

THE TRAIN DISPATCHER



NJT PS & NJT TD Members with the ATDA Executive Board

NS & UP ANNOUNCE MERGER! WILL STB APPROVE?

INSIDE:

- President Dowell Responds to Merger News. . . .Page 3**
DM&E Dispatchers Vote to Unionize with ATDA . .Page 6
NJT Members Honor The LinePage 8

Legal Notice – Dues

Article 2, Section 4(b) defines the national dues rate. Effective October 1, 2025, the national dues rate is \$134.85 per month. System dues are determined separately by each system committee as shown below. To determine your monthly obligation, add the system dues amount shown below to the national dues rate.

4b. (1) The monthly National dues of all Active members of this Association ("full dues"), except as otherwise provided in this Section shall be determined annually by multiplying the average trick rail traffic controller (train dispatcher) total daily rate of pay (eight hours straight time pay plus allowances) in effect on July 1 by .295 and rounding up to the next five cents, provided such dues shall not be less than what was in effect on the preceding June 30.

(2) The monthly National dues for active members holding positions rated less than \$300.00 per day as of July 1, 2019, shall be determined by multiplying the average daily rate of pay (eight hours straight time pay plus allowances) in effect on July 1 for each craft by .295 and rounding up to the next five cents.

System Dues Rates

Effective October 1, 2025

Alaska: \$23.30	IHB: \$27.30	NJT TD: \$20.85
Amtrak TD/PD: \$21.60	KRR MOW: \$11.20	NS: \$25.20
Amtrak LD: \$22.60	KRR TY&E: \$15.20	PATH: \$24.90
Berkshire & Eastern: \$25.05	L&I BO: \$10.15	SIRT: \$20.70
BNSF: \$26.90	L&I TD: \$15.50	SunRail: \$19.75
BNSF (MRL): \$25.75	Keolis: \$21.00	TRRA: \$30.75
BRC: \$25.95	NICTD: \$16.40	Trinity TD: \$20.45
Conrail: \$23.55	Metra: \$20.10	Trinity TY&E: \$15.35
CPKC: \$24.25	NJT PS: \$20.85	Tri-Rail: \$21.25
CSX: \$25.95	NJT RiverLINE: \$17.50	WC: \$25.05

Death Benefit Beneficiary

The Executive Board adopted the following policy change:
"If you have not designated a Beneficiary at the time of your death for any amount of benefits payable because of your death, the benefit amount will be paid to:

1. your surviving spouse, if any;
2. your surviving children, if there is no surviving spouse; or
3. your estate, if there are no surviving children.

Any payment will discharge our liability for the amount so paid."

If you would like to establish a beneficiary or modify an existing beneficiary form, go to our website www.atda.org go to member forms and select ATDA Beneficiary Form. Print out the form and once completed, return the form to the Office of the Secretary-Treasurer.

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*Affiliated with the A.F.L./C.I.O
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From the President



L. Ed Dowell, President

Major news broke last month, when it was announced that Class I railroads Union Pacific and Norfolk Southern intend to merge. The possibility of the Nation's first transcontinental railroad immediately

captured significant attention across our industry. To date, however, our organization has maintained a neutral stance on this potential merger, as we continue to monitor, gather information, and assess its potential impact on our membership. Doing so will position us to respond strategically when the timing is right, instead of merely reacting to the news.

Historically, railroad mergers of this magnitude have presented both opportunities and challenges for our members. On the positive side, there have been times when similar mergers provided financial opportunity and protective conditions for ATDA members. On the other hand, such consolidations often lead to operational changes that directly affect our members' working conditions, quality of life, stress, and job security. Beyond that, our members' families, both immediate and extended, will endure much anxiety because of the uncertainty.

If the historical pattern continues, UP and NS will seek labor's support for the merger prior to filing their application with the Surface Transportation Board (STB). We must have conversations with leadership from both Railroads to get answers and eliminate as many of our concerns as possible. A primary example surrounds the fact that a vast majority of our NS members relocated to Atlanta within the last 8 years and have overwhelmingly expressed their desire to stay in Atlanta (versus relocating to Omaha). Additionally, we have concerns for potential changes to NS dispatch territories and operations.

Rest assured that the ATDA remains steadfast in our mission to protect and advance the interests of our members. We are actively engaging with our General

Counsel, industry experts, and other rail labor organizations, to prepare for any necessary advocacy or negotiation efforts.

In the months ahead, we expect that the situation will continue to evolve. The UP and NS will file their application with the STB in late January of 2026, and we have filed an official *Notice to Participate* with the Board. ATDA will review the merger application, participate, and comment appropriately. Regardless of what develops through this process, ATDA is ready to advocate on our members' behalf for fair treatment, protect their rights, and to secure the best possible outcome.

On that note, please allow me to briefly address the elephant in the room. We do not currently represent the Union Pacific Train Dispatchers, and our priority will ALWAYS be our members. I am hopeful, of course, that the UP Dispatchers will ultimately see the value of ATDA representation and join our ranks. But that will and must be secondary as we move to safeguard the livelihood of ATDA's current membership. However, should they choose to organize with us, we will immediately begin advocating on their behalf as well.

With that said, the STB will mandate protective conditions as a condition of the merger's approval. While it is commonplace for labor unions to file protection claims and take such cases to arbitration, it is not common, and often very difficult, for a non-union individual to pursue those on their own. Furthermore, the rules regarding representation during a merger have changed significantly since Union Pacific merged with Southern Pacific in 1996. If the UP Train Dispatchers do not organize with ATDA, our current NS Train Dispatchers will maintain their ATDA representation and their Collectively Bargained Agreement will remain in effect, regardless of where they are physically located. The Union Pacific Train Dispatchers, on the other hand, will face this process, and the threats it presents, alone.

A stylized, handwritten signature in black ink, appearing to read 'L. Ed Dowell'.

L. Ed Dowell
President
American Train Dispatchers Association

THE 2025 RORY BROYLES ATDA SCHOLARSHIP

In 2022 the ATDA lost one of its own, in Vice President Rory Broyles. To honor his legacy, the Delegates to the 34th General Assembly passed Resolution 28 to rename The ATDA Scholarship Fund to The Rory Broyles ATDA Scholarship Fund. Additionally, the Delegates to the 34th General Assembly passed Resolution 27, which limited awards of the scholarship to the top 12 candidates selected by the ATDA Scholarship Committee.

