

1917 to 2017

CELEBRATING

100 Years



Painting by Val Wolly



OF THE *American Train
Dispatchers Association*

Founding Officers and Trustees



ATDA becomes an affiliated union of the AFL & CIO, January 29, 1957.



Past Presidents of Our Organization

9/19/1917 – 6/1/1938



J. G. Luhrsen

GREAT NORTHERN Rwy, SPOKANE, WA

6/1/1938 – 10/19/1944



C. L. Darling

NORTHERN PACIFIC, SPOKANE, WA

10/19/1944 – 10/17/1956



O. H. Braese

NEW YORK CENTRAL,
NEW YORK CITY, NY

10/17/1956 – 10/23/1959



J. B. Springer

B&O, WHEELING, WV

10/23/1959 – 5/19/1969



R. C. Couffts

CHICAGO ROCK ISLAND & PACIFIC RR,
DES MOINES, IA

5/20/1969 – 10/31/1976



C. R. Pfenning

WESTERN PACIFIC, SACRAMENTO, CA

Past Presidents of Our Organization

11/1/1976 – 5/1/1981



B. C. Hilbert

BN, VANCOUVER, WA

5/1/1981 – 10/11/1983



D. E. Collins

TRRA, ST. LOUIS, MO

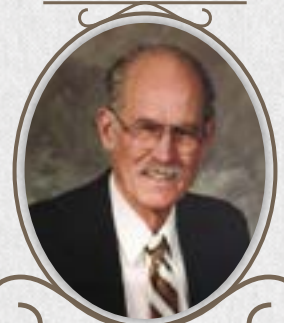
10/11/1983 – 7/1/1986



R. E. Johnson

ATSF, TEMPLE, TX

7/1/1986 – 11/1/1995



R. J. Irvin

L&N, BIRMINGHAM, AL

10/25/1995 – 8/3/1998



L. A. Parmelee

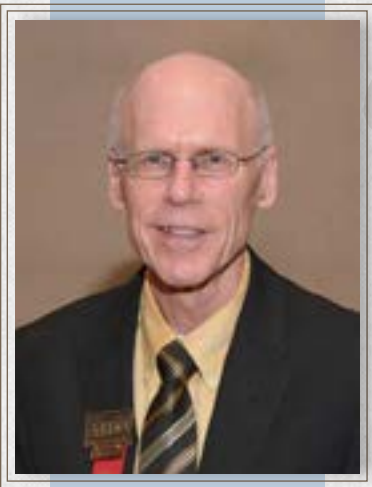
CONRAIL, SELKIRK, NY

8/3/1998 – 10/21/1999



W. A. Clifford

AMTRAK, BOSTON, MA



In 1917, 14 men came together in Spokane, Washington and formed the Western Train Dispatchers Association. The minutes of that first meeting simply stated, "it was decided to form an association of dispatchers of all localities for the purpose of securing reasonable hours, fair wages, proper treatment and one day off in seven." In 2017, as the American Train Dispatchers Association celebrates its 100 year anniversary, those principles remain in place and have been expanded to embrace other crafts such as yardmasters, engineers and conductors, and

maintenance of way employees and those covered outside the Railway Labor Act, including small commuter lines.

Through the supreme efforts and sacrifices of those working men and women before us, much has been accomplished. Securing reasonable working hours, through the FRA Hours of Service law, recognizes the stressful nature of our work and the need for proper rest. Most of our members today don't realize the efforts of our union, through regulatory action, to make sure train dispatching is performed on American soil and not exported to other countries. This was a long and hard fought victory to keep train dispatching in the United States. Fair wages and a secure pension have been gained through years of tough bargaining with the Carriers. The Railroad Retirement system provides monetary benefits far exceeding Social Security that our members enjoy at age 60 with 30 years of service. In addition, full healthcare benefits are provided until Medicare at age 65. These outstanding benefits are the result of our union working in unity with the other rail unions. Never underestimate the importance of unions and never take for granted the benefits that result from being a union member.

In closing, it is a privilege and honor to serve our members and to be part of the magnificent 100 year history of the ATDA. We must continue to build from the lessons of the past and realize that embracing change is a part of growing and surviving in these tumultuous times. We are facing strong headwinds of anti-union animus in the political arena and the business community. Be wary of those espousing the principles of equality, but in reality seek to destroy the very core of our existence. We, as union members, have an obligation to become activists in fighting for our just causes. We invite all of labor to join the American Train Dispatchers Association in celebrating 100 years of representing the greatest people in the world that have made America great, the unionized working class citizens of this nation.


Leo McCann

President

American Train Dispatchers Association



2017 is a historic year for the American Train Dispatchers Association. We are celebrating 100 years of achievements that our members and leaders have fought for to improve every aspect of our members' lives, from basic wages to having rest days, from health care to retirement. Your Organization, my Organization, our Organization the American Train Dispatchers Association has always taken on the fight. Our Organization stands ready to stand strong against the "right to work" movement and anyone attacking Railroad Retirement.

The "right to work" movement has been around for over 60 years. Billionaires like the Koch brothers have been trying to dismantle unions since 1950. In recent years they have rebranded their message, but the result is still the same. Weaker unions in "right to work" states means generally lower labor standards. Less voice for workers, more voice for corporations means an economic playing field tilted to corporate greed. The Economic Institute calculates that the wages of similar workers are 3.2% less in right to work states.

Current House Speaker Paul Ryan in 2012 made a run after Railroad Retirement by sponsoring legislation that would have eliminated the Railroad Retirement Occupational Disability program, as well as the "60/30" provision for allowing early retirement for railroad workers at age 60 if they have 30 years of service and place Railroad Retirement benefits under the Social Security Act. This Ryan Budget plan ignores the fact that all Tier 1 or Tier 2 benefits are fully funded by railroad workers and their employers; none of these benefits are funded from the treasury.

Mark Twain famously noted, "History doesn't repeat itself, but it does rhyme." Obviously no one knows what the next 100 years will bring nor the fights we will have to endure, but I am confident that our future leaders will represent our members with the passion and zeal that our members demand and deserve.



