The
SIGNALMAN'S JOURNAL

VOLUME 107
3RD QUARTER 2026

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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

Brandon Elvey, Secretary-Treasurer
(ext. 527) • b.elvey@brs.org

Justin Pier, Vice President NRAB
(ext. 524) • j.pier@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:

Chris Hand, Vice President Headquarters
(ext. 525) • c.hand@brs.org

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

Jeremy Farr, Director of Research
(ext. 568) • j.farr@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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FROM THE PRESIDENT

— Michael S. Baldwin, BRS President

125 YEARS OF BUILDING *the Future*

Sisters and Brothers,

This year, the Brotherhood of Railroad Signalmen celebrates a significant milestone: 125 years of protecting our craft, advancing railroad safety, and standing together for working people.

When you serve as President of a union that has been around for 125 years, you know you are entrusted by the members to lead it, but only for a little while. Generations of Signalmen built this Brotherhood before us, and generations will carry it forward after us.

Our responsibility is the same as theirs: leave this union stronger than we found it.

When the BRS was founded in 1901, signals were mechanical, communications systems were in their infancy, and the railroad industry looked very different. Yet our founders understood that as railroads evolved, the skilled workers responsible for those systems needed a strong voice.

For 125 years, Signalmen have carried that mission forward.

The public sees trains moving across the country, crossing gates protecting motorists, and passengers boarding commuter trains. What they rarely see are the men and women behind those movements — the Signal Maintainer responding at 2:00 a.m., the Communications Technician restoring a critical system, or the Construction Gang bringing a new territory online.

But every railroad depends on that work, every single day.

The history of railroad safety cannot be written without Signalmen. From interlockings and Centralized Traffic Control to grade crossing warning systems, communications networks, cab signaling, and Positive Train Control, our members have helped implement and maintain the technologies that make modern rail transportation possible.

The technology has changed. The responsibility has not.

Artificial intelligence, advanced communications, remote monitoring, and integrated digital systems will continue changing our industry. But history has taught us that more sophisticated technology makes skilled workers more important, not less.

Someone must install, test, maintain, and understand those systems. When something goes wrong, someone must know how to make it right.

That somebody is the railroad Signalman.

Strength and solidarity were on full display at our 54th Regular Convention in Orlando. It was a productive Convention that allowed us to conduct the important business of our Brotherhood, hear from our Delegates, and set our course for the years ahead.

I am deeply honored the Delegates, again, placed their trust in me by reelecting me to serve another term as President. I do not take that responsibility lightly. It remains a privilege to represent this membership, protect our craft, and ensure the voices of Signalmen are heard throughout this industry and beyond.

As we look toward our next Regular Convention in 2030 in Pittsburgh, we do so with confidence in the Brotherhood generations before us built.

Our founders could never have imagined the technology we work with today, but they would recognize our values: skill, professionalism, Brotherhood, solidarity, and service.

Those values carried us through our first 125 years. Together, we will ensure they carry this Brotherhood into the next 125 — stronger, more united, and prepared for whatever comes next.

That is our history, and together, we are building our future.

In Solidarity,

Michael S. Baldwin — *BRS President*

UNION BROTHERS



JASON NUSE

BRS Local 240
Branch of the Military:
United States Army



ZACH LAWRENCE

BRS Local 240
Branch of the Military:
United States Marine Corps



MICHAEL BOTZENMAYER

BRS Local 240
Branch of the Military:
United States Army

ROBERT ADAMS

BRS Local 240
Branch of the Military:
United States Coast Guard



GRAHAM HANTZ

BRS Local 240
Branch of the Military:
United States Army



RICH TORRES

BRS Local 230
Branch of the Military:
United States Marine Corps



FROM THE SECRETARY-TREASURER

Brandon E. Elvey, BRS Secretary-Treasurer

ARTICLE 1 Section 156

Misuse of Unions Funds

Misuse of Union Funds in Local Lodges 21 and 185

This notice is issued under Article I, Section 156 of the BRS Constitution.

David Scofield served as Local Recording-Financial Secretary for Local Lodge 21 for 18 years. On August 21, 2024, following an Article IV hearing conducted by Local Lodge 21, he was found guilty of embezzling $54,412.67 of Local Lodge funds. The trial body assessed a fine and expelled him from the Brotherhood of Railroad Signalmen as a result of the violations. He was criminally prosecuted through the Department of Labor and Department of Justice on November 24, 2025. On August 4, 2026, he was sentenced to one year in prison with a three-year supervised release and required to make restitution to the Local Lodge.

Randall Shoebroek served as Local Recording-Financial Secretary for Local Lodge 185 for 12 years. On November 22, 2025, following an Article IV hearing conducted by Local Lodge 185, he was found guilty of misappropriating $74,756.08 of Local Lodge funds. The trial body assessed a fine and expelled him from the Brotherhood of Railroad Signalmen as a result of the violations. He was criminally prosecuted through the Department of Labor and Department of Justice on November 20, 2025. His criminal case remains open.

Importance of Trustees and Engaged Membership

The officers of Local Lodges, General Committees, and Grand Lodge carry fiduciary responsibilities. Specifically, the Local Financial Secretary is a position entrusted to handle the financial affairs and funds of the Local Lodge. The job carries critical duties that require dedicated time and attention; Brothers in these positions deserve recognition and appreciation for their work on behalf of the Brotherhood of Railroad Signalmen.

Sometimes, a Financial Secretary can make an honest mistake and other times they can betray the trust of the members by making intentional decisions to embezzle funds. Both of these scenarios are corrected, mitigated, or prevented by the Local Lodge Trustees. Local Lodge Trustees, emphasis on the "trust", are there as oversight for the financial affairs of the Local Lodge. They provide a check and balance to ensure audits are performed on the bookkeeping and that financial affairs are in compliance with the bylaws, BRS Constitution, and Department of Labor regulations. They work in partnership with the Financial Secretary but more importantly operate as stewards of the members' dues and local lodge funds.

Grand Lodge offers Trustee training to assist and educate Trustees on their duties and responsibilities. We encourage all Trustees to go through the training and reach out with any questions you may have.

Beyond the Trustees, the most effective mechanism and tool to ensure proper conduct is an active membership. We must all do our part in the work of our union and the handling of Local Lodge business; when membership is engaged, we make progress as a union and we ensure proper functioning of our Local Lodges.