The American Train Dispatchers Association is pleased to announce the recipients of the 2025 Rory Broyles Scholarship. In accordance

with Resolution 27, adopted by Delegates to the 34th General Assembly, the top twelve applicants were selected based on merit. The awardees were determined through a thorough evaluation process conducted by the ATDA Scholarship Committee.

This year's committee included Bob Sermak, former ATDA Director of Research from the BNSF System Committee; Gordon Smith, former General Chairman of the Soo System Committee; and Reggie Vincent, former ATDA Trustee and General Chairman of the Norfolk Southern Integrated System Committee.

The 2025 awardees of The Rory Broyles ATDA Scholarship are listed below:

**Emerson Grigsby
Regan Grigsby
Hannah Irving
Jacob Irving
Brody Jeremiah
Cassie Meyer**

**Shelby Parker
Allison Rushmore
Zachary Skotek
Grayson Spillman
Logan Spillman
Blake Young**

ATDA congratulates each of these awardees and wishes them well as they continue their educational pursuits.

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TRAIN DISPATCH SYSTEM SAFETY QUESTIONED AT U.S. HOUSE SUBCOMMITTEE MEETING

Washington, D.C. – In a June 24 meeting of the U.S. House Transportation & Infrastructure Committee, Congressman Chuy García (IL-4) questioned Wabtec Chief Technology Officer Eric Gebhardt on safety vulnerabilities created by repeated failures within his firm's Train Dispatch Systems. Rep. García went on to question Gebhardt on Wabtec's response process when such vulnerabilities are discovered by Train Dispatch professionals.

As an example, García pointed to an unnamed commuter railroad, whose Wabtec-designed (and maintained) Train Dispatch system failed multiple times each day. The only solution provided by Wabtec in response was for Train Dispatchers to restart their dispatch system computers each time as a temporary fix. Since Dispatchers were forced to do so with no backup system in place, they were effectively blinded from Train and switch positions each time the computers had to be restarted. This, in turn, circumvented their ability to provide protection, and created a severe threat to public safety. Making matters worse, as Rep. García put it, "...this went on for years."

Illustrating that the problems weren't isolated to a particular railroad, Rep. García then referenced a recent letter sent from American Train Dispatchers Association (ATDA) President Ed Dowell to the Federal Railroad Administration (FRA). The letter outlined key technical vulnerabilities observed in the Burlington Northern Santa Fe railroad's train dispatching system, which was also developed and maintained by Wabtec.

Clearly concerned with Wabtec's reported failure to adequately resolve such vulnerabilities in a reasonable amount of time, Rep. García asked Gebhardt about Wabtec's average response time to such reports. Gebhardt said he was unaware of the situation, offered no specific answer, and instead only expressed general concern for safety.

Unsatisfied with this answer, García further pressed Gebhardt for a direct answer on the time it takes to resolve such vulnerabilities when reported by ATDA Train Dispatchers. Gebhardt once again responded vaguely, before ultimately admitting that "I don't have that information available."

The pattern of evasiveness continued as Gebhardt was questioned by García on the steps Wabtec would take to ensure resolution of identified vulnerabilities in the future. In response, he only offered further generalities and nebulous assurances about his company's self-described rigorous safety process.

To conclude his time of questioning, Rep. García turned to Brotherhood of Maintenance of Way Employees Division (BMWED) President Tony Cardwell, who appeared before the subcommittee as a witness on behalf of all Rail Labor. Rep. García's question to Cardwell, was, "Should new technology, such as dispatch systems, be overseen by the Federal Railroad Administration?" Cardwell endorsed the idea unequivocally, stating "...The answer is yes. When we have workers out on the tracks and the Dispatchers are watching our back, they're the ones that keep the trains from coming in on our workgroups. If there's a glitch or there's problems, that puts our workers in peril. I would argue that this should be regulated, if it's not, and if there is an incident, where there's a glitch like that, it would be devastating."

As train dispatch technology continues to advance, ATDA remains firmly committed to ensuring safety for the American rail network through enhanced accountability. As President Dowell stated following the meeting, "Americans cannot afford for live rail operations to serve as the proving ground for emerging technologies that have not been subjected to adequate testing or reasonable oversight. There's simply too much at stake to turn a blind eye on this issue, so we must require FRA oversight for any Train Dispatch system in current use or those in development."

**Scan to
watch the
exchange.**



ATDA LAUNCHES REPORTING TOOL FOR TRAIN DISPATCHER SOFTWARE ERRORS AND SAFETY ISSUES



than 100% safe. This will provide crucial data to support our position that the FRA should have oversight and approval authority over dispatch software before a railroad installs it. Our members should not be working with inferior systems which jeopardize the safety of our fellow Brothers and Sisters who work on the tracks or the general public near the tracks."

Cleveland, Ohio – On September 5, 2025, the American Train Dispatchers Association (ATDA) launched a new Reporting Tool for Train Dispatcher Software Errors and other Safety Issues. Designed as a mechanism by which Train Dispatchers may report potential vulnerabilities they encounter during work, the data collected will be used by ATDA to amplify its members' concerns through government agencies and other political channels. While those concerns may include software glitches or errors within Train Dispatching systems, they may also include other operational threats unrelated to technology. Practically speaking, this will connect the frontline safety expertise of ATDA Train Dispatchers to lawmakers, regulators, and others who have the power to enforce change.

Commenting on the development, ATDA President Ed Dowell said, *"This tool was designed to collect the data we need to hold Railroads and Software developers accountable for their systems any time they are anything less*

The Train Dispatcher Software Error or Safety Issue Reporting Tool is hosted on ATDA's new, feature-rich website, ATDA.org.

Scan here to
view the new
Reporting Tool.



DM&E TRAIN DISPATCHERS VOTE TO UNIONIZE WITH ATDA

Kanas City, Missouri – On July 23, 2025, the National Mediation Board (NMB) announced that Train Dispatchers from the Dakota, Minnesota, & Eastern Railroad (DM&E) have voted unanimously to unionize with the American Train Dispatchers Association (ATDA). With the DM&E being a subsidiary of the Canadian Pacific Kansas City Railroad (CPKC), the successful organization means that every Train Dispatcher working in CPKC's Kansas City, Missouri Operations Center is now represented by ATDA.

