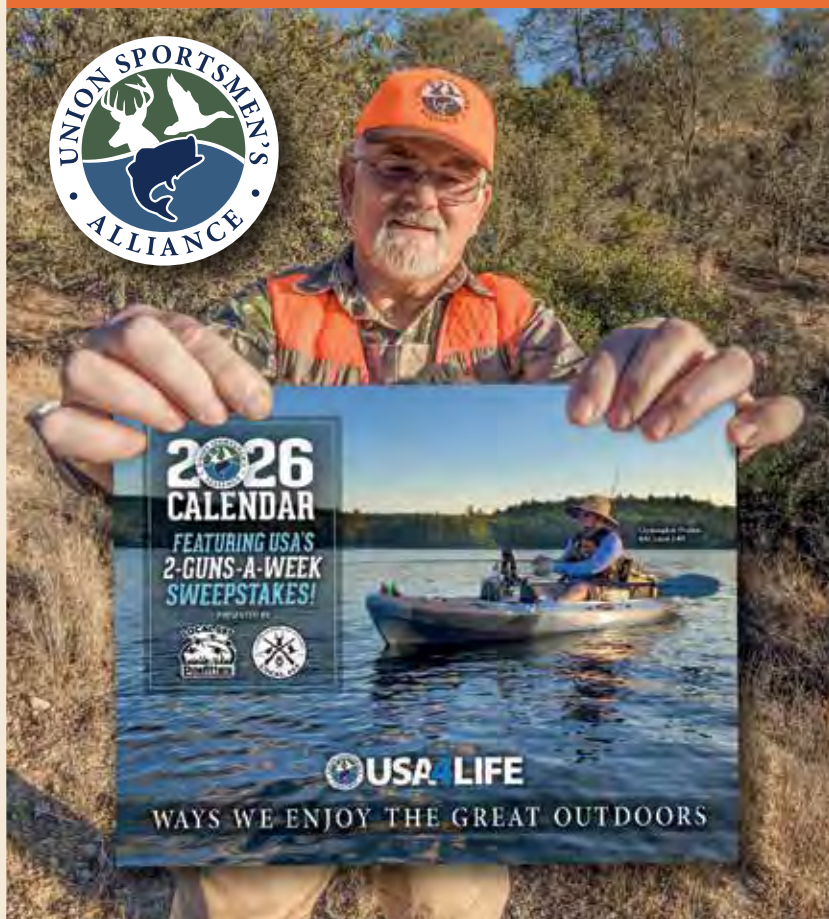


STICKER

Signalman Sam was officially revived in April 2025, as part of our **Signal Strong** campaign, an ongoing initiative to raise public awareness of our craft and the solidarity within. For the first time, every Signalman will receive a **Signalman Sam** hard hat sticker. This sticker is more than just a piece of nostalgia — it is a way to show pride in our union, spark conversations about who we are, and to remind management what solidarity means!

If you spot Sam “in the wild,” we encourage you to snap a picture and send it to info@brs.org with the subject line **Signalman Sam**. Together, we will make sure **Signalman Sam** continues to stand tall for generations of Signalmen to come.

EVERY MONDAY IS LIKE OPENING DAY WITH THE USA'S 2026 CALENDAR



Get **104 chances to win** while supporting conservation.
The perfect gift for any outdoorsman — and it's always in season.
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