In Solidarity,



Brandon E. Elvey — *BRS Secretary-Treasurer*

UNION BROTHERS



WILLIAM JEFFCOAT

BRS Local 16
Branch of the Military:
United States Army



ANDREW PARKER

BRS Local 42
Branch of the Military:
United States Marine Corps



WORTH ANDERSON

BRS Local 110
Branch of the Military:
United States Army



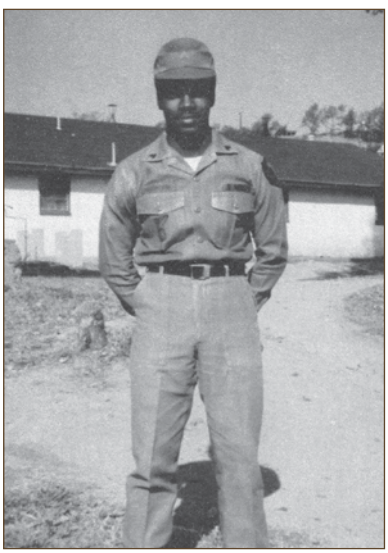
JACOB SWEATT

BRS Local 147
Branch of the Military:
United States Air Force



TIM SINGLETON

BRS Local 94
Branch of the Military:
United States Army



JAMES McINTOSH

BRS Local 56
Branch of the Military:
United States Army

UNION BROTHERS



DAVID WITT

BRS Local 176
Branch of the Military:
United States Army



EDWARD MARTINEZ

BRS Local 3
Branch of the Military:
United States Navy



JUSTIN PIER

BRS Local 161
Branch of the Military:
United States Air Force



MITCHELL FLYNN

BRS Local 119
Branch of the Military:
United States Army



REMO MELUCCI, SR.

BRS Local 56
Branch of the Military:
United States Army



TIM TARRANT

BRS Local 183
Branch of the Military:
United States Marine Corps

UNION BROTHERS



JAMES GILBERT

BRS Local 72
Branch of the Military:
United States Air Force



TERRY JOHNSTONE, JR.

BRS Local 16
Branch of the Military:
United States Navy



MICHAEL BALDWIN

BRS Local 138
Branch of the Military:
United States Air Force



KURT MULLINS

BRS Local 228
Branch of the Military:
United States Navy



ERNIE EVANS

BRS Local 77
Branch of the Military:
United States Army



STEVE ELLISON

BRS Local 136
Branch of the Military:
United States Navy

UNION BROTHERS



JAKE SHEAR

BRS Local 123
Branch of the Military:
United States Army



GUY GUENTHER

BRS Local 84
Branch of the Military:
United States Marine Corps

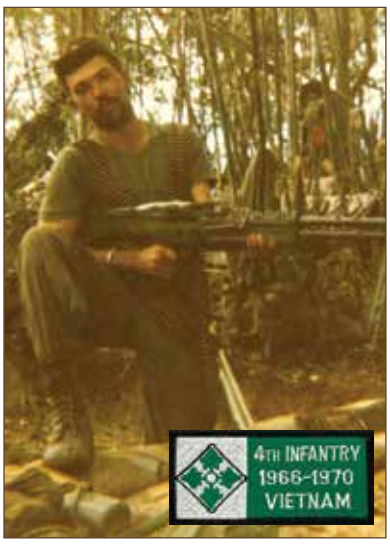
WILLIAM A. JONES

BRS Local 234
Branch of the Military:
United States Army



EDWARD HUFF, III

BRS Local 137
Branch of the Military:
United States Army



JAMES WAGNER

BRS Local 123
Branch of the Military:
United States Army



JEREMY DUREE

BRS Local 19
Branch of the Military:
United States Air Force

UNION BROTHERS



DEREK ELLIS

BRS Local 18
Branch of the Military:
United States Marine Corps



JIM FINNEGAN

BRS Local 8
Branch of the Military:
United States Air Force



LOWELL "TOAD" STEELE

BRS Local 52
Branch of the Military:
United States Army



SHANNON MAXWELL

BRS Local 141
Branch of the Military:
United States Air Force



ALFRED LEIJA

BRS Local 99
Branch of the Military:
United States Army



JOHNATHAN NEAL

BRS Local 110
Branch of the Military:
United States Air Force





LONG ISLAND RAIL ROAD WINS HISTORIC AGREEMENT

After years of stalled bargaining, federal mediation, and two Presidential Emergency Boards (PEBs), the Long Island Rail Road Bargaining Coalition (LIRRBC) was forced to strike at 12:01 a.m. on May 16, 2026. The coalition includes the Brotherhood of Locomotive Engineers and Trainmen (BLET), the Brotherhood of Railroad Signalmen (BRS), the International Association of Machinists and Aerospace Workers (IAMAW), the International Brotherhood of Electrical Workers (IBEW), and the Transportation Communications Union (TCU). The historic strike shut down all LIRR rail service east of Penn Station in New York City and played a major role in bringing the LIRR and the MTA back to the bargaining table.



After three days of striking, the parties were able to agree on a historic tentative agreement that reflects the value and responsibility of all striking LIRR workers and the cost of living in New York.

Strike Action and Core Issues

Picket lines were established just after midnight on Saturday, May 16, after LIRRBC members went nearly four years without wage increases while bargaining for a new agreement. General wage increases remained a central issue throughout negotiations, especially as workers faced rising inflation and the high cost of living on Long Island.











Solidarity and Public Support

A strong and unified presence at more than 24 picket lines from Grand Central and Penn Station east across Long Island sent a clear message that the unions were prepared to stand firm. Additionally, strong public support, which included everyday New Yorkers walking picket lines, dropping off coffee, water, food and other supplies, added to the pressure for the LIRR and MTA to offer a fair contract.

BRS Leadership Response

"Our members stood strong throughout this process, and that solidarity made the difference," said BRS LIRR General Chairman Michael Sullivan. *"The Signalmen of the Long Island Rail Road take pride in the work they do to keep the railroad safe and reliable for the riding public. This tentative agreement recognizes that commitment, and now our members will have the opportunity to review the terms and decide whether it meets the standard they deserve."*

"Commuter and passenger rail workers play a vital role in moving the public safely every day, and they deserve an agreement that reflects that responsibility," said BRS Vice President of Commuter/Passenger, Tim Tarrant. *"This tentative agreement is the result of persistence, unity, and the clear understanding that our members were not asking for anything excessive. They were asking for a fair contract that keeps pace with the cost of living and respects the essential work they perform."*

"This tentative agreement was made possible because railroad workers stood together," said BRS President Michael Baldwin. *"BRS members and our coalition partners made clear that the men and women who keep the LIRR moving deserve an agreement that recognizes their work, their sacrifice, and the economic realities they face every day. This was about fairness, respect, and keeping up with the cost of living. We appreciate the solidarity shown by all five unions and the patience of the riding public throughout this process."*