Commenting on the successful vote, ATDA President Ed Dowell said the following, *"This moment has been long overdue, and now together, we begin the important work of securing a Collective Bargaining Agreement that fairly addresses quality of life issues and other issues that matter most to our DM&E members. A special thank you to ATDA Vice President Brandon Denucci and CPKC General Chairman Jesse Kottner for their instrumental roles in making this organizing effort a success. Solidarity starts here!"*

ATDA NATIONAL OFFICERS VISIT DISPATCHERS ON THE LAST FRONTIER



ATDA Vice President Brandon Denucci, Alaska General Chair Caitlin Elison, and ATDA President Ed Dowell.

Anchorage, Alaska – In mid-June, ATDA President Ed Dowell and Vice President Brandon Denucci traveled north to visit ATDA members at the Alaska Railroad, marking the first visit by ATDA National Officers to the property in many years. The trip is part of President Dowell's ongoing commitment to connect directly with members at every ATDA-represented railroad. While in Anchorage, the officers toured the Alaska Railroad dispatching office, met with members, and gained valuable insight into the unique operations of the state-run carrier. Reflecting on the visit, Denucci said, *"I was really impressed with the operation. Some of the technological tools available to our members here are things we don't even see on some Class I carriers."*

Alaska General Chairwoman Caitlin Elison expressed appreciation for the visit, saying *"Having Ed and Brandon come visit our office was well received by all our dispatchers. We all truly enjoyed seeing them and showing them what Alaska has to offer. Getting face time with each other is really important and we were excited to host them for their short stay."*

President Dowell was also impressed by the experience, saying *"Amazing! Over*

the years I've heard General Chairwoman Caitlin Elison speak so proudly of her home state and of the Alaska Railroad. After visiting with her and her members as well as seeing some of Alaska, I now understand why. They dispatch AKRR's passenger and freight trains in a well-choreographed operation that supports their residents and the tourist industry all while they are situated in the middle of some of the most beautiful mountainous countryside in our nation."



ATDA NEW JERSEY TRANSIT MEMBERS HONOR THE LINE DURING BLET STRIKE ACTION



NJT-PS and NJT-TD members with the ATDA Executive Board.

Kearny, New Jersey – At 12:01 am on May 16, 2025, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) began a strike action against New Jersey Transit (NJT) for its refusal to provide fair pay or bargain in good faith. A few days later, at 6:15 pm on May 18, the striking union workers emerged victorious when an agreement was reached with NJT that included breakthrough wage increases. While the agreement marked an important achievement for BLET members and the Rail Labor movement overall, members of the American Train Dispatchers Association (ATDA) played a key role in securing the victory.

Even though they faced loss of pay and continual pressure from NJT managers, ATDA's members chose to honor the solidarity of the union cause and never crossed BLET's picket lines. As a result, NJT found itself without ATDA Train Dispatchers to Control its Railroad, and without ATDA Power Supervisors to Power it. What they likely expected to be a single-craft dispute quickly became a tough lesson on the power of union solidarity. That's part of why, after only a few days, the compounding impact brought the railroad's operations to a halt, and ultimately, forced NJT to reach an agreement.

Throughout the strike, ATDA's members faithfully mustered at the beginning of each shift, reported to their managers that they had encountered pickets, and

honored the line. Day and night, rain, or shine, and always dealing with swarms of mosquitoes, ATDA members repeatedly gathered at a swampy industrial alley just outside of NJT property. Despite the difficult circumstances, they acted professionally to do the right thing and do it the right way.

The Organization's members were not alone, however, as they had continual on-site support from both their Local and National ATDA Officers. On the local level, NJT-Train Dispatchers General Chairman Jared Eagle, NJT-Power Supervisors General Chairman Richard Driz, and NJT-Train Dispatchers Local Chairman Ryan Holmgren were each instrumental in coordinating with members and keeping them informed as updates were released.

On the national level, ATDA Secretary-Treasurer Bill Sikes and Vice President Barry Cross Jr. worked on scene in New Jersey throughout the strike to provide round-the-clock support. Sikes and Cross also maintained continuous coordination with ATDA President Ed Dowell on strategic response as the situation continued to unfold. While no ATDA member was legally permitted to join the strike action, BLET picket sites were visited frequently and provided with refreshments as a further display of solidarity.

This strike was an incredibly demanding situation that sometimes changed by the minute, but ATDA's work at both the local

and National level was as historic as it was exemplary. By design, the Railway Labor Act makes such strikes extremely rare. But those that do occur become pivotal moments that shape not only the trajectory of the American Rail Labor movement, but also the legacy of the American Train Dispatchers Association. Because of the actions of ATDA's members and officers, one thing has become abundantly clear to all: ATDA honors the line.

Reflecting on the members' resolve, NJT Train Dispatchers General Chairman Jared Eagle said, "In an extraordinarily difficult situation, our group came together to show how strong we are and how strong we can be... especially when we need to be." NJT Power

Supervisors General Chairman Richard Driz agreed, describing the actions of his member as "A united front we show honoring the picket lines, showing support, and solidarity for our fellow union brothers and sisters."

ATDA President Ed Dowell also shared strong feelings about the display of solidarity, by saying, "Solidarity is the foundation of union strength, and our members stood firmly with the Brotherhood of Locomotive Engineers and Trainmen during their strike against New Jersey Transit. As union members, there is no more honorable act than sacrificing your own pay and livelihood to support someone else's cause."



NJT-PS and NJT-TD members honoring the picket line during the recent BLET strike action.



ATDA KEOLIS MEMBERS RATIFY NEW COLLECTIVE BARGAINING AGREEMENT



Keolis members (from left to right): Jennifer Stockbridge, Sarah Gouthro (General Chair), Rebeca Dooley, and Christine Quigley.

May 2, 2025 – ATDA Keolis members from the MBCR System have voted in overwhelming favor of ratifying a new Collective Bargaining Agreement. Ninety-five percent of the votes favored ratifying the Agreement, which will raise member wages, increase paid time off, and provide more flexibility when using leave time entitlements. The Agreement's wage increases include five percent per year, for each year of the agreement (retroactive to July 1, 2023), then an additional two dollar per hour increase to be applied after the final five percent raise takes effect (on June 15, 2027). Altogether, the cumulative increase will raise ATDA member pay on the property by a compounded 32.15 percent.