Ed Dowell

Secretary Treasurer

American Train Dispatchers Association



Past Secretary/Treasurers of Our Organization

C. L. Darling	1917 – 1938	Northern Pacific, Spokane, WA
O. H. Braese	1938 – 1944	New York Central, NYC, NY
J. B. Springer	1944 – 1956	Baltimore & Ohio RR, Wheeling, WV
A. Covington	1956 – 1970	Southern Pacific, Los Angeles, CA
T. J. Lacey	1970 – 1971	Pennsylvania RR, Philadelphia, PA
D. E. Collins	1971 – 1981 & 1983 – 1987	Terminal Railroad Association of St. Louis, E. St. Louis, IL

J. P. Erickson	1981 – 1983	Soo Line, Stevens Point, WI
E. S. McKeown	1987 – 1989	Conrail, Harrisburg, PA
R. L. Rafferty	1989 – 1995	Norfolk and Western Rwy, Ft. Wayne, IN
F. L. McCann	1995 – 1999	Conrail, Pittsburgh, PA
G. L. Melton	1999 – 2015	BNSF, Ft. Worth, TX

Past and Current Vice Presidents of Our Organization

J. H. Claney	1917	Spokane, Portland And Seattle Rwy, Spokane, WA
R. Firth	1918	Northern Pacific, Duluth, MN
W. J. Potts	1920 – 1937	Missouri Pacific RR, Little Rock, AR
O. H. Braese	1920 – 1938	New York Central, New York City, NY
A. M. Gorman	1920 – 1944	Southern Pacific, Portland, OR
J. B. Tipler	1937 – 1956	St. Louis – San Francisco Rwy, Thayer, MO
J. B. Springer	1938 – 1944	Baltimore & Ohio RR, Wheeling, WV
C. S. Matthews	1944 – 1953	Pennsylvania RR, Indianapolis, IN
D. M. Geil	1944 – 1963	Western Pacific RR, Sacramento, CA
R. C. Coutts	1947 - 1959	Rock Island, Des Moines, IA
J. R. Garber	1953 – 1956	Northern Pacific RR, Tacoma, WA
R. M. Crawford	1953 – 1963	Southern Rwy, Louisville, KY
T. C. Garrett	1956 – 1965	Chesapeake & Ohio Rwy, Richmond, VA
R. R. Hack	1959 – 1973	Pennsylvania RR, Philadelphia, PA
J. L. Willett	1963 – 1964	Gulf, Mobile & Ohio RR, Murphysboro, IL
B. C. Hilbert	1963 – 1976	Spokane, Portland and Seattle Rwy, Vancouver, WA
C. R. Pfenning	1964 – 1969	Western Pacific RR, Sacramento, CA
V. F. Williams	1965 – 1970	Seaboard Airline RR, Atlanta, GA
D. V. Chandler	1969 – 1983	Southern Pacific, Roseville, CA
R. J. Irvin	1971 – 1986	Louisville & Nashville RR, Birmingham, AL
R. E. Johnson	1973 – 1983	AT&SF Rwy, Temple, TX
J. P. Erickson	1976 – 1981	Soo Line, Stevens Point, WI
M. H. Kassera	1981 – 1983	Burlington Northern, Cicero, IL
G. D. Bennett	1983 – 1995	Southern Pacific, Tucson, AZ



ATDA Third Annual Convention June 14-19, 1920

J. C. McCall	1983 – 1985	Western Pacific RR, Sacramento, CA
W. A. Clifford	1983 – 1998	Amtrak, Boston, MA
M. A. Swartz	1985 – 1987	Conrail, Harrisburg, PA
H. E. Mullinax	1986 – 1995	CSXT, Florence, SC
J. W. Parker	1995 – 2003	Norfolk Southern, Greenville, SC
D. W. Volz	1995 – 2015	Kiamichi Railroad, Hugo, OK
G. L. Melton	1998 – 1999	BNSF, Ft. Worth, TX
C. R. Mundy	1999 – 2003	Conrail, Harrisburg, PA
A. M. Snyder	1999 – 2004	Grand Trunk Western, Pontiac, MI
S. A. Hunnicutt	2003 – 2008	Norfolk Southern, Atlanta, GA
G. A. Pardlo	2003 – 2010	New Jersey Transit, Newark, NJ
C. L. Boggs	2005 – 2011	CSXT, Jacksonville, FL
G. S. Wasserman	2010 – 2011	PATH, Jersey City, NJ
P. E. Ayers	2008 – Present	BNSF, Ft. Worth, TX
J. T. Salvay	2011 – Present	Amtrak, Philadelphia, PA
L. E. Dowell	2011 – 2015	CSXT, Jacksonville, FL
P. D. Arden	2015	CSXT, Calumet City, IL
J. H. Rodgers	2015 – Present	CSXT, Atlanta, GA
R. R. Broyles	2015 – Present	Norfolk Southern, Pittsburgh, PA

1917

NOVEMBER 1 • First meeting of the Western Train Dispatchers Association is held in Spokane Washington, JG Luhrs of the Great Northern Railway elected president.

DECEMBER 15 • Railroads were nationalized under the United States Railroad Administration due to the crisis of World War I.

1918

Name officially changed from the Western Train Dispatchers Association to American Train Dispatchers Association.

OCTOBER 3 • First meeting between the Director General of the United States Railroad Administration and the ATDA is held to discuss the issues of Train Dispatchers.

- Results in 35% increase in existing rates of pay.
- Minimum rate of \$185 per month for Trick Train Dispatchers.
- Minimum rate of \$235 per month for Chief and Assistant Chief Train Dispatchers.
- Two weeks' annual vacation with pay.

1919

JUNE • Director General of the USRA issues regulations requiring Carriers to grant Train Dispatchers one day off per week without a reduction in pay. As a result, Train Dispatchers become the first class of workers in the railroad industry to be placed on a six-day workweek without a reduction in earnings.

1920

MARCH 20 • Government control of railroads ends.

United States Railroad Labor Board issues decision No. 2 which increases the rate of pay of train dispatchers by \$26.52 per month.

United States Railroad Labor Board reduces monthly wages of Train Dispatchers by \$16.52.

United States Railroad Labor Board denies the request by the Carriers for further reductions in the rates of pay for train dispatchers: "After careful consideration of the evidence submitted, the Board is of the opinion that the nature of the work and the responsibilities of train dispatchers to the carriers and to the public is such as to warrant the maintenance of present rates."

ATDA purchases its first Headquarters Building at 10 Huron Street, Chicago, Illinois.

Through collective bargaining efforts with representatives of individual Carriers, the ATDA is successful in restoring wage rates to pre-1921 levels.

Widows and Orphan's Fund established for members of the ATDA providing benefits for the families of deceased members.

MAY 18 • The Railway Labor Executives Association was formed.

MAY 20 • The Railway Labor Act is signed into law.

1917

1922

1923

1925

1926



Historical article about the Widows and Orphans Benefit Fund

After the ATDA had been organized only a few years, the members felt the need for some form of immediate assistance to the wife and dependents when a member died. Not commercial insurance, but a fund of their own to be controlled by the Union and to give aid quickly at the time of the death of a member.

The membership insisted the officers develop a formula for such a fund. In 1925 such a plan was placed before the General Assembly and approved. The Widows and Orphans Benefit Fund For The Members of The American Train Dispatchers Association was established.

It was thought by the founders of the Fund that it was so attractive that practically every dispatcher would want to be a member; even that it would be an incentive to join the ATDA in order to be eligible for membership in the Fund.