#SIGNALSTRONG #SIGNALSTRONG

54TH REGULAR CONVENTION
REGISTRATION





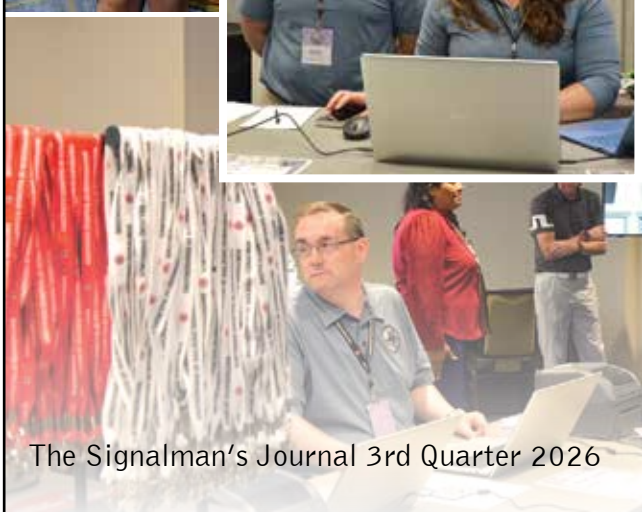
















REGISTRATION

REGISTRATION









































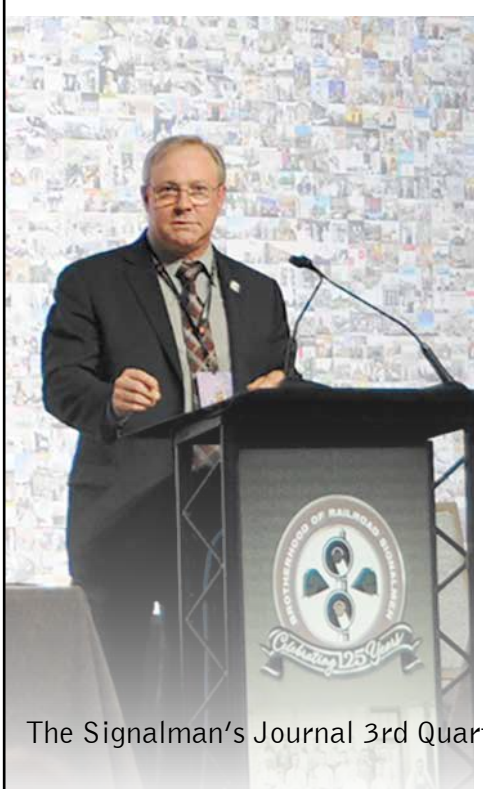
REGISTRATION



54TH REGULAR CONVENTION
OPENING DAY

The Brotherhood of Railroad Signalmen convened its 54th Regular Convention on Monday, July 20, 2026, in Lake Buena Vista, Florida, bringing together Delegates, Officers, Retirees, Staff, and guests from across North America to begin the work of shaping the Organization's future.

The opening session recognized both the significance of this Convention and an important milestone in our history as the Brotherhood celebrates 125 years of representing railroad signal workers. Throughout the day, speakers reflected on the generations of members whose dedication built the Organization while emphasizing the responsibility of today's Delegates to leave the Brotherhood stronger for those who will follow.



President Michael Baldwin opened the Convention by welcoming Delegates and outlining the importance of the week ahead. His remarks focused on the vital role BRS members continue to play in protecting railroad safety, adapting to advancing technology, and ensuring that skilled Railroad Signalmen remain at the center of an evolving industry. He also highlighted the importance of continued advocacy for strong safety standards, transportation investment, and protecting the rights and livelihoods of working railroaders.

Secretary-Treasurer Brandon Elvey followed with remarks centered on stewardship, solidarity, and the responsibility entrusted to every generation of union leaders. Looking back on both the history of the labor movement and the Brotherhood itself, he encouraged Delegates to approach the Convention with open minds, engage in thoughtful discussion, and continue building an organization prepared to meet the challenges ahead through education, organizing, and member involvement.



Delegates also heard from several distinguished guests representing the broader railroad labor movement. Speakers emphasized the importance of cooperation among rail unions, defending workplace protections, maintaining strong safety standards, and remaining engaged on legislative and regulatory issues affecting railroad workers across the industry. Their remarks reinforced the value of



BRIAN BRYANT
IAM International President



ED DOWELL
ATDA President



JOHN BRAGG
RRB Labor Member

solidarity and the shared commitment of rail labor organizations to advancing the interests of working men and women.

In addition to the day's addresses, the Convention completed several organizational matters necessary to begin its work. Delegates approved committee appointments, received official notices regarding candidates seeking Grand Lodge office, and completed procedural business that allowed committees to begin reviewing the resolutions, reports, and other matters that will come before the Convention throughout the week.

The Brotherhood also recognized retired officers, staff, military veterans, and guests from fellow labor organizations whose continued support and partnership strengthen the labor movement as a whole. Their presence served as a reminder that the Brotherhood's work extends well beyond its own membership through collaboration with organizations across the railroad industry.

With the opening session complete, Delegates shifted their focus to the substantive work of the Convention as committees began meeting and proposals moved forward for consideration. Throughout the week, Delegates reviewed resolutions, reports, and recommendations that would shape the Brotherhood's direction for the years ahead. The Organization looked forward to a productive Convention focused on strengthening the BRS, advancing the interests of its members, and preparing the Brotherhood for the opportunities and challenges that lie ahead.





54TH REGULAR CONVENTION
DAY TWO



Delegates to the 54th Regular Convention of the Brotherhood of Railroad Signalmen continued the work of the Convention on Tuesday, July 21, 2026, as committee reports, organizational business, and the election of Grand Lodge Officers highlighted another productive day in Orlando.

The morning session began with the adoption of the Convention Rules and Order of Business, establishing the procedures that will guide delegate discussion and consideration of resolutions throughout the remainder of the Convention. Delegates also received an updated Credentials Committee report confirming the official delegation participating in this year's Convention.

With Convention procedures formally established, Delegates turned their attention to the election of Grand Lodge Officers. Throughout the morning, Delegates nominated candidates, offered remarks highlighting their qualifications and service to the Brotherhood, and unanimously elected each officer by acclamation.

The election proceedings reflected the Brotherhood's longstanding tradition of recognizing leadership through service, experience, and commitment to the Membership. Speakers from across the Organization emphasized the importance of maintaining strong leadership as the Brotherhood continues to advocate for railroad safety, negotiate collective bargaining agreements, defend members through arbitration, organize new workers, and strengthen the Organization for the future.