The Agreement also provides members with three additional paid sick days, each of which are to be considered excused absences when used. Additionally, covered members will now be allowed to use up to two weeks of their current vacation time in daily increments. Other leave time enhancements included within the agreement improve bereavement leave and the leave of absence process.

Commenting on the Agreement, ATDA Vice President Barry Cross said, "Our Keolis Members have spoken. This Agreement was long in the making. I am pleased with the outcome and happy that our Keolis brothers and sisters will receive some well-deserved improvements."

MBCR General Chairperson Sarah Gouthro, said "This agreement is the first step of many to achieving more favorable wages and benefits for our members. Over two years were spent at the bargaining table, and I'd like to thank the membership for their trust, feedback, and support throughout the process, as well as VP Barry Cross for continually being there to offer education and guidance, especially towards the end. I also want to thank former General Chairman Ed Kadlick for leading the charge and laying the groundwork for us to come out with not only a beneficial agreement for the membership in this round, but for also setting up the team to continue to achieve results as we adjust our focus towards other items that are important to our members."

ATDA OPPOSES FRA'S TERMINATION OF EVERY RAILROAD SAFETY ADVISORY COMMITTEE (RSAC) MEMBER



Cleveland, Ohio – The American Train Dispatchers Association (ATDA) is deeply concerned by the Federal Railroad Administration's (FRA) sudden decision to terminate all current members of the Railroad Safety Advisory Committee (RSAC). RSAC, established in 1996, has long been the FRA's proven mechanism for collaborative safety rule making and policy development. Comprised of representatives from FRA, railroads, labor unions, suppliers, and other critical stakeholder groups, RSAC members provide expert, front-line perspectives that directly inform safety rule development on the regulatory level.

RSAC is not a bureaucratic obstacle; it is a vital forum where corporations, workers, and the public work together on pragmatic solutions to keep people safe as they move trains. Recent committees have addressed urgent challenges such as wayside defect detectors (a factor in the East Palestine disaster) and roadway worker protections.

These discussions are grounded in operational realities, not political talking points. So, the Department of Transportation's (DOT) claim that RSAC was "overrun with individuals whose sole focus is their radical DEI and climate agenda" is nothing more than a brazen distraction through political divisiveness. RSAC's mission is to address immediate safety issues, not debates over diversity initiatives or climate policy. The DOT spokesman also cited a lack of recent

committee meetings as further justification for the terminations, even though it is their own agency's responsibility to convene them. This contradiction, coupled with a vaguely expressed intent of "updating" committee membership without any timeline, casts serious doubts on the true motivations of the move.

ATDA President Ed Dowell expressed concern, saying: *"I am alarmed by the FRA's irrational and misguided decision to terminate all RSAC members. This committee has been a vital forum for collaboration, where the voices of those who work on the front lines of railroad operations, like train dispatchers, are heard and valued on a variety of important safety issues including Train Dispatcher Certification and FRA's 'Confidential Close Call Reporting System.' The safety of our railroads depends on the collective expertise and input of all stakeholders, and this decision risks sidelining the critical insights of those who ensure the safe and efficient movement of trains every day. We call on the DOT to reaffirm its commitment to safety by restoring a platform for meaningful dialogue and collaboration."*

ATDA GEAR IS HERE!

The American Train Dispatchers Association is pleased to introduce a new line of custom-designed apparel honoring the dedication, skill, and sacrifice of our nationwide membership.

DESIGNED WITH MEANING

The new line was designed to celebrate the specialized nature of our members' work, the integral value they provide to the nation, and the unity we share between crafts as ATDA members. There are even design references to the "round-the-clock" work of our members and an option to add initials to the ATDA polo.

UNION-MADE IN THE USA

Each item in the line was sourced from unionized manufacturers, reinforcing our commitment to the broader labor movement.

AVAILABLE AT COST WITHOUT MARKUP

The new apparel is available for purchase at our cost. This isn't about profit. It's about showing the world that we are **ATDA STRONG**.

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ATDA HOODIE



RAIL TRAFFIC CONTROLLER



DIFFERENT CRAFTS, 1 ATDA



ATDA TEE



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MEN'S ATDA POLO



LADIES ATDA POLO



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REMEMBERING THOSE WHO PASSED

IN MEMORY OF NS INTEGRATED MEMBER ROBERT "BOB" DAVIS

Locust Grove, VA – Robert "Bob" Davis, Norfolk Southern Train Dispatcher and member of the American Train Dispatchers Association, passed away on May 15, 2025. A long-time transportation professional and servant-leader in his community, Bob brought heart, humor, and drive to everything he touched.

Bob's railroad journey began with SEPTA, where he served as a conductor and engineer before moving on to Amtrak and WMATA. He later worked with Ansaldo/Hitachi Rail in Hawaii and ultimately joined Norfolk Southern in Atlanta, GA. Upon being hired as an NS Train Dispatcher in 2023, Bob became an ATDA member, where he worked with dedication.

Outside of work, Bob was a volunteer firefighter, EMT, youth coach, and church leader. He is survived by his wife Theresa; children Jessica, Robert (Anna), and Mallory (Connor);

granddaughters Aubrey and Cali; and many beloved relatives across Pennsylvania, Delaware, New Jersey, Florida, and beyond.

Bob's passion for life, booming voice, and generous spirit left a mark on so many who knew him. Whether he was working behind a radio console, serving under a fire helmet, or simply holding a grandchild, Bob lived fully and gave freely. He leaves behind a legacy of service, Christian faith, and fierce love for his family.

ATDA joins those mourning the loss of our brother Bob. We hope that all who knew him will find peace in the days to come.

IN MEMORY OF RETIRED CSX MEMBER HOLLIS BLACK

Springfield, Georgia – Retired ATDA member Hollis Jefferson Black, 82, passed away on June 5, 2025, surrounded by his family. Born in Webster County, Georgia on October 23, 1942, Hollis spent most of his adult life in Springfield, Georgia, after marrying the love of his life, Nelda Bevell Black. They were married for 50 years.

Starting his railroad career early in life, Hollis amassed 38 years as a Train Dispatcher for the Seaboard Coast Line, Atlantic Coast Line, and CSX Railroads. He was also a veteran, who served honorably in the United States Air Force for four years (then two more as a USAF reservist).

