

THE TRAIN DISPATCHER



2026 ATDA SYSTEM COMMITTEE OFFICER TRAINING REVIEW!

IN THIS ISSUE:

ATDA Reaches Agreement With UP to Protect NS Integrated Members	Page 20
System Committee Officer Training Event Review	Page 8
ATDA Files for Mediation on Behalf of NJT Members	Page 13

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	CSX: \$25.95	NJT RiverLINE: \$17.50
Amtrak TD/PD: \$21.60	G&W: \$17.35	NJT TD: \$20.85
Amtrak LD: \$22.60	IHB: \$27.30	NS: \$25.20
Berkshire & Eastern: \$25.05	KRR MOW: \$11.20	PATH: \$24.90
BNSF: \$26.90	KRR TY&E: \$15.20	SIRT: \$20.70
BNSF (MRL): \$25.75	L&I BO: \$10.15	SunRail: \$19.75
BRC: \$25.95	L&I TD: \$15.50	TRRA: \$30.75
Conrail: \$23.55	Keolis: \$21.00	Trinity TD: \$20.45
CPKC: \$24.25	NICTD: \$16.40	Trinity TY&E: \$15.35
	Metra: \$20.10	Tri-Rail: \$21.25
	NJT PS: \$20.85	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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From the President



L. Ed Dowell, President

So far this year, ATDA has taken meaningful steps to strengthen our organization and defend our profession. An important part of that is being accomplished in Washington, D.C., where ATDA is actively engaging with members of congress. Most members of Congress do not understand what our members actually do, and much less, the technological safety problems they are dealing with day in and day out. So, we are working diligently to communicate your value and expertise, along with the challenges you face from system malfunctions. Part of this comes from the data you provide, sourced directly from the dispatch software errors and/or safety reports submitted through ATDA.org. Your submissions have provided our team with valuable data to share with members of congress and with the Federal Railroad Administration (FRA).

What you may not know is that FRA does not have authority to regulate computer aided dispatch systems (CADS) and that must change! On April 22nd, a bipartisan bill was introduced to the House of Representatives. The Safe Tracks Act, **H.R. 8410**, which will help ensure rail safety is not compromised as CADS evolve. I greatly appreciate Representatives **Laura Gillen (D-NY-04)** sponsor and original co-sponsors **Mike Lawler (R-NY-17)**, **Jesús 'Chuy' García (D-IL-04)**, and **Michael Rulli (R-OH-06)**. Each Representative was instrumental along with

their staff in getting this bill introduced. Since the introduction of the bill, Representatives **Valerie Foushee (D-NC-4)** and **Troy Nehls (R-TX-22)** have joined the list of sponsors and I am equally thankful for their support. This is only the start, however, and we have much work to do to get the bill signed into law.

As we continue to push for recognition, protection, and a voice in the decisions that shape our work, we reached an important and meaningful agreement with the Union Pacific Railroad. Through direct engagement at the highest levels, we secured an agreement that protects our NS members' future, as not just a train dispatcher, but an ATDA train dispatcher for life. We won't know for some time if the UP / NS merger will be approved or not. However, our NS members now know they will be in Atlanta at least until mid to late 2032.

In March, we brought together 86 System Committee Officers from 24 Committees for a national training event. This was about more than education; it was about preparation. Your representatives received hands-on instruction in dispute resolution, bargaining, claims handling, and discipline defense. Through such events, we are building a leadership structure that is informed, capable, and prepared to stand up for every member we represent. These accomplishments are not isolated, they are connected. Training builds stronger representatives. Strong representatives secure better agreements. And strong agreements protect our members. That is how ATDA moves forward.

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

L. Ed Dowell
President
American Train Dispatchers Association



ATDA TRINITY SYSTEM MEMBERS RATIFY NEW COLLECTIVE BARGAINING AGREEMENTS

Cleveland, Ohio – American Train Dispatchers Association (ATDA) members from the Texas based Trinity Rail System have ratified new collective bargaining agreements, covering both Train Dispatchers and TY&E employees. The Trinity Train Dispatchers voted to ratify their agreement on March 9, 2026, while the System's TY&E members voted to ratify their own agreement on May 15, 2026.

The agreements include wage increases of 15% by June 1, 2029, additional paid time off, and other work rule improvements.