The Officers elected are:

- President **Michael Baldwin**
- Secretary-Treasurer **Brandon Elvey**
- Vice President Headquarters **Christopher Hand**
- Vice President National Railroad Adjustment Board, **Justin Pier**
- Vice President West **Cory Claypool**







- Vice President Commuter/Passenger **Timothy Tarrant**
- Vice President East, **Doug VanderJagt**
- Vice President Midwest, **Kurt Mullins**
- Grand Board of Trustees, Chairman **Michael Sullivan**
- Grand Board of Trustees, Secretary **Andy Webb**
- Grand Board of Trustees, Member **Aaron Carter**

Following the elections, each Officer expressed appreciation for the confidence placed in them by the Delegates and reaffirmed their commitment to serving the Membership over the next four years. Common themes throughout the acceptance remarks included strengthening communication with members, protecting the craft, investing in leadership development, maintaining a strong voice on safety and legislative issues, and continuing to modernize the Brotherhood while remaining grounded in its core principles of solidarity and service.

As the Convention progressed, Delegates considered reports, committee recommendations, constitutional matters, and resolutions submitted from across the Brotherhood. These discussions helped shape the policies and direction of the Organization for the coming four-year term.

The Brotherhood extended its appreciation to every Delegate whose participation ensured the Convention remained a democratic forum where the Membership's voice guided the future of the Organization.





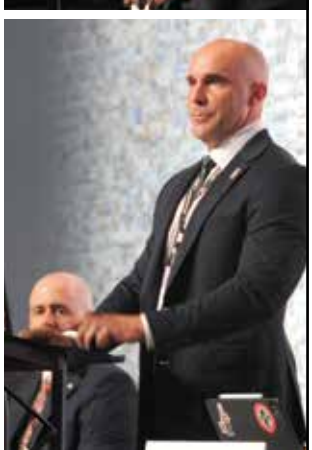














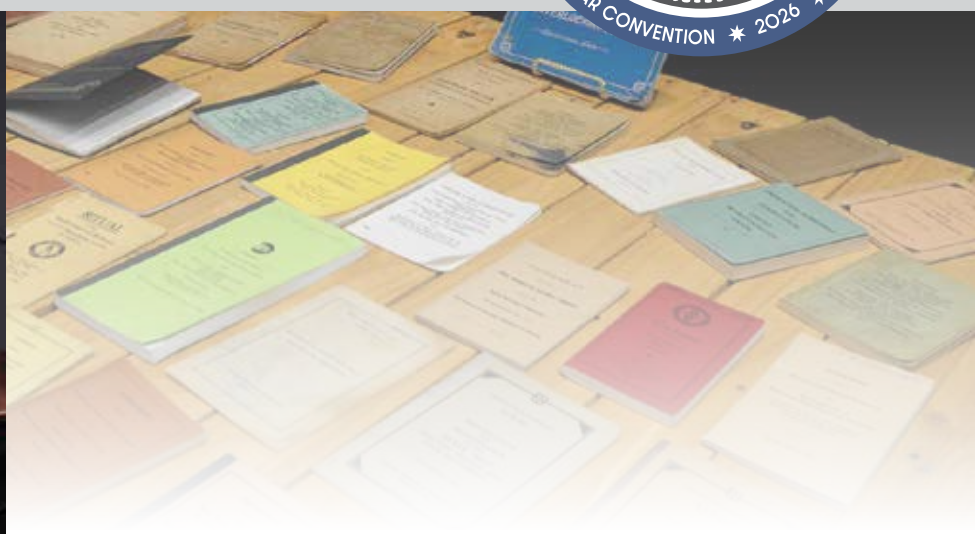




54TH REGULAR CONVENTION

DAY THREE





The third day of the 54th Regular Convention continued the important work of conducting the Brotherhood's business while reinforcing the principles that have guided our Organization for 125 years: solidarity, safety, service, and a commitment to protecting the skilled work of Railroad Signalmen.



The morning began with remarks from several distinguished guests whose messages reflected the challenges and opportunities facing both the labor movement and the railroad industry.

Brother Michael Coleman, General President of SMART, addressed the Delegates and reaffirmed the importance of solidarity among rail labor organizations. Drawing on recent events and the challenges confronting working men and women across the industry, he emphasized that rail unions are strongest when they stand together in defense of safety, dignity, and the rights of working families. His remarks underscored the shared responsibility of labor organizations to protect the future of the rail industry while resisting efforts to weaken the skilled crafts that keep the nation's rail network operating safely.

Delegates also welcomed Craig Romanovich, Executive Director of the AFL-CIO Union Veterans Council, who spoke about the longstanding connection between military service and the labor movement. He highlighted the importance of ensuring veterans receive the benefits they have earned while recognizing the significant role union careers play in helping service members transition successfully into civilian life. His remarks reinforced the shared values of service, sacrifice, and solidarity that unite veterans and organized labor.



MICHAEL COLEMAN
SMART — General President



CRAIG ROMANOVICH
Union Veterans Council, AFL-CIO



BYRON PORTER
Hum Industrial Technologies, CEO

The Convention Delegation also heard from Byron Porter, founder and CEO of Hum Industrial Technologies, who discussed the role technology can play in improving railroad safety. Porter emphasized that technological innovation should support skilled railroad employees—not replace them—and shared examples of how emerging tools can help reduce workplace hazards while complementing the expertise and judgment of experienced railroad workers.

Following the morning presentations, Delegates resumed the work of the Convention by receiving committee reports and beginning consideration of recommendations from the Committee on Laws. Delegates engaged in thoughtful discussion and debate as they considered proposed constitutional amendments and recommendations intended to strengthen the Brotherhood's governance and improve the administration of the Organization.

As the Convention continued, Delegates remained focused on the responsibility entrusted to them by the Membership. Through open discussion, careful consideration, and democratic participation, the work completed during the Convention continues to shape the future direction of the Brotherhood and ensure our Organization remains prepared to meet the challenges ahead.















54TH REGULAR CONVENTION
DAY FOUR





The fourth day of the 54th Regular Convention opened with a powerful reminder of why the work of the Brotherhood extends far beyond contracts and negotiations. It is, at its core, about protecting lives.

Delegates welcomed National Transportation Safety Board Chairwoman Jennifer Homendy, who delivered a compelling address centered on transportation safety and the shared responsibility of labor organizations, regulators, and industry leaders to prevent future tragedies. Drawing from major transportation accidents investigated by the NTSB, she emphasized that every recommendation issued by the Board represents lessons learned through loss and serves one purpose: ensuring that similar tragedies never happen again.



Chairwoman Homendy recognized the essential role Railroad Signalmen play in protecting both railroad employees and the traveling public. She challenged every Delegate to continue speaking up for safety, advocating for meaningful change, and remaining committed to the principle that even one preventable injury or fatality is one too many. Her message closely reflected the Brotherhood's longstanding commitment to protecting our craft, strengthening railroad safety, and ensuring that every employee returns home safely at the end of the day.