Many of the original members have passed on and in many instances the dependents would have been desperately in need of money for their immediate use had it not been for the relief afforded by a check from the Secretary-Treasurer, paying at once the benefit from the Fund.

Members who are yet alive and continue to pay the "Calls" do so with a feeling of satisfaction at being able to help others. A feeling that comes with having done some worthy deed; a feeling of self-esteem when we stop thinking of ourselves and our own selfish interests and do something for others, especially at a time when sorrow and distress are present.

No person was ever honored for what he received. Honor has been the reward for what he gave. He who takes but never gives, may last for years but never lives.

The Fund is for the purpose of furnishing such relief. It is a Non Profit organization. Every cent above actual cost of operation goes to the beneficiaries. It requires no physical examination. If you are in your usual health and under 50 you are eligible to join.

The operation of the Fund is so simple that it amounts to "passing the hat" when a member dies.

A check goes to the beneficiary immediately upon receipt of notice of the death of a member by the office chairman.

A "Call" then goes out to the membership and the Fund is thus replenished.

ONE THOUSAND DOLLARS will be paid when the membership reaches or passes one thousand.

Over half of the members of the ATDA, not now members of the Fund, are eligible for membership.

This is an urgent appeal to every eligible member to make application for membership in the Widows and Orphans Benefit Fund, and DO IT NOW!

**Application for Membership in the
WIDOWS and ORPHANS BENEFIT FUND**
Among members of the
American Train Dispatchers Association

I hereby make application for membership
in the Widows and Orphans Benefit Fund and
certify that I am in good health, qualified as
to age, qualifications, and a member of the
American Train Dispatchers Association.
If accepted for membership, I agree to
abide by and conform to the rules and regu-
lations governing said Fund.

Full Name _____
First _____ Middle _____ Last Name _____
Address (Street) _____
City _____ State _____
Date of Birth _____ Month _____ Day _____ Year _____
Social Security No. _____
Relationship _____ Full Name _____
Please find enclosed \$1.50 in payment in
advance of four Calls and expenses (if over
age 50, and not over 60, inquiry of Secretary-
Treasurer for correct additional amount).

Signature _____ Date _____
Chairman's Endorsement
I hereby certify that, to the best of my knowledge
and belief, the applicant is in good health.

Office Chairman
Make remittance for P. O. or Express, M. O. or by
Bank Draft, payable to: A. B. Springer, 12 East Huron
St., Chicago, Ill. If by check — add 10¢ for bank
exchange.



National Ladies Auxiliary Convention 1919

National Ladies Auxiliary



National Ladies Auxiliary 1980s

1927

Following extensive hearings, ATDA Vice President O.H. Braese successfully argues for the increase in pay of Louisville & Nashville Train Dispatchers of \$15.00 per month to \$265.00. The organization's committees on other roads promptly follow suit.

1929

OCTOBER 29 ♦ The Great Stock Market crash marks the beginning of the Great Depression in the United States.

1931

ATDA along with other rail labor unions, successfully thwart off attempts by the Carriers for a 15% permanent reduction in pay for all railroad works, instead bargaining for temporary reduction of 10% for 4 years.

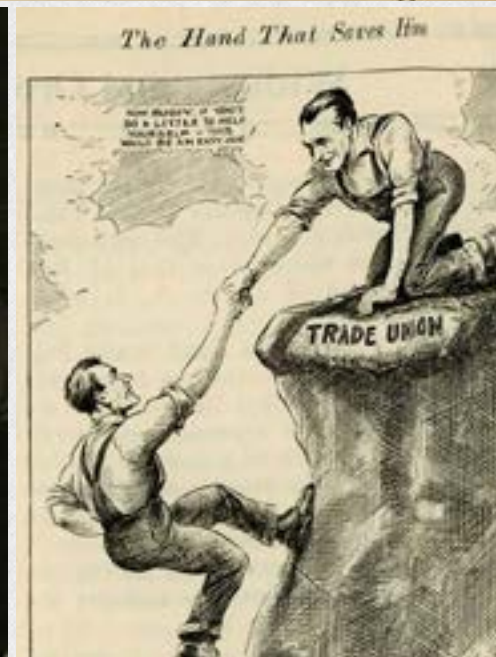
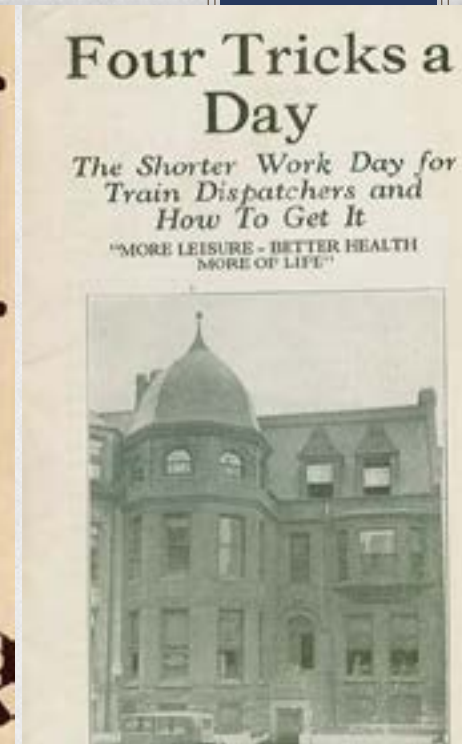
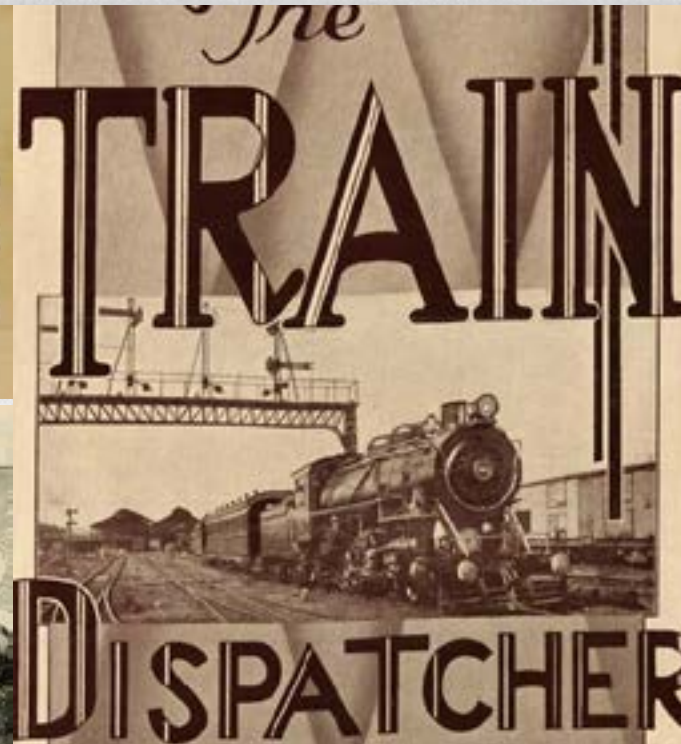
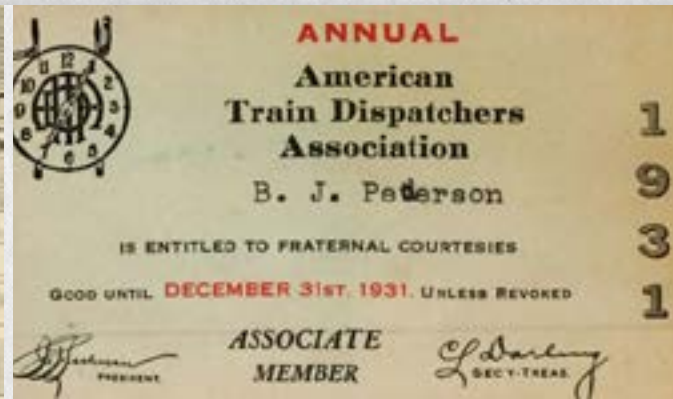
1934