Hollis was said to have a true servant's heart and spent his life in service to his

church and community. He was an active member of the First Baptist Church of Springfield and served as a deacon for many years. He also served as a volunteer at God's Mission House food pantry for many years, and as part of the church's Disaster Relief Team. Outside of his faith-driven activities, he was a member of the American Legion of Springfield and was known for his witty sense of humor.

Hollis was preceded in death by his wife, Nelda, and his son, Jeffery Evans Black. He is survived, however, by his son, Jud Black, his daughter, Marla Campbell, and his two grandchildren, Kaylee and Shane Campbell. ATDA hopes for peace to those who mourn brother Black's passing.



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APR 2022-2022

KIAMICHI MEMBER OTIS KNIGHT RETIRES AFTER 36 YEARS



Retired Kiamichi Member Otis Knight

Hugo, Oklahoma – ATDA member Otis D Knight Sr. retired on April 30, 2025, after a 36-year career with the Kiamichi Railroad. Knight first began work on the railroad after a February 1989

interview with Jack L. Hadley, the first president of the Kiamichi Railroad. He was hired on the spot as a painter and mechanical employee. After two years, Knight moved into Train and Engine service. A few years later, in 1995, he became a Locomotive Engineer, a job in which he would go on to work until retirement.

In his free time away from railroad work, Knight leads the congregation of the Westside Church of Christ, where he has been the minister since October 2006. Knight plans to spend retirement with his wife Delorse, their three children, and their four grandchildren.

In addition to spending time with family, Knight's retirement plans include fishing, reading, and preaching the Word of God. When asked for a quote on his retirement, Otis responded with a favorite Bible verse, Philippians 4:13: "I can do all things through Christ who strengthens me".

ATDA wishes brother Knight and his family a happy and prosperous retirement in the years to come.



The train in this photo was painted by brother Knight early in his career with Kiamichi.

BNSF TRAIN DISPATCHER BRIAN STRUBE RETIREES AFTER 44 YEARS

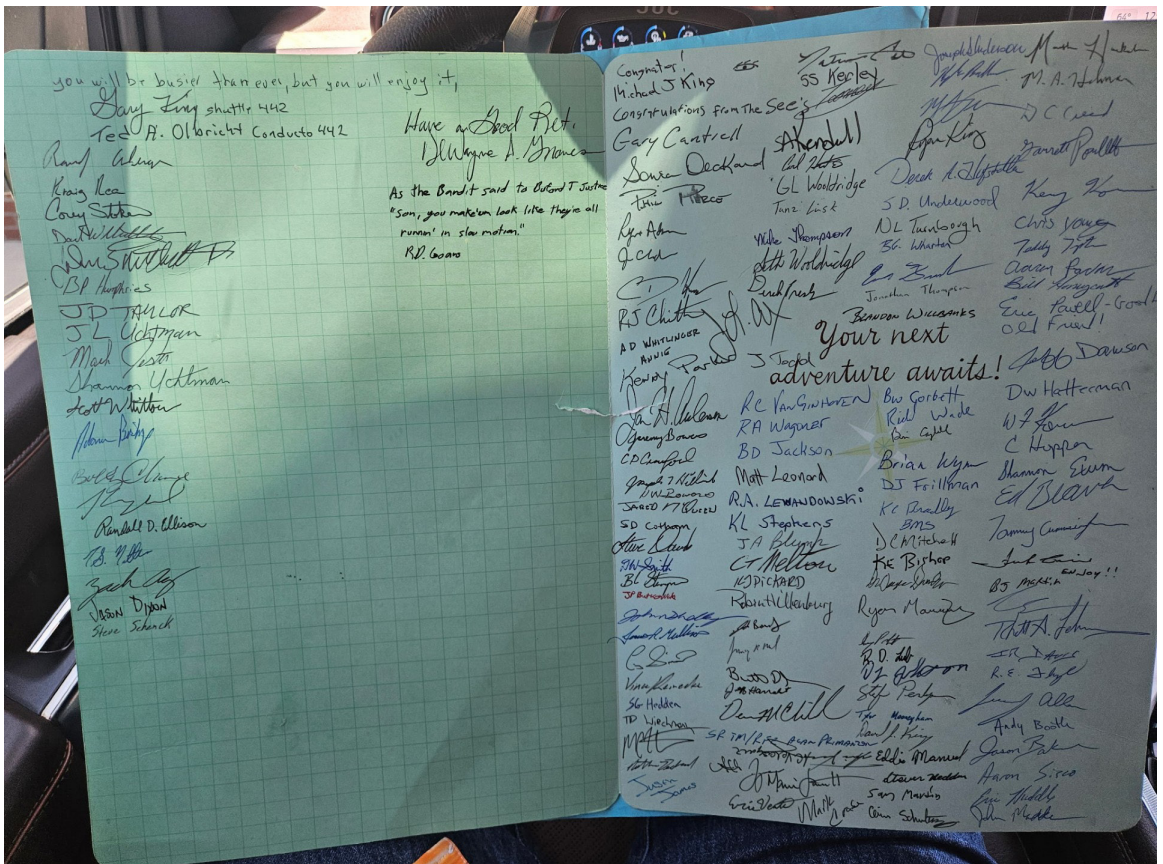
Decatur, Texas – On July 2, 2025, BNSF Train Dispatcher Brian Strube retired, concluding a distinguished 44-year railroad career. That career began in 1981 with the AT&SF Railroad, which hired him as a Trackman in Slaton, Texas. Brian worked for the track department for the next 25 years, eventually rising to the rank of Track Supervisor.

In 2006, he became an ATDA member when BNSF hired him as a Train Dispatcher. He went on to Dispatch for the next 19 years, holding the regular second shift on the Thayer Subdivision for 17 of those years. Over the course of that time, Brian earned respect for prioritizing trains with crews headed for home whenever he could. So profound was his impact upon the crews, that they recently sent him a "Happy Retirement" card that included 148 signatures.

Reflecting on his years as an ATDA Train Dispatcher, he said "I got great representation from ATDA over the years. I only faced the threat of discipline one time, and my ATDA reps did a great job. As a result, the charges were dropped, and I was cleared." Strube also shared a bit of humor about retirement, saying, "It feels good to retire, but my dad is making me look bad. He's 87 and still working!"

In retirement, Strube plans to spend time traveling in his RV, caring for his property, and enjoying life with his children and grandchildren.