Following the morning program, Delegates resumed the business of Convention by receiving committee reports and continuing consideration of recommendations from





the Committee on Laws. Throughout the day, Delegates engaged in thoughtful discussion regarding proposed constitutional amendments and organizational policies, carefully weighing each proposal before determining the direction of the Brotherhood.

The discussion reflected one of the Brotherhood's greatest strengths: an engaged Membership willing to debate ideas, consider differing viewpoints, and make decisions through the democratic process established by our Constitution. While Delegates did not always agree on every proposal, the shared commitment to acting in the best interests of the Organization remained evident throughout the proceedings.

As the Convention progressed into its final day, the focus remained on ensuring the Brotherhood is well-positioned to meet the challenges ahead while preserving the values that have guided our Organization for 125 years — solidarity, service, democracy, and an unwavering commitment to railroad safety.







54TH REGULAR CONVENTION
FINAL DAY





The 54th Regular Convention concluded Friday morning, July 24, 2026, with a final day focused on gratitude, solidarity, and the shared commitment that has guided the Brotherhood of Railroad Signalmen for 125 years.

Delegates welcomed Congressman Maxwell Frost of Florida's 10th Congressional District, who addressed the Convention on the importance of investing in rail infrastructure, protecting transportation workers, and maintaining the highest standards of railroad safety. Congressman Frost emphasized that while technology will continue to evolve, it should support—not replace—the skilled railroad professionals whose work keeps the nation's transportation network operating safely and efficiently. He also reaffirmed his commitment to advocating for rail safety and infrastructure investment in Congress.

Following the morning address, President Michael Baldwin recognized the many Brothers and Sisters whose efforts made the Convention possible. Delegates joined in thanking the Convention Committees, elected Convention Officers, Grand Lodge Staff, and numerous volunteers whose work behind the scenes ensured the successful administration of the Brotherhood's highest governing body. Their dedication reflects the teamwork and service that strengthen the Organization long before Delegates arrive and long after the Convention adjourns.

The Convention Body also took time to recognize the contributions of longtime leaders whose service has helped shape the Brotherhood over many years. Moments of appreciation and fellowship throughout the morning reflected the respect shared among members for those who have dedicated their careers to advancing the Brotherhood and mentoring future generations of union leadership.

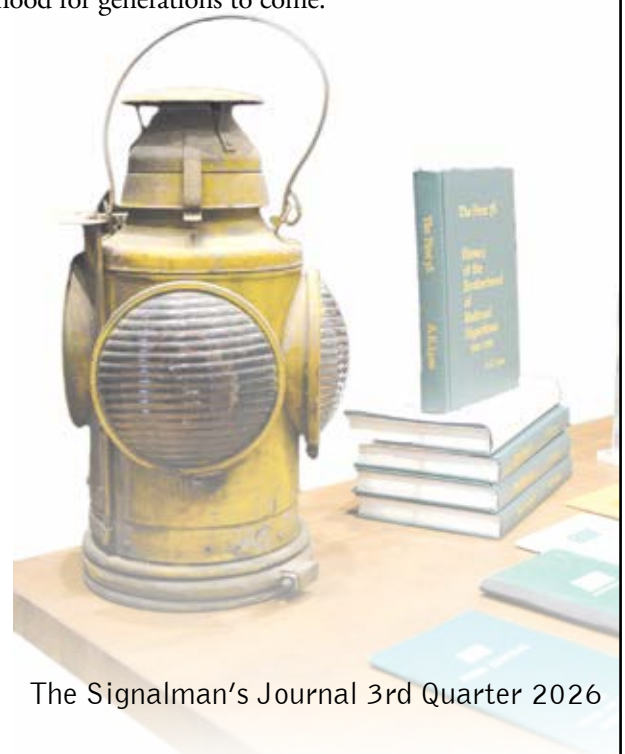
One of the most memorable moments of the closing session came as members of the Long Island Delegation



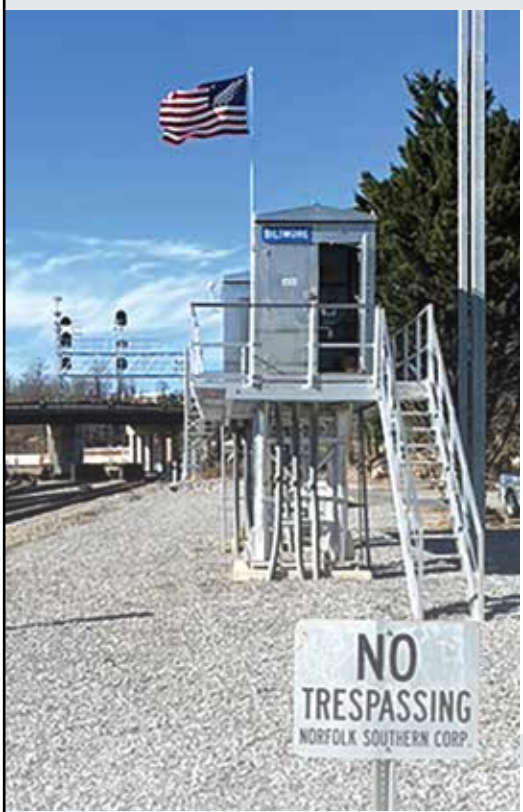
recreated the chants that united Signalmen during their recent strike against MTA. Delegates from across North America joined together in the call-and-response chants, providing a powerful reminder that solidarity is more than a principle—it is something experienced, demonstrated, and carried forward by every member of the Brotherhood. The presentation served as a fitting conclusion to a Convention centered on unity, advocacy, and the collective strength of organized labor.

Before adjourning, President Baldwin thanked the Delegates for their participation and reaffirmed the importance of the work accomplished throughout the week. With the business of the Convention complete, the 54th Regular Convention of the Brotherhood of Railroad Signalmen was officially declared adjourned.

As Delegates returned to their respective properties across North America, they carried with them the decisions made during the Convention, renewed relationships with fellow Brothers and Sisters, and a continued commitment to representing the Membership, protecting railroad safety, and strengthening the Brotherhood for generations to come.



SIGNALMEN REBUILD A LIFELINE AFTER HURRICANE HELENE



On September 27, 2024, Hurricane Helene devastated western North Carolina, causing catastrophic flooding, widespread destruction, and an estimated $57 billion in damage. Among the hardest-hit infrastructure was Norfolk Southern's AS Line, a critical rail segment that was completely destroyed.

Although abandoning the line was considered, its importance to local communities and businesses led to the decision to rebuild. At the center of that effort were dedicated BRS members from Norfolk Southern's Southern Lines East Construction District, Local Lodge 110, SJGC.

After months of demanding work, the line was restored and reopened, with the first trains traveling the rebuilt route in late fall 2025. Today, it once again carries vital coal shipments supporting industries and power generation.