JUNE 21 ♦ Railway Labor Act is amended providing for a certification process for workers to choose their collective bargaining representation, criminal penalties for violation of the act related to collective bargaining, and the creation of National Railroad Adjustment Board and the National Mediation Board.

1935

JUNE 24 ♦ Railroad Retirement Law is passed.

JUNE 25 ♦ Railroad Unemployment Insurance Act is passed.



1937

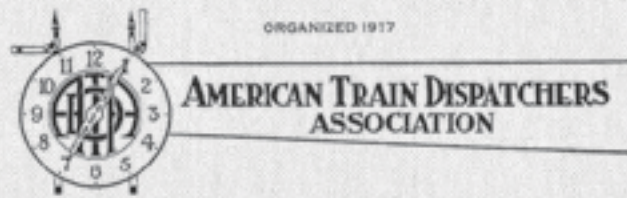
ATDA signs agreement with the Committee representing the Association of American Railroads for handling and disposing of issues not covered by existing schedule agreements including overburdened positions and office conditions.

1938

ATDA reaches the first Collective Bargaining Agreement for Train Dispatchers on the Pennsylvania Railroad.

1940

\$12.50 per month increase in pay.



1942

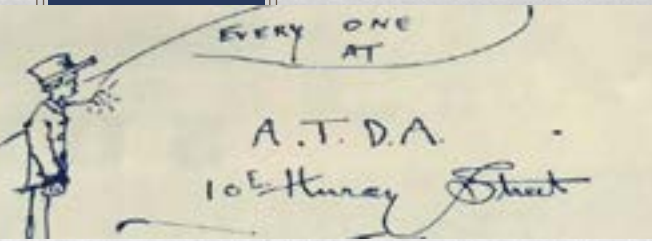
By agreement on the PRR (later expanded to other roads through mediation), ATDA gains a \$25.00 per month increase in pay, as well as work rules requiring payment of time and one-half for work performed on weekly rest day.

1944

Through mediation, ATDA gains an additional \$21.60 per month increase in pay totaling \$59.10 per month over the previous 4 years. Agreement also contains uniform vacation rule extending vacations to extra dispatchers.

1946

Through agreement signed with the Carriers' Conference Committee, Train Dispatchers receive a \$44.40 per month increase in pay.



The "Right to Work" anti-union movement is not a new threat to workers, as demonstrated by this article that appeared in 1955

A serious threat to sound and democratic labor relations has arisen in America. This threat takes the form of legislation, deceitfully misnamed as "Right-to-Work" legislation, to prohibit union security arrangements worked out by labor and management through collective bargaining. Such legislation is now in effect in 17 states. Employer groups have organized well-financed lobbies to press for its adoption in many other states. Their major opportunity comes in 1955 when all but four State Legislatures will be meeting.

This threat involves far more than a narrow partisan issue between labor and management. The living standards of all Americans are adversely affected by the passage of this legislation.

Farsighted employers and public spirited citizens now realized that these so-called "Right-to-Work" laws should in reality more aptly be named "Right-to-Wreck" laws, for they serve as instruments to weaken the organization of workers, to lower wages, and to disrupt peaceful bargaining relations between labor and management.

This pamphlet has been prepared to make clear the reasons behind the American Federation of Labor's unalterable opposition to this legislature.

S/ George Meany
President,
American Federation of Labor



1947

ATDA signs agreement with the Carrier's Conference Committee increasing Train Dispatcher's rates of pay by \$37.20 per month.

1949

Through negotiations with the Carrier's Conference Committee, the ATDA signs the first agreement establishing a 5-day workweek without a reduction in earnings.

1950

The ATDA, along with other members of the Railway Labor Executives Association, successfully lobby to block the Donnell Compulsory Arbitration Bill which would have force compulsory arbitration upon only the railway industry and allowed Carriers to appeal Adjustment Board rulings in court.

Revisions to the Railway Labor Act allow for the negotiation of Union Shop Agreements.

Agreement reached giving train dispatchers with 15 or more years of service a third week of vacation.

MARCH-MAY ♦ Various "Non-Ops" Unions strike L&N Railroad over Health Care. When Dispatchers are terminated for not crossing picket lines, ATDA strikes L&N. The issues are resolved in favor of labor.

The Supreme Court rules in favor of union representation in railroad union shops, overruling a state right to work law.

1951

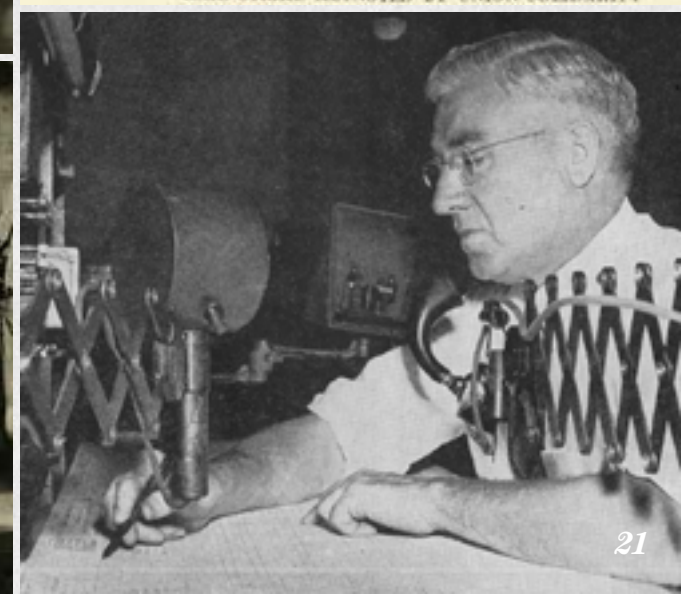
1954

1955

1956



RAIL STRIKE KEYNOTED BY UNION SOLIDARITY



1957

In the first 40 years of the ATDA, the average Train Dispatchers' monthly rate of pay has increased in excess of 475%, including the right to two rest days per week.