The ATDA thanks Brian for his many years of service and wishes him all the best in his well earned retirement.



BNSF train crews thought so highly of Brother Strube, that 148 of their ranks signed his Retirement Card.

CSX TRAIN DISPATCHER AND ATDA REPRESENTATIVE JIM MCCANN RETIRES AFTER 30 YEARS OF SERVICE

Jacksonville, Florida – On August 1, 2025, CSX member Jim McCann retired in Jacksonville, Florida after a 30-year Train Dispatcher career marked by extensive union service. Jim began his railroad career in June 1995, when he was hired as part of CSX Dispatcher "Class 5" in Jacksonville, Florida. Over his decades of service in the position, Jim worked through the 1999 Conrail merger, the 2008 Decentralization, and the 2017 Reconsolidation of Dispatchers to Jacksonville, Florida.

In 2008, Jim was elected as Vice General Chairman and Local Chairman of the CSX Jacksonville Division. He became a fixture there, going on to serve for four consecutive terms in the role. Jim also served as a delegate to the 31st, 32nd, 33rd, and 34th General Assemblies, further demonstrating his strong commitment to the ATDA and its mission.

Raised by a single mother who instilled in him the drive to be a "go-getter," Jim brought that

mindset to every phase of his career. Now, in retirement, he plans to apply that same mentality

as he enjoys life with his wife, Jill. Once high school sweethearts the couple was married in 1981. They now look forward to traveling, golfing, fishing, and especially spending time with their grandchildren and family.

To his fellow members, Jim leaves this message: *"Stay union strong. Participate in the union, invest in it. It's only what you make of it!"*

ATDA congratulates Jim McCann on his well-earned retirement and thanks him for his years of service and leadership.



ATDA MEMBER ROB STATON RETIRES AFTER 30-YEAR CAREER AS CSX TRAIN DISPATCHER



Jacksonville, Florida – On July 2, 2025, ATDA member Rob Staton retired after working for 30 years as a CSX Train Dispatcher. Rob has been an ATDA member for that entire time, since being hired by CSX in June of 1995. Originally hired

out in Jacksonville, Florida, Rob was eventually relocated to Atlanta, Georgia, during the Decentralization of 2008. He worked on the Atlanta division for more than a decade and eventually returned to Jacksonville during the reconsolidation of Dispatchers in late 2017. After relocating back to Florida, Rob transferred to the CSX Jacksonville Division, where he concluded his career as the second

shift incumbent of the JG Dispatch Desk. In retirement, Rob plans to travel with his wife Jodi, including a trip to Okinawa to visit their son Austin, who serves in the United States Marine Corps. The couple also plans to spend time with their daughter, Dara, who lives in Florida. As time allows, Rob also plans to play golf and do some fishing.

Commenting on his retirement, Rob said, *"I am grateful for the support of my wife and kids for so many years. They put up with my absence on a lot of nights, weekends, and holidays over the years. So, thank you to each of them! Also, I really enjoyed my career as an ATDA member working for CSX and working with so many great people over the years."*

ATDA wishes member Staton a happy and prosperous retirement in the years to come.

ATDA WELCOMES NEW MEMBERS

The ATDA extends fraternal greetings to its newest members, who are listed below. As an organization that has represented Rail Workers for 107 years, we will never forget those who paved the way before us, those who now stand together, or those still to come.

New Member	System Committee
Andrew M Mallury	Amtrak System Committee
Breonnah J Colon	Amtrak System Committee
Harold A Brown	Amtrak System Committee
Jashawn K Woods	Amtrak System Committee
Jessica L Barnes	Amtrak System Committee
Jordan W Alther	Amtrak System Committee
Juan P Guevara-Reyes	Amtrak System Committee
Julie M Luther	Amtrak System Committee
Marlowe L Bailey	Amtrak System Committee
Michael Thomas	Amtrak System Committee
Robert J Repetto	Amtrak System Committee
Aaron L Engel	BNSF System Committee
Abram J Munoz	BNSF System Committee
Brian D Bradley	BNSF System Committee
Casey K McGovern	BNSF System Committee
Christopher A Ropar	BNSF System Committee
Jackson A McDade	BNSF System Committee
Jackson C Bailey	BNSF System Committee
Jacob M Thorne	BNSF System Committee
Megan N Mendez	BNSF System Committee
Nathan R Munafo	BNSF System Committee
Obsession M Webster-Santschi	BNSF System Committee
Sofia B Riley	BNSF System Committee
Spencer A Hall	BNSF System Committee
Trevin Yerta	BNSF System Committee
Tyson K Whatley	BNSF System Committee
Wayne E Bartlett	BNSF System Committee
Ryan Richards	Conrail System Committee
Joseph E Takesian	CSXT System Committee
Nathan R Girard	CSXT System Committee
Samuel P Fitzgerald	G&W System Committee
James G Grimes IV	G&W System Committee
Donald K Curylo	G&W System Committee

New Member	System Committee
Keith D Carter	G&W System Committee
Jeffrey M Parah	G&W System Committee
Corbin A Overton	Kiamichi System Committee
James G Hall	Kiamichi System Committee
Jeremy D Trotter	Kiamichi System Committee
Larry G Combs	Kiamichi System Committee
Trysten L Lewis	Kiamichi System Committee
Tyler M Ponder	Kiamichi System Committee
Brianna A Lozier	MBCR System Committee
Jaime L Leone	MBCR System Committee
Jennifer M Stockbridge	MBCR System Committee
Mikayla P Dow	MBCR System Committee
Paul W Howard	MBCR System Committee
Ashley P Gee	NS Integrated System Committee
Braeden E Hasseltine	NS Integrated System Committee
Dustin D Breitzkreuz	NS Integrated System Committee
Narada M Williams	NS Integrated System Committee
Ryan M Allen	NS Integrated System Committee
Willie C Frazier Jr	NS Integrated System Committee
Joseph R Salinardi	PATH System Committee
Kayla A Jones	PATH System Committee
Vincent R Falzon Jr	PATH System Committee
Ismael Saldivar	Trinity Rail System Committee
Layloni D Washington	Trinity Rail System Committee
Kyle E Keenan	WC System Committee
Patrick A McKeown	WC System Committee
Rosa R Hester	WC System Committee