The newly rebuilt CP House at Biltmore in Asheville, North Carolina, now proudly flies the American flag — a fitting symbol of resilience, freedom, and the determination of the men and women who helped restore this important lifeline.

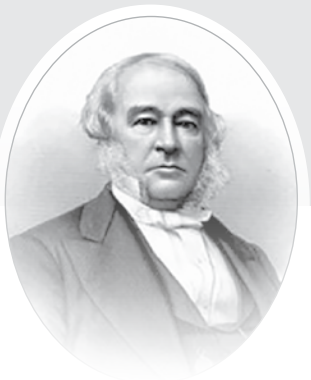
PROJECT LEADERS AND FOREMEN:

590 – Robbie Parker
591 – Richard Reynolds
592 – Tim Bjorling
593 – Darrel Holloway
(Lead Project Foreman)
594 – Herman Dickerson
595 – Keith Konefal
596 – Nick Carter
597 – Justin Ashe

Their hard work and dedication demonstrates the skill, commitment, and pride of BRS members who continue to help keep America's railroad infrastructure moving.







The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

John Edgar Thomson, third president of the Pennsylvania Railroad from 1852 to 1874, was deeply concerned about the limited opportunities available to girls who lost their fathers. In his will, he established a trust to provide education and support for female orphans of railroad employees. Following his death in 1874, the trust was established to benefit daughters of men who died in railroad service. In 1882, Mrs. Thomson opened a girls' boarding school in Philadelphia, helping establish what became the John Edgar Thomson Foundation.

Today, the Foundation continues this mission by providing financial assistance and healthcare benefits to eligible daughters of railroad employees throughout the United States. The employee must have been actively employed by a U.S. railroad at the time of death, although the death does not have to be work-related. Eligibility also depends on the daughter and surviving parent remaining unmarried, with family income and expenses considered.

Monthly assistance may be provided from infancy through high school graduation and, in some cases, through age 24 for those pursuing higher education. The Foundation also offers special healthcare benefits. Its work is funded independently of the railroads and does not solicit or receive funds from the general public.

For more information or an application:
The John Edgar Thomson Foundation
201 S. 18th Street, Suite 318
Philadelphia, PA 19103
(215) 545-6083 | Toll-Free: (800) 888-1278
Fax: (215) 545-5102
Email: *sjethomson@aol.com*
Website: *www.jethomsonfoundation.com*

Union Plus®

Scholarship Program

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

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

SCHOLARSHIP AWARD AMOUNTS — Amounts range from $500 to $4,000. These one-time cash awards are for study beginning in the Fall of 2027. Students may re-apply each year.

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

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

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

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

OBITUARIES

BRIAN K. ATKINSON—active member of **LOCAL 8**. Brother Atkinson had 26 years of service with the Union Pacific Railroad. Brother Atkinson was an Electronic Technician at the time of his passing. Brother Atkinson is a U.S. Navy Veteran.

MICHAEL BABIAK—retired member of **LOCAL 56**. Brother Babiak retired in 2003 after 30 years of service with the Long Island Rail Road. Brother Babiak was an Assistant Foreman at Garden City, New York, at the time of his retirement. Brother Babiak served as Local Chairman, Local President, Local Vice President, and Liaison for the Committee Department Safety Officer.

ROBERT "BOB" M. BURT—retired member of **LOCAL 93**. Brother Burt retired in 1998 after 45 years of service with the New York Central Railroad, Penn Central Transportation Company, and Conrail. Brother Burt was a Signal Maintainer at Lyons, New York, at the time of his retirement. Brother Burt served as Local Chaplain. Brother Burt is a U.S. Army Veteran.

STEVEN "STEVE" P. CARROLL—retired member of **LOCAL 179**. Brother Carroll retired in 2016 after 37 years of service with the Southern Pacific and Union Pacific Railroads. Brother Carroll was a Signal Foreman at Montello, Nevada, at the time of his retirement. Brother Carroll served as Local Chairman.

JAMES "JJ" J. EXUM—active member of **LOCAL 141**. Brother Exum had 28 years of service with the Union Pacific Railroad. Brother Exum was a Signalman at the time of his passing.

EVERETT "MIKE" M. FRETUEG—retired member of **LOCAL 20**. Brother Fretueg retired in 2009 after 35 years of service with the Burlington Northern Railroad and BNSF Railway Company. Brother Fretueg was a CTC Signal Maintainer at Beardstown, Illinois, at the time of his retirement. Brother Fretueg is a U.S. Army Veteran.

SIGURD J. GRINDHEIM—retired member of **LOCAL 226**. Brother Grindheim retired in 1995 after 37 years of service with the Soo Line Railroad. Brother Grindheim was a Signal Testman on the System, at the time of his retirement. Brother Grindheim served a Local Trustee. Brother Grindheim is a U.S. Navy Veteran.

JAMES "JIM" R. JENNE—retired member of **LOCAL 179**. Brother Jenne retired in 2022 after 33 years of service with the Southern Pacific and Union Pacific Railroads. Brother Jenne was a Maintenance Foreman at Sparks, Nevada, at the time of his retirement. Brother Jenne served as Local Chairman, Local President, and Local Recording-Financial Secretary.

RUBEN C. JOHNSTON—retired member of **LOCAL 8**. Brother Johnston retired in 2020 after 25 years of service with the Union Pacific Railroad. Brother Johnston was a CDC Electronic Technician at Omaha, Nebraska, at the time of his retirement.

CLAYTON MARTELL—active member of **LOCAL 141**. Brother Martell had 13 years of service with the BNSF Railway Company and Union Pacific Railroad. Brother Martell was a Signal Maintainer at Monahans, Texas, at the time of his passing.

ROLAND F. MEYER—retired member of **LOCAL 188**. Brother Meyer retired in 1997 after 30 years of service with the Great Northern Railroad and BNSF Railway Company. Brother Meyer was a Signal Maintainer at Stryker, Montana, at the time of his retirement. Brother Meyer is a U.S. Armed Forces Veteran.

STEVE D. MITCHELL—retired member of **LOCAL 172**. Brother Mitchell retired in 2022 after 38 years of service with the BNSF Railway Company. Brother Mitchell was a Signal Maintainer at Grants, New Mexico, at the time of his retirement. Brother Mitchell is a U.S. Marine Corps Veteran.

JOSEPH D. SAMPY, SR.—retired member of **LOCAL 99**. Brother Sampy retired in 2018 after 39 years of service with the Southern Pacific and Seaboard Coast Line Railroads. Brother Sampy was a Signal Foreman on Zone 4, at the time of his retirement. Brother Sampy served as Local Chairman, Local President, Local First Vice President, and Local Trustee.