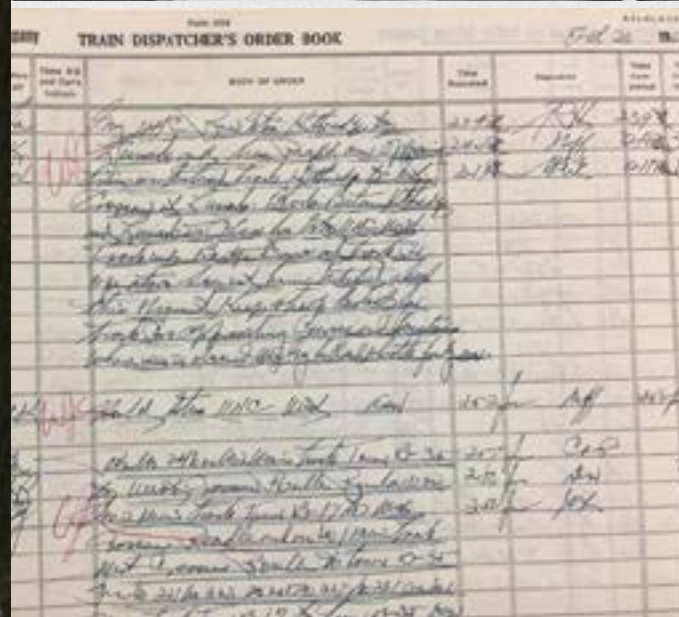
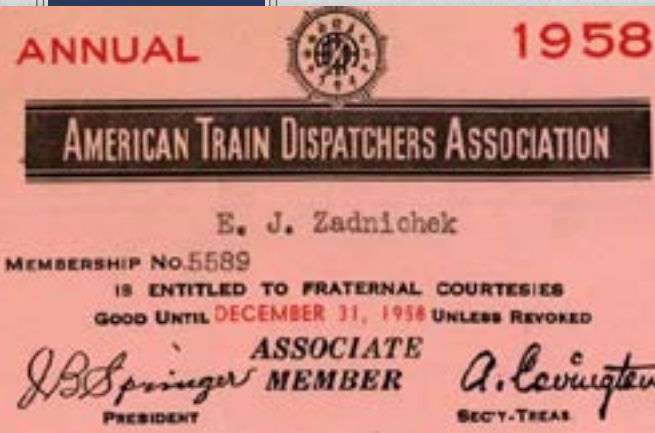
1959

OCTOBER 23 ♦ R.C. Coutts of the Chicago, Rock Island, & Pacific Railroad becomes the 5th President of the ATDA.

DECEMBER 1 ♦ ICC Approves merger between Virginian Railway and Norfolk and Western beginning modern age of railway mergers and acquisitions.

1966

JUNE 16 ♦ The ATDA signs what will become known as the '66 Protective Agreement with the Carriers represented by the National Railway Labor Conference and the Eastern, Western, and Southeastern Carrier's Conference Committees providing protective benefits for train dispatchers displaced or deprived of employment as a result of changes in Carrier operation.



Charter Members Reminisce During 50th Golden Anniversary – 1967

How it All Began

By Clifton L. Darling,

Charter Member, Honorary and Past President, ATDA

Next month will convene the Golden Anniversary Assembly of the American Train Dispatchers Association which was organized as the Western Train Dispatchers Association. It has been said that labor organizations are born of injustices and adversities. That surely holds true with our Association.



In 1912 the old Train Dispatchers Association of America held its “convention” in Spokane. This group was sponsored by railroad managements and was headed by a man named John Mackie who was not a dispatcher. At this meeting an effort was made by Spokane dispatchers to introduce measures for adoption which would permit action on wages and working conditions. But these efforts were, of course, quickly blocked by Mackie in his capacity as chairman.

At that time and for many years thereafter there were six train dispatching offices in Spokane — some 45 dispatchers. The urgent need for action to correct existing inequities continued but it was not until 1917 that any definite action was taken. Several meetings were held in the late summer and early fall of that year and on September 29 a tentative procedure was outlined for action to be taken at the next meeting which was held on November 1.

While the 14 men who attended the meeting at which the Association was formally organized represent the charter membership, many others had been active, had attended previous meetings when plans were being formulated and could well be considered charter members also. Only a few of those early members survive — Rose Gore and I and perhaps one or two others. Julius Luhrsen was the prime mover and we can well pay honor to his memory at this Golden Anniversary Assembly. The courage and determination of the Spokane dispatchers entitle them to a full measure of our appreciation.

In those days railroad managements looked with disfavor on a dispatcher who belonged to a labor organization, and we knew there was possibility of being discharged if they learned of our activities. All meetings were held at the Couer d'Alene Hotel. Those attending came singly or in pairs — mostly though the back door. Secrecy was carefully maintained and so far as was known, none of the men were questioned by railroad officers. Correspondence was handled through a “blind”.

The government assumed control of the railroads on Dec. 28, 1917, and we then handled all organization matter with various government agencies until the roads returned to private control in 1921.

Then Till Now

By Riley W. Beal

My warmest greetings and best wishes to all fellow ATDA members on our Golden Anniversary. As has been noted, I was one of the original 14 members who assisted in organizing our Association in Spokane in 1917, and was on the first Board of Trustees.

At that time I was a dispatcher on the Milwaukee Road, having started my career as a caller at Chillicothe, Mo., in 1902. Entering train service as a brakeman in 1903, I had the misfortune in 1905 to lose my left leg in a switching accident at Laredo, Mo.

Following recovery, I worked as a yard clerk at Ottumwa, Iowa, during which time I continued to study telegraphy, having started studying Morse prior to working as a call boy. In February 1909 I began working as operator on the Kansas City division and was promoted to dispatcher in February 1911. After 36 years in the Tacoma, Wash., dispatchers office I retired in November 1947 due to a heart condition.

I have made my home in Tacoma since retirement.

My thoughts will be with those in attendance at the Golden Anniversary in October. I will celebrate my 82nd birthday on October 26.

♦ ♦ ♦

Wish for Continued Progress

By Ross E. Gore

At the time I participated in the organization of the ATDA in the fall of 1917, I had been a dispatcher only a few months, having been promoted the previous June in the N.P.'s Spokane office—the same office in which Bro. Clif Darling was located. I retired in 1956.

I join with the other two surviving charter members in sending greetings and best wishes to all the brothers on this Golden Anniversary year, and especially to those who will be in attendance at the Golden Anniversary Assembly in Chicago. I can express no greater wish for the ATDA than that it accomplish as much during its second 50 years as it has in the first.



C. L. Darling, Ross Gore, and O. H. Braese at the Golden Anniversary Assembly in Chicago, 1967

1967

ATDA turns 50.