STATUS OF DISPUTES

Docket #	Carrier	Claimant	Subject	Status
PLB-7578	METRA	F. McGlaston	Discipline	Assigned to Arb. Bohne - Awaiting Decision

PLB-7494-161	CSX	D. Neeley	Discipline	Assigned to Arb. Phillips - Awaiting Decision
PLB-7494-162	CSX	O. Ponce	GAD order of call	Assigned to Arb. Phillips - Awaiting Decision
PLB-7494-163	CSX	M. L. Hucks	Discipline	Assigned to Arb. Phillips - Awaiting Decision
PLB-7474-164	CSX	J. Mitchell	GAD Order of call	Assigned to Arb. Phillips - Awaiting Decision
PLB-7494-165	CSX	C. Hadley	Exercise of seniority	Assigned to Arb. Phillips - Awaiting Decision
PLB-7494-166	CSX	E. Johnson	Order of call - OT	Assigned to Arb. Phillips - Awaiting Decision

PLB-7468-54	CPKC	K. Pannell	Discipline	Assigned to Arb. VanDagens - Awaiting Decision
PLB-7468-55	CPKC	J. Chamberlin	Discipline	Assigned to Arb. VanDagens - Awaiting Decision
PLB-7468-56	CPKC	P. Webb	Discipline	Assigned to Arb. VanDagens - Awaiting Decision
PLB-7468-57	CPKC	S. Eames	Discipline	Assigned to Arb. VanDagens - Awaiting Decision

PLB-7575-60	BNSF	Z. Manning	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-61	BNSF	M. L. Penney	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-62	BNSF	L. Harvey	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-63	BNSF	L. Harvey	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-64	BNSF	L. Harvey	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-65	BNSF	R. A. Reid	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-66	BNSF	S. M. Sharrer	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025
PLB-7575-67	BNSF	S. M. Hogue	Discipline	Assigned to Arb. VanDagens - Board scheduled for September 16, 2025

PLB-7299-63	NS	A. Brimah	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025
PLB-7299-64	NS	A. Knorre	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025
PLB-7299-65	NS	E. Jackson	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025
PLB-7299-66	NS	M. Robinson	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025
PLB-7299-67	NS	J. Rowe	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025
PLB-7299-68	NS	D. Patterson	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025
PLB-7299-69	NS	K. W. Nellum	Discipline	Assigned to Arb. Phillips - Board scheduled for October 14, 2025

STATUS OF DISPUTES

PLB-7560-59	BNSF	R. A. Miller	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-60	BNSF	Z. Manning	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-61	BNSF	S. W. Brown	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-62	BNSF	D. M. Gonzales-Rosas	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-63	BNSF	L. J. Chaison	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-64	BNSF	C. J. Cawyer	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-65	BNSF	S. K. Irving	Order of Call - OT	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-66	BNSF	M. A. Magana	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025
PLB-7560-67	BNSF	R. A. Miller	Discipline	Assigned to Arb. Dent - Board scheduled for November 5, 2025

PLB-7576	BNSF	A. I. Hendrich	Order of Call - OT	Assigned to Arb. Pontolillo - Waiting on NMB funding
PLB-7576	BNSF	C. N. Norris	Discipline	Assigned to Arb. Pontolillo - Waiting on NMB funding
PLB-7576	BNSF	M. Valero	Discipline	Assigned to Arb. Pontolillo - Waiting on NMB funding
PLB-7576	BNSF	M. D. Behrens	Discipline	Assigned to Arb. Pontolillo - Waiting on NMB funding
PLB-7576	BNSF	J. A. Jackson	Discipline	Assigned to Arb. Pontolillo - Waiting on NMB funding
PLB-7576	BNSF	D. L. Crawford	Discipline	Assigned to Arb. Pontolillo - Waiting on NMB funding

PLB-8057	NS	A. Johnson	Discipline	Assigned to Arb. Capone - Waiting on NMB funding
PLB-8057	NS	D. Mitchell	Discipline	Assigned to Arb. Capone - Waiting on NMB funding
PLB-8057	NS	R. C. Vannier	Discipline	Assigned to Arb. Capone - Waiting on NMB funding
PLB-8057	NS	R. Bailey	Discipline	Assigned to Arb. Capone - Waiting on NMB funding
PLB-8057	NS	G. Smith	Discipline	Assigned to Arb. Capone - Waiting on NMB funding
PLB-8057	NS	B. Alicie	Discipline	Assigned to Arb. Capone - Waiting on NMB funding
PLB-8057	NS	C. Adams	Discipline	Assigned to Arb. Capone - Waiting on NMB funding

PLB-7644	WC	K. Gebhardt	Unjust Treatment	Awaiting assignment to an Arbitrator
PLB-7644	WC	K. Gebhardt	Discipline	Awaiting assignment to an Arbitrator
PLB-7644	WC	A. Zemaitis	Discipline	Awaiting assignment to an Arbitrator
PLB-7644	WC	S. Kucharyski	Discipline	Awaiting assignment to an Arbitrator
PLB-7644	WC	T. Evans	Unjust Treatment	Awaiting assignment to an Arbitrator

PLB-7268	BRC	M. Martinez	Discipline	Awaiting assignment to an Arbitrator
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PLB-	CSX	J. Maillet	Discipline	Awaiting assignment to a Public Law Board
PLB-	CSX	C. E. McElroy	Discipline	Awaiting assignment to a Public Law Board
PLB-	CSX	F. E. Lalande	Discipline	Awaiting assignment to a Public Law Board
PLB-	CSX	L. D. Riley	Training Pay	Awaiting assignment to a Public Law Board
PLB-	CSX	T. S. McGowan	Supplemental Sickness	Awaiting assignment to a Public Law Board

PLB-	BNSF	M. L. Fish	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	M. L. Fish	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	M. A. Magana	Discipline	Awaiting assignment to a Public Law Board

SUMMARIES OF DISPUTES

The following are brief summaries of recent Arbitration Awards involving ATDA members.

PLB No. 7299 Case No. 59, Arbitrator Phillips – NS

Failure to verify lead engine for track authority.