AMINIASI "TIM" T. TATAFU—active member of **LOCAL 87**. Brother Tatafu had 29 years of service with the BNSF Railway Company. Brother Tatafu was a Signal Maintainer at Malta, Montana, at the time of his passing. Brother Tatafu served as Local First Vice President.

IN MEMORY

of those who are forever in our hearts.

EDITOR'S NOTE:

Please notify Grand Lodge of the passing of BRS members.

email: *membership@brs.org*

CONTINUOUS MEMBERSHIP

The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor long-time 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:

55 YEARS OF SERVICE

Junus Eruhow _____ 84

50 YEARS OF SERVICE

Mallory Yip _____ 188

45 YEARS OF SERVICE

Richard Higgins _____ 55

40 YEARS OF SERVICE

Daniel Adams _____ 208
Joseph West _____ 110

35 YEARS OF SERVICE

Alan Simonton _____ 8
Anthony Bailey _____ 110
Anthony Gambardella _____ 5
Craig Hipkins _____ 110
Craig McIntire _____ 20
Edward Fuller _____ 121
Jack Juanillo _____ 19
John Kinser _____ 121
Mike Wilson _____ 87
Patrick Abernathy _____ 20
Robert Richard _____ 244
Toby Dunivin _____ 152

30 YEARS OF SERVICE

Aaron McGlaun _____ 157
Aaron Silk _____ 188
Anibal Rivera _____ 102
Anthony Rogers _____ 110

30 YEARS OF SERVICE

Bobby Ferguson _____ 121
Brian Boatright _____ 183
Brian Dailey _____ 33
Chris Huston _____ 86
Christopher Franco _____ 229
Damon Letcher _____ 229
Darren Johnson _____ 154
David Carraway _____ 107
Francis Manenti _____ 102
Harold Hanlin, III _____ 106
James Hinson _____ 99
James York _____ 102
Jeffrey Faver _____ 121
Jeremy Morgan _____ 188
Jerry Brown _____ 110
John Allen _____ 158
John Casciaro, Jr. _____ 229
Kelly Huffman _____ 43
Kevin Krotky _____ 237
Leroy Edwards, Jr. _____ 106
Lonnie Klinkhammer _____ 229
Mark Britton _____ 43
Mark Persson _____ 56
Michael Miller _____ 49
Nick Formicola _____ 102
Paul Fortin _____ 229
Paul Weber _____ 16
Ray Casola _____ 228
Richard Thomas _____ 33
Rodney Draper _____ 111
Ryan Roberts _____ 56
Shawn Payne _____ 102
Terry Cook _____ 188
Timothy Okes _____ 89
Toby Collins _____ 87

30 YEARS OF SERVICE

William Adams _____ 3
William Bagnasco _____ 56
Willis Cooper _____ 77

25 YEARS OF SERVICE

Alberto Palencia, Jr. _____ 130
Alexander Ababio _____ 84
Benjamin Thomassen _____ 188
Chris Ridgeway _____ 20
Cindy Kordenbrock _____ 136
Gary Pedersoli _____ 130
George Kidby _____ 56
James Butler _____ 185
James Hower _____ 129
Jeff Digman _____ 226
Jeffrey Boulware _____ 161
Jerrell Ritchie, Jr. _____ 157
Joe Laudadio _____ 188
John Bunker _____ 129
Kevin Reinhardt _____ 154
Lance Henn _____ 188
Manuel Torres _____ 183
Marlin Fry _____ 206
Michael Payne _____ 21
Richard St. Jean _____ 33
Robert Sandoval, Jr. _____ 155
Scott Kettering _____ 154
Sean Waggener _____ 119
Stephen Roberts _____ 208
Steve Collins _____ 16
Steve Waller _____ 129
Tony Velez, III _____ 108
Vernell Williams _____ 206



MIKE EFAW
National Legislative Director

LEGISLATION & ADVOCACY

Protecting Rail Safety

The third quarter of 2026 marked one of the busiest legislative periods the Brotherhood of Railroad Signalmen (BRS) has faced in years. As Congress advanced major transportation legislation and federal regulators pursued policies that could reshape railroad safety oversight, BRS remained focused on one central goal: protecting the work our members perform every day and ensuring railroad safety is never compromised. Decisions made during this period will influence rail safety policy and our craft for years to come.

Throughout the quarter, BRS worked with members of Congress, congressional staff, the Department of Transportation (DOT), the Federal Railroad Administration (FRA), labor organizations, and industry stakeholders to ensure the perspective of qualified Railroad Signalmen remained part of every major discussion.

A top priority continued to be protecting the long-established inspection, testing, and maintenance requirements in 49 CFR Parts 234 and 236, the foundation of railroad signal safety for decades. These regulations continue to safeguard railroad employees, the traveling public, and the communities through which trains operate. BRS also remained fully engaged in opposing the FRA's Signal Modernization initiative, which reflects a broader deregulatory effort to replace proven, prescriptive safety standards with subjective performance measures. BRS has consistently maintained that technology should strengthen railroad safety, not weaken long-standing protections or reduce the human oversight that keeps the nation's railroads safe.

Congress made progress on several rail safety initiatives aligned with BRS priorities. In May, the House Transportation and Infrastructure Committee approved the Railway Safety Act amendment by a bipartisan 54-11 vote, advancing several important safety provisions. BRS also continued working to advance the CROSSINGS Act and the Stop, Look, and Listen Act, both designed to preserve and strengthen proven rail safety practices. While these initiatives remain works in progress, they represent meaningful steps toward improving railroad safety and protecting our craft.

At the same time, BRS continued to strongly oppose the BUILD America 250 Act as approved by the House Transportation and Infrastructure Committee. While the legislation contains important infrastructure provisions, its rail provisions would advance the same deregulatory approach by replacing proven, safety standards with "so-called" Performance-Based Regulation (PBR). BRS has made clear that modernization must strengthen, not weaken, the regulations that have protected railroad employees and the public for generations.

Another major focus this quarter was the proposed Union Pacific-Norfolk Southern merger. BRS continued working with labor partners and other stakeholders to oppose the transaction unless it can be demonstrated that railroad safety, service, competition, and the interests of railroad employees will be protected. Any merger of this magnitude must strengthen the nation's rail network; not compromise safety or diminish service to the communities it serves.

Relationship-building remained one of BRS' greatest strengths. Throughout the quarter, BRS met with Members of Congress, federal agencies, and coalition partners to ensure our priorities stayed front-and-center as transportation legislation and regulatory proposals advanced. These efforts have increasingly positioned BRS as a trusted technical resource on railroad signal safety, emerging technology, cybersecurity, and the practical realities of maintaining the nation's rail infrastructure.