APRIL 1 ♦ Federal Railroad Administration created as part of the Department of Transportation legislation passed in 1966.

1970

JUNE 21 ♦ Penn Central Transportation Company (the merged company of New York Central and Pennsylvania Railroads) goes bankrupt in largest corporate bankruptcy up to that time.

1971

DECEMBER 29 ♦ The Occupational Safety and Health Act was enacted creating OSHA.

MAY 1 ♦ Amtrak created to take over remaining intercity passenger trains in U.S.

1973

NOVEMBER 1 ♦ ATDA National Headquarters moves from Huron St. in Chicago to Berwyn in the western suburbs of the city.

Railroad Retirement benefits are restructured into two tiers; Tier One being administered in line with Social Security and Tier Two being based on railroad service and earnings and comparable to pensions paid over and above Social Security benefit in other industries.

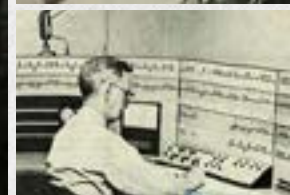
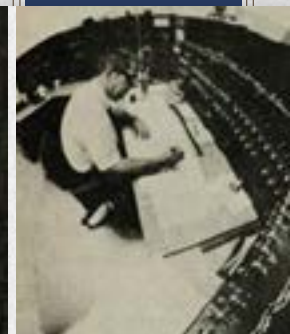
Regional Rail Reorganization Act of 1973 (the 3R Act) and Railroad Revitalization and Regulatory Reform Act of 1976 (the 4R Act) were passed authorizing the formation of Conrail and providing government assistance and regulatory relief to railroads in an effort to save the industry. The 4R Act also provided for the sale of the Northeast Corridor to Amtrak.

APRIL 1 ♦ Conrail created out of bankrupt northeastern railroads: Penn Central, Erie Lackawanna, Reading, Central Railroad of New Jersey, Lehigh Valley and Lehigh Hudson River.

1974

1973

1976



1980

JANUARY 24 ♦ Chicago Rock Island & Pacific Railroad is shut down after years in bankruptcy causing the loss of thousands of railroad jobs.

FEBRUARY 20 ♦ The Milwaukee Road ceases operations on almost 1,000 miles of the west end of its railroad causing further loss of railroad jobs.

Chessie System and Seaboard Coast Line Industries merge creating CSX.

OCTOBER 14 ♦ Staggers Rail Act becomes Law deregulating the railroad industry.

APRIL 4 ♦ ATDA strikes the Burlington Northern over issues in the former SL-SF (Frisco) office in Springfield, MO.

Norfolk and Western Rwy. and Southern Rwy. merge to create Norfolk Southern.

The Railroad Retirement Solvency Act legislation raises the full benefit retirement age for railroaders from 60 to 62 with 30 years of service in an effort to stabilize the retirement system after thousands of railroad layoffs from bankruptcies and economic turbulence.

Milwaukee Road & Soo Line merge ending Milwaukee Road bankruptcy.

1982

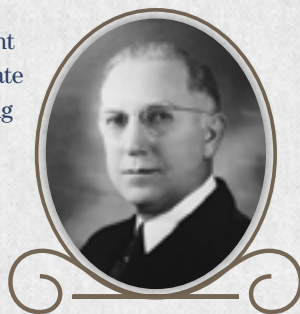
1983

1986



A Tribute to O.H. Braese: *An Interview on Train Dispatching Over The Years*

This was an interview with O. H. Braese, then President of our Organization. It is undated, but probably dates late 1940's or early 1950's. Mr. Braese was the longest serving officer of the ATDA, having served as Vice President, Secretary/Treasurer and President from 1920 to 1956. We pay tribute to him by reproducing his interview—giving a look back to see how Train Dispatching has changed and not changed over the years.



Q. Tell us something about the part train dispatchers play in the operation of the railroads of this nation.

A. Perhaps the earliest instance of the movement of trains being directed by some person in authority occurred at Turners (now Hariman) New York, on the Erie Railroad, nearly 100 years ago, when one Charles Minot, the superintendent of the railroad, was on a train then waiting on a side track for an opposing train.

After waiting for some time, and Superintendent Minot being in a hurry to reach the next station, he entered the telegraph office at Turners, and when he found that the opposing train had not passed Goshen, he initiated and caused to be transmitted by telegraph the first written train order in the history of American railroading. The order read: "Agent and Operator at Goshen: Hold eastbound trains 'till further notice." and signed his name as superintendent.



Returning to the train, Minot wrote and handed to the conductor the following order: "To Conductor and Engineman, Day Express: Run to Goshen regardless of opposing trains." and signed that with his name as superintendent.

The engineman of the train, one Isaac Lewis, who is described by historians as a man of orderly mind but little imagination, read the order and then remarked that he'd be doggoned if he would run by that thing. Thereupon Minot

displaced the engineman and himself operated the train into Goshen, and from there into Port Jervis, while Lewis assumed the role of a passenger during that trip.

Some years after that event, railroad managements conceived the idea that it would expedite the movement of trains if individuals, with proper training and authority, were assigned to perform the duties of initiating and issuing instructions to train and engine service crews where trains were to meet and pass one another. This came into being and the individuals so selected were designated as train dispatchers. However, and although all other railroad workers worked from sun-up to sun-down, or longer, because of the highly responsible work performed by train dispatchers, they were placed on eight-hour shifts.

In 1920 the Interstate Commerce Commission, under authority of an Act of Congress, designated train dispatchers as subordinate officials, which is their status today. Officially there are two classifications of train dispatchers, namely, trick train dispatchers, whose duties are to be primarily responsible for the movement of trains by train orders, or otherwise; to supervise forces employed in the handling of train orders, to maintain records incidental thereto; and to perform related work. Then there are chief and assistant or night chief train dispatchers whose duties are to supervise train dispatchers and the movement of trains; to supervise the distribution of power and equipment incident thereto, and to perform related work.

Q. How many train dispatchers are there, and about how many of these are members of the organization you represent?

A. According to the last available monthly report of the Interstate Commerce Commission, 4188 were shown on the payrolls for that month. This means that there were that many job opportunities for those within our profession, and that the 4188 directed the movement of trains over the entire 225,000 miles of total mileage operated by all Class 1 carriers in the United States. However, in addition there were a number for whom there were no job opportunities during that month, which accounts for the fact that a total of 5084 train dispatchers are members of the American Train Dispatchers Association.

Q. What is the average age of train dispatchers?

A. Due to the fact that a considerable amount of experience as a railroad telegrapher is a prerequisite, they do not become train dispatchers on the average until the age of 31. Therefore, the average age of all train dispatchers is approximately 48 years.