Claimant was charged with issuing a track authority line 8 ("do not follow limits ahead of...") with the incorrect engine number of the train to be followed. The error was caught by the roadway worker that was to follow the train, who reported the error to the Claimant. The Claimant acknowledged the error, voided the authority, and issued a new authority. The Claimant was also charged with failing to report the incident to his supervisor until the following day. After an investigation, the Claimant was dismissed from service. In rendering its decision, the Board found, based on the evidence presented, that the Claimant violated the cited Carrier rules. With respect to the level of discipline, the Board found that the decision to dismiss the Claimant was neither arbitrary nor capricious, given the Claimant's lengthy disciplinary record, which included 2 prior dismissals which included a failure to report a rule violation.

Claim denied.

PLB No. 7299 Case No. 61, Arbitrator Phillips – NS

Failure to issue track authority as requested by train crew.

Claimant was charged with improper performance of duty when he issued a track authority to a train with a Box 2 - proceed (operate in one direction) instead of a Box 3 – work between authority requested by the train crew. The Claimant delivered the authority electronically, which required the crew to acknowledge the authority. When the crew reached its turnaround point, they could not proceed due to PTC placing the train in penalty brake application. After conferring with the PTC help desk, the crew realized that they did not have authority to proceed to their origin. After an investigation,

the Claimant was assessed a 20-day deferred suspension. The Organization appealed the decision on both the merits of the case and on procedural grounds that the Carrier failed to provide the train crew as witnesses at the investigation, as the Claimant requested. The Organization noted that the circumstances dictate that a Train Dispatcher may not always issue a track authority as requested by the train crew. The Board found that the lack of the requested witnesses did not hinder the Claimant's defense, writing, "It is well established that mistakes by others do not relieve employees of their own responsibilities to comply with applicable rules, so the crew not noting Claimant's error does not in our view impact Claimant's own violation." The Board found the discipline issued was progressive, given the Claimant's tenure with the Carrier and his discipline record, which included 8 waivers, including an identical incident 6 months prior to this event.

Claim denied.

PLB No. 7153 Case No. 12, Arbitrator Benn – Kiamichi

Failure to properly secure equipment.

Claimant was working as a Conductor and was charged with failing to properly secure cars left in a siding while performing switching duties in accordance with GCOR Rule 7.6. After an investigation, the Claimant was dismissed from service. The Board noted that the Claimant admitted that he failed to comply with the car securement requirement. It went on to state that in discipline cases, the burden is on the Carrier to demonstrate that Claimant engaged in misconduct, and if that burden is met, the Carrier must then show that the amount of discipline imposed was not arbitrary. The Board found that substantial evidence showed that the Claimant violated GCOR Rule 7.6 and therefore the Carrier met its burden of proof of a violation.

The Board noted that the Claimant had previously signed a waiver for a similar violation of GCOR Rule 7.6. Therefore, the Board determined that the discipline was not arbitrary.

Claim denied.

PLB No. 7644 Case No. 49, Arbitrator Phillips – WC

Missed call.

Claimant was a Guaranteed Assigned RTC. After observing rest days, Claimant was first out to protect a 1st shift vacancy. The Carrier attempted to reach Claimant to fill a vacancy, calling her two times and texting her twice without response. The Claimant was charged with a violation of USOR Rule I – Duty – Reporting or Absence. After an investigation, the Claimant was dismissed from service. The Organization argued that, based on the charge letter stating that the Claimant missed a call at 4:49 a.m., which is outside the two (2) hour call period prior to the beginning of each shift (Rule 7, Section B (7) of the schedule agreement, the Carrier failed to meet its burden of proof that a violation occurred. The Board found that the Carrier met its burden of establishing by substantial evidence that the Claimant was in violation of the cited rule. The Board noted that the Claimant did not dispute the evidence indicating a violation during the investigation, answering "let the record reflect". The Board also noted that the call to the Claimant at 4:49 a.m. was a courtesy call, and that an additional call was made during the call period. The Board noted that while "it was not improper for the Carrier to assess discipline against Claimant for the proven missed call" it noted that although the Claimant did have several lower level discipline entries on her record, it concurred with the Organization that permanent dismissal was not warranted in this case. The Claimant was returned to service with seniority intact, but without pay for time out of service.

Claim sustained in part – Claimant returned to service without back pay.

PLB No. 7644 Case No. 50, Arbitrator Phillips – WC

Claimant tested positive during a random drug and alcohol test.

Claimant was charged with testing positive for alcohol as a result of a DOT/FRA random test. After an investigation, the Claimant was dismissed from service. The Organization argued that the Carrier violated Claimant's right to a fair and impartial investigation when the Carrier failed to provide the technician who conducted the test, asserting that there was a potential malfunction of the testing equipment due to several reasons. The Board found that in this particular case, the record did not indicate a malfunction of the testing equipment and that the presence or absence of the tester in this case would not "alter the conclusion that Claimant's tests were positive for alcohol." The Board did conclude that "we do find some mitigating factors to be present, including Claimant's significant tenure with no serious discipline on record." The Claimant was returned to service without back pay, subject to meeting requirements set forth by the Carrier's employee assistance policy.

Claim sustained in part – Claimant returned to service without back pay.





American Train Dispatchers Association

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NATIONAL HEALTH AND WELFARE BENEFIT DIRECTORY

United Healthcare

National Plan-GA-23000

Managed medical Care
Programs (MMCP) &
Comprehensive Health Care
Benefit (CHCB)
1-800-842-9905
myuhc.com

Retiree Claims-GA-46000

UnitedHealthcare
P.O. Box 30985
Salt Lake City, UT 84130-0985
1-800-842-5252

Retiree Supplemental- GA-23111

UnitedHealthcare
P.O. Box 30304
Salt Lake City, UT 84130-0404
1-800-842-5252

Aetna Healthcare

3541 Winchester Road
Allentown, PA 18195
1-800-842-4044 aetna.com

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

P.O. Box 890381
Camp Hill, PA 17089-0381
1-866-267-3320
bcbs.com

Life Insurance

MetLife

P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770 metlife.com

Vision Service Plan

EyeMed

Member Support
1-855-212-6003
eyemedvisioncare.com/railroad

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

United Behavioral Health
1-866-850-6212
liveandworkwell.com
Access code: Railroad
Company identifier: RR

Dental Benefits under Group Policy No. GP-12000

Aetna

P.O. Box 14094
Lexington, KY 40512-4094
1-877-277-3368
aetna.com

Managed Pharmacy Benefits

Optum RX

**UnitedHealthcare Plans
GA-23000 and GA-46000**
1-844-368-8736
Optumrx.com