To further strengthen our advocacy, BRS expanded its partnership with CGCN Group, enhancing our ability

to build bipartisan relationships on Capitol Hill and within the Administration. By combining CGCN's experience navigating Washington with BRS' technical expertise, we have broadened our reach and improved our ability to engage policymakers earlier and more effectively on issues affecting our members and railroad safety.

Across every meeting and conversation, our message remained consistent regardless of political party or audience: safe railroads depend on strong federal safety standards, qualified Railroad Signalmen, and the thoughtful implementation of new technologies that enhance, rather than replace, human oversight.

One of the most encouraging developments this quarter has been the growing recognition of BRS as a leading voice on railroad signal safety. Increasingly, congressional offices, federal agencies, and coalition partners are seeking BRS' perspective while legislation and policy are being developed, not after decisions have already been made. That recognition reflects years of relationship-building, technical credibility, and a consistent commitment to improving railroad safety.

As Congress continues its work, BRS will remain focused on protecting long-established rail safety regulations, opposing deregulatory efforts that weaken those protections, advancing legislation that strengthens railroad safety, and ensuring qualified Railroad Signalmen remain an essential part of every conversation involving the future of the railroad industry.

None of these accomplishments would have been possible without the leadership of President Baldwin, the support of the Executive Council, the dedication of our General Chairmen, Local Chairmen, Legislative Representatives, retirees, and especially you, our members. As professional Railroad Signalmen, your knowledge, skill, and commitment are the foundation of everything we accomplish in Washington. Every relationship we build and every issue we advance is strengthened by your professionalism, expertise, and dedication.

Finally, thank you to everyone who supports the Signalmen's Political League. Your voluntary contributions allow BRS to educate policymakers, build lasting relationships in Washington, and ensure the voice of qualified Signalmen continues shaping the future of railroad safety.

Every meeting we attend, every relationship we build, and every issue we advocate serves one purpose: protecting our members, strengthening railroad safety, and ensuring qualified Signalmen remain indispensable to the nation's rail system.

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

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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(800) 633-3733
www.burge-law.com

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Christy • Ferguson
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Tel. (501) 758-0278

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Kaplan Law Corporation
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19th Floor
Century City, CA 90067
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www.kaplanlawcorp.com

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Hildebrand, McLeod & Nelson
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Suite 5A
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www.hmnlaw.com

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Jeffrey Chod
Chod Law Office
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Denver, CO 80217
Tel. (314) 541-5862
www.chodlawfirm.com

DISTRICT OF COLUMBIA

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9205 Redwood Avenue
Bethesda, MD 20817
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(800) 747-6266

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Reboso, & Spier, PA
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www.rbrlaw.com

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Suite 2400
Chicago, IL 60606
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(800) 472-5729
www.petrofelalaw.com

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

MARYLAND

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

MASSACHUSETTS

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Naumes Law Group
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Suite 425
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Tel. (617) 227-8444
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www.naumeslaw.com

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NEW YORK

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Flynn & Wietzke, PC
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OHIO

Andrew J. Thompson,
Shapero | Roloff Co., LPA
1111 Superior Avenue East
Suite 1310
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www.shaperoroloff.com

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Coffey, Kaye, Myers & Olley
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www.jonesgranger.com

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The Moody Law Firm
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Tel. (757) 393-4093
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www.moodyrrlaw.com

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1000 Second Avenue
Suite 1420
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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 commendations regarding the service of designated counsel, and information on injuries and settlements.

This information, which will be used in the continuing evaluation of this program, should be sent to:

Michael S. Baldwin, President
Brotherhood of Railroad Signalmen
917 Shenandoah Shores Road
Front Royal, VA 22630-6418

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

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.)*

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National Health & Welfare Plan — GA-23000

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

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www.myuhc.com

Retiree Claims — GA-46000

UnitedHealthcare

1-800-842-5252

Retiree Supplemental — GA-23111

UnitedHealthcare

1-800-842-5252

Aetna

1-800-842-4044

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

1-866-267-3320

www.bcbs.com

LIFE INSURANCE

MetLife

1-800-310-7770

www.metlife.com

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United Behavorial Health

For treatment, claims or inquiries call:

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www.liveandworkwell.com

ACCESS CODE: Railroad

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https://abilityadvantage.thehartford.com

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optumrx.com

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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

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

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

HATS	QUANTITY	PRICE	TOTAL
Cap (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	

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STREET _____

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COMMITTEE ON OFFICERS' REPORTS



COMMITTEE ON COMMITTEES



COMMITTEE ON APPEALS



COMMITTEE ON LAWS



COMMITTEE ON RESOLUTIONS



COMMITTEE ON RULES



COMMITTEE ON CREDENTIALS



BALTIMORE & OHIO GENERAL COMMITTEE



SEMAPHORES, LEVERS & TELLERS — GROUP #1



PORT AUTHORITY TRANS HUDSON GENERAL COMMITTEE



AMTRAK EASTERN GENERAL COMMITTEE

54TH REGULAR CONVENTION
COMMITTEE PHOTOS



CHICAGO METROPOLITAN GENERAL COMMITTEE



SOUTHEAST GENERAL COMMITTEE



NORFOLK SOUTHERN GENERAL COMMITTEE



NEW JERSEY TRANSIT GENERAL COMMITTEE



UNION PACIFIC GENERAL COMMITTEE



SOUTHERN JOINT GENERAL COMMITTEE



UNITED GENERAL COMMITTEE



CSXT NORTHERN GENERAL COMMITTEE



LOUISVILLE & NASHVILLE GENERAL COMMITTEE



BNSF GENERAL COMMITTEE

54TH REGULAR CONVENTION
COMMITTEE PHOTOS



ILLINOIS CENTRAL GULF GENERAL COMMITTEE



WISCONSIN CENTRAL GENERAL COMMITTEE



NORTHEAST GENERAL COMMITTEE



LONG ISLAND GENERAL COMMITTEE



PROVIDENCE & WORCESTER
GENERAL COMMITTEE



SAFETRAN
GENERAL COMMITTEE



CONTRACTORS
GENERAL COMMITTEE



SOO LINE GENERAL COMMITTEE



SEMAPHORES, LEVERS & TELLERS — GROUP #2

54TH REGULAR CONVENTION PHOTOS



























2



3













SIGNALSTORM













2




PINDO BALLROOM




2



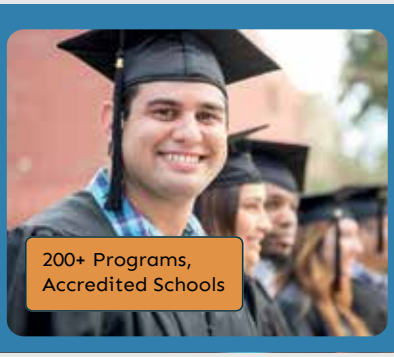




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