Q. Tell us some of the details of the train dispatchers' duties and responsibilities.

A. Train dispatchers are usually located at division headquarters where also is located the division superintendent and other division officials. Train dispatchers are usually in a room on the door of which you will find a sign reading "Private, No Admittance." That is necessary to enable the train dispatcher to concentrate on what he has to do.

The mileage of his dispatching territory varies according to volume of traffic to be handled by him. However, it can reasonably be assumed that the present average is approximately 230 miles, although there are instances of his dispatching territory being more than 1,000 miles in length. In fact, we know of one train dispatcher directing the movement of all trains over a dispatching territory of 1336 miles in length, and if this were in one continuous line it would extend from New York City through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, and on to Omaha, Nebraska.



In his office the train dispatcher has a table, a chair, a standard clock on the wall, a telephone and call board, or one or more telegraph instruments, for his use in calling and talking with telegraph or telephone operators located in the various stations along the line of road.

On the table we find one or more large cross-ruled sheets, which in some instances are five or more feet in length and 30 or more inches in width. These are in the form prescribed by the Interstate Commerce Commission and are officially known as the "Dispatcher's Record of Movement of Trains." It is from the information he enters on those records, commonly referred to as "train sheets", that he is able to direct the movement of all trains expeditiously, safely, and of course economically.



The information he enters is given him by telephone or telegraph by variously designated employees at the point or points where trains originate or terminate, and by operators at stations along the line of road.

The information consists of the identity, either by number of each scheduled train or by engine number of all extra or special trains; the names of the conductors and enginemen; the time each went on duty; the total number of cars and tons hauled by each train; the number and destination

of cars loaded with live stock or perishable commodities, and, most important of all - the arrival, departure or passing time of each train at each station on his entire territory.

All this information is necessary so that he may properly, and with due regard to safety, plan and formulate his instructions to each train as to where they shall meet or pass opposing trains; which train is to have preference to the main line track; and which shall enter the siding to permit other trains to pass.

The train dispatcher must have a mental picture of the physical characteristics of the entire territory over which he has jurisdiction. He must know the distance between each station, on which side of the track the station is located, the location and degree of every curve and grade, the location of every signal and other facility having to do with the movement of trains. In addition, he must have complete knowledge of the Federal Hours of Service Law, the 16-hour law as applicable to train and engine service employees, and the 9-hour law as it applies to those who copy train orders or other instructions transmitted to them by the train dispatcher for delivery to conductors and enginemen. He must know the fruit and other perishable shipment regulations; all interstate and intra-state laws relating to live stock shipments, such as loading and unloading for rest, feed and water; the tonnage rating of every locomotive in service on his territory.

Some years ago a Vice President of the Union Pacific Railroad publicly stated that "if there is any one railroad official, subordinate official or employee of a railroad who must be infallible, it is the train dispatcher."

He knew what he was talking about, because when a bookkeeper makes an error he merely uses the eraser at the other end of his pencil. When a train dispatcher makes an error he calls out the \$150,000 wrecker and the wrecking crew.

A jury weighing life and death for a murderer may take 36 hours or longer to deliberate its decision. A train dispatcher with 500 passengers aboard a single train may have less than ten seconds at his disposal. The tired train dispatcher not only sees spots before his eyes, he sees box cars piled up. This squeezing of the brain to unerring accuracy does queer things to the train dispatcher's mind and body. Anxiety states are very common among train dispatchers and these exact their toll from human minds and bodies.

Q. What effect does that have on the life-span of train dispatchers?

A. Statistics show that due to the stress and strain inherent to the work of the train dispatchers, the average age at death is only 50.17 years. The train dispatchers' heart disease comes early and is the greatest single factor in the average age at death. More than 81% of all train dispatchers harbor diseased hearts and blood vessels in some form or degree.

In closing, may I add that when passengers arrive at their destination safe and sound, the walk from the sleeping car to the station is likely to take them by the locomotive of their train. Almost irresistibly comes the desire to wave an appreciative hand to the engineer and to say "Thanks for the safe trip." That is due and proper. A mighty man is the engineer. However, the other hand, despite the brief case and bag, might well be waved - perhaps a little indirectly - to a man you may never see; the man who, by the precise instructions he issued to that engineer, guided him as well as the engineers of ten, twenty, forty or more trains, safely to their destination. That man is the train dispatcher.

Typical Train Sheet used in 1930's by a Train Dispatcher

1988
1992

1993

CSX Begins centralizing Train Dispatchers in Jacksonville.

Engineers, Conductors and Maintenance of Way employees of the Kiamichi Railroad, a shortline railroad headquartered in Hugo, Oklahoma vote to join the ATDA.

FEBRUARY 5 ♦ President Clinton approves the Family Medical Leave Act – landmark legislation giving workers up to 12 weeks of unpaid, job protected leave per year and also requiring health benefits be maintained during the leave.

JULY 16 ♦ ATDA affiliates with the International Brotherhood of Locomotive Engineers (BLE) and becomes the American Train Dispatchers Department of the BLE.

ATDA National Headquarters moves from Berwyn, IL to the BLE Headquarters Building in Cleveland, OH.

Burlington Northern begins consolidating Dispatchers to Ft. Worth, TX.

Interstate Commerce Commission (ICC) is replaced by the Surface Transportation Board (ICC elimination Act of 1995).

DECEMBER 31 ♦ Burlington Northern merges with Atchison Topeka and Santa Fe Railway to create BNSF.

1994

1995

1996



1997

SEPTEMBER 3 ♦ ATDA strikes NS former Southern Rwy. offices over use of sick leave.

DECEMBER ♦ Former ATSF dispatchers become members of ATDA and are eventually relocated to Ft. Worth, TX.

1998

JULY 23 ♦ STB approves Conrail acquisition by CSX and Norfolk Southern.

2000

JUNE 22 ♦ ATDA wins court battle with Norfolk Southern over 1997 strike damages.

DECEMBER ♦ Montana Rail Link Train Dispatchers vote to join ATDA.

2001

DECEMBER 3 ♦ Railroad Retirement Legislation signed restoring full retirement benefits to railroaders with 30 years of service at age 60 and improving benefits for widows, among other changes. It also created the National Railroad Retirement Investment Trust to invest and manage the Railroad Retirement Trust Fund.

2002

OCTOBER 1 ♦ ATDA prevails in our efforts to prevent moving the Delaware & Hudson Dispatchers, and any other Dispatchers in the future, to Canada or outside the United States.

2003

ATDA General Assembly votes to establish a College Scholarship Fund for children of our members. A Death Benefit fund is also established effective January 1, 2004 to provide monetary assistance to families of any active or retired member in good standing who pass away.

2004

JANUARY 1 ♦ ATDA disaffiliates with the BLE after they merge with the Teamsters, becoming an independent union once again.

2005

MARCH 3 ♦ ATDA strikes BNSF over unilateral change to the agreement over Comp time.



2007

Montana Rail Link Yardmasters join ATDA.

DECEMBER 30 ♦ Presidential Emergency Board 242 issues its recommendations, paving the way for the settlement of a 10-year contract battle between railroad unions including the ATDA and Amtrak.

THROUGH 2008 ♦ The Federal Railroad Safety Act was strengthened several times to provide protection for railroad employees from retaliation for providing or assisting in the investigation of any alleged violation of federal law, rule or regulations regarding railroad safety, security; or for refusing to violate or assist in the violation of any Federal law, rule or regulation related to railroad safety or security; or for reporting hazardous safety or security conditions, refusing to work under certain unsafe conditions...known as the whistleblower provisions of the Federal Railroad Safety Act.

MAY 21 ♦ Wisconsin Central Train Dispatchers vote to join the ATDA.

DECEMBER 12 ♦ ATDA National office moves to our current headquarters on West 150th Street in Cleveland, OH.

OCTOBER ♦ ATDA General Assembly directs that a General Chairman's Conference be held two years after each General Assembly to facilitate communications and ideas between System Committees and with National Officers.

2008

2009

2011

NOVEMBER 5 ♦ Presidential Emergency Board 243 issues its recommendations, paving the way for a voluntary agreement on National wages and health and welfare, which included wage increases of 20.1% over 6 years from 2010 through December 31, 2015 and a freeze in Health and Welfare contributions. ATDA bargained together with Transportation Communications Union, International Association of Machinists, International Brotherhood of Electrical Workers, and Transport Workers Union.

MARCH 1 ♦ Illinois Central Train Dispatchers join the ATDA and a new agreement is approved for IC, Wisconsin Central and Grand Trunk Western who are consolidated into one office in Homewood, IL.

MAY 13 ♦ The first General Chairman's conference is held.

JULY 16 ♦ The Federal Railroad Administration and OSHA sign a memorandum of agreement to facilitate coordination and cooperation between the agencies regarding the enforcement of the Federal Railroad Safety Act's whistleblower provision.

NOVEMBER ♦ ATDA joins forces with the Brotherhood of Locomotive Engineers and Trainmen, SMART-Transportation Division, International Brotherhood of Boilermakers, National Conference of Firemen and Oilers, and Brotherhood of Railroad Signalmen to create a Coordinated Bargaining Group (CBG) to begin the next round of National contract negotiations with the National Carriers Conference Committee (group representing railroads that bargain nationally).

ATDA begins the replacement of its legacy membership and dues tracking computer system at National Headquarters with a state of the art computer system developed and designed by UnionTrack.

2011

2012

2013

2014

2016



Current Joint Board and Roster



F. Leo McCann, President
1999 – Present
Conrail, Pittsburgh, PA

L. Ed Dowell, Secretary/Treasurer
2015 – Present
CSXT, Jacksonville, FL

Paul E. Ayers, Vice President
2008 – Present
BNSF, Fort Worth, TX

John T. Salvey, Vice President
2011 – Present
Amtrak, Philadelphia, PA

Rory R. Broyles, Vice President
2015 – Present
Norfolk Southern, Pittsburgh, PA

Jay H. Rodgers, Vice President
2015 – Present
CSXT, Atlanta, GA

Joseph M. Sparks, Trustee
2015 – Present
BNSF, Kansas City, MO

Barry A. Cross, Trustee
2015 – Present
Amtrak, Wilmington, DE

Christopher Calhoun, Trustee
2015 – Present
Terminal Railroad Association
of St. Louis, St. Louis, MO

Michael S. Wolley,



*General Counsel and Honorary
Lifetime Member*

System Committees & Current General Chairmen

ROAD

Alaska

Belt Railway of Chicago

BNSF

Conrail

CSXT-East

CSXT-South

Indiana Harbor Belt

Kansas City Southern

Keolis/Pan Am

Kiamichi

Louisville & Indiana Railroad

Montana Rail Link

**National Railroad Passenger
Corporation (Amtrak)**

New Jersey Transit – Train Dispatchers

New Jersey Transit – Power Directors

New York, Chicago & St. Louis (NKP-NS)

**Northeast Illinois Regional
Commuter (Metra)**

**Northern Indiana Commuter
Transportation District**

Norfolk Southern

Port Authority Trans-Hudson

Soo Line

Staten Island Rapid Transit

Sunrail

**Terminal Railroad Association
of St. Louis**

Wisconsin Central

GENERAL CHAIRMAN

Ryan Diehl

Justin Liston

Kevin Porter

Bart J. Wood

Philip R. Houle

Matt Stewart Sr.

Joseph Bissonnette

Jeff Turner

Joseph A. Parker

Scott Goodman

Solomon Williams

Jim Hamill

Barry A. Cross

Michael Knapp

Charles Saunier

Jason Rouch

Anthony Montalvo

Ryan Chavez

Brandon M. Denucci

Carl Auguste

Gordon E. Smith

Michael Cummings

Christopher Calhoun

Timothy D. Evans

THE TRAIN DISPATCHER

311

National Headquarters Home for A.T.D.A.

The deal for the purchase of the property at 10 East Huron St., Chicago, was consummated on April 14 and title to the property in the name of the American Train Dispatchers Association taken on that

date. The transaction involves a sum of approximately \$53,000.00.

This property is only a few blocks north of the "loop" and in a district that is being rapidly developed for business that is being



ATDA Headquarters
10 E Huron Street, Chicago, Illinois
1923-1973

Current National Headquarters

American Train Dispatchers Association
4239 W. 150th St.
Cleveland, OH 44135
2009 – Present



National Headquarters Staff

Amber Davis, *Assistant to the President*

Ken Bennett, *Assistant Director of Research*

Paul Arden, *Assistant Director of Research*

Daniel Lanigan, *Accountant*

George Nixon & Bob Sermak, *Retired Directors of Research*

Retired Directors of Research

George Nixon

Bob Sermak

**American
Train Dispatchers
Association**

ORGANIZED NOV. 1, 1917
Amended by the Thirtieth General
Assembly held in Chicago, Ill.
Oct. 18-19, 1944

Rules and Regulations
of the
**WIDOWS AND ORPHANS
BENEFIT FUND**

National Headquarters
Train Dispatchers Building
15 N. Dearborn St.
Chicago, Ill.

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Train Dispatchers
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ORGANIZED NOV. 1, 1917

**CONSTITUTION
and
BY-LAWS**

of the

**American Train
Dispatchers
Association**

ORGANIZED
November 1, 1917

as amended by the
Thirty-second General Assembly
held in Las Vegas, NV
October 19-21, 2015



**CONSTITUTION
and
BY-LAWS**

of the
**American
Train Dispatchers
Association**

**CONSTITUTION
and
BY-LAWS**

of the
**American
Train Dispatchers
Association**

ORGANIZED NOV. 1, 1917
As amended by the
General Assembly
Chicago, Ill., October 19-21, 2015