ATDA National President Ed Dowell praised the efforts of the TRE bargaining team and the participation of the membership throughout the process. *"These ratification votes represent important progress for ATDA members at Trinity Railway Express," Dowell said. "I appreciate the dedication and professionalism shown by **General Chairman Mickey Scoggins** and the members who remained engaged throughout negotiations and ratification. I'd also like to thank **Vice President Colin Thurman** for his leadership throughout this process."*

ATDA SUPPORTS THE 2026 RAILWAY SAFETY ACT

February 25, 2026 – The American Train Dispatchers Association (ATDA) proudly supports the bipartisan reintroduction of the Railway Safety Act of 2026 (RSA) in the United States Senate.

In the three years since the catastrophic Norfolk Southern derailment in East Palestine, Ohio, Congress has made multiple attempts to advance comprehensive rail safety legislation. The Railway Safety Act of 2026 builds upon the original bipartisan framework first introduced by now-**Vice President J.D. Vance** and **former U.S. Senator Sherrod Brown**, advancing long-needed reforms to strengthen protections for railroad workers and the communities through which railroads operate.

The legislation includes critical safety provisions such as:

- Federal safety reviews of train length
- Federal oversight of automated defect detection systems
- Requirements for two-person crews on freight trains

ATDA President Ed Dowell applauded the bill's reintroduction, stating, "The American Train Dispatchers Association strongly endorses the long-overdue bipartisan reintroduction of the Railway Safety Act of 2026. In the three years since the preventable East Palestine, Ohio disaster, our members have continued to operate in an environment that demands rigorous oversight and reform. This legislation represents a vital commitment to the men and women who keep our nation's railways moving and to the communities through which trains travel. We cannot afford further delays in enacting these and other commonsense measures that prioritize safety over expediency. The RSA directly addresses key operational risks that threaten our industry, and I urge Congress and the White House to act now."

The Bipartisan Railway Safety Act of 2026 is led by **Senator Jon Husted (R-OH)** and **Senator Maria Cantwell (D-WA)**, with cosponsors including **Senators Roger Marshall (R-KS), Eric Schmitt (R-MO), Tammy Baldwin (D-WI), Amy Klobuchar (D-MN), Bernie Moreno (R-OH), and John Fetterman (D-PA).**

ATDA WELCOMES JEFFREY ROBB AS DIRECTOR OF GOVERNMENT AFFAIRS



Jeffrey Robb speaks at the recent System Committee Officer Training event in San Antonio, Texas.

Cleveland, OH

– The American Train Dispatchers Association (ATDA) is pleased to announce the appointment of **Jeffrey Robb** as the Organization's new **Director of Government Affairs**.

Jeffrey brings extensive legislative experience to the role, having most recently served as a Legislative Aide for the AFL-CIO's Transportation Trades Department (TTD). Prior to his position with TTD, Jeffrey previously worked with former Senator Sherrod Brown and the Ohio Legislative Service Commission. He holds a B.A. in Political Science and International Studies, with a minor in Public Leadership, from Hiram College.

Historically, ATDA's governmental advocacy has been limited to its shared efforts with other rail unions and with the AFL-CIO's Transportation

Trades Department, and those partnerships will continue to play a vital role in our work. As legislation, regulation, and rail technology grow increasingly complex, however, the Executive Board recognizes the need to also strengthen ATDA's own direct engagement on issues unique to our members. Creating this role and appointing Jeffrey Robb ensures that ATDA is positioned to meet those challenges with a strong, sustained presence in Washington.

ATDA President Ed Dowell expressed his enthusiasm for Jeffrey's appointment, stating:

"I look forward to our members hearing from Jeffrey and seeing the benefits of his work. Jeffrey's leadership will be instrumental in addressing these challenges head-on."

Jeffrey will begin his work in January and will be based in ATDA's Washington, D.C. office within the AFL-CIO building. In this role, he will strengthen ATDA's direct engagement with federal policymakers and advance the organization's mission to secure a stronger future for the railroad professionals we represent.

ATDA EXPRESSES CONCERN WITH FRA'S MOVE TO REPEAL DISPATCHER CERTIFICATION RULE

Washington, D.C. – On May 15, 2026, the American Train Dispatchers Association (ATDA) expressed concern following the release of a Notice of Proposed Rulemaking (NPRM) by the Federal Railroad Administration (FRA) that would revoke 49 CFR Part 245; the federal regulation establishing mandatory certification standards for Train Dispatchers.

Finalized by FRA in 2024 after years of advocacy, 49 CFR Part 245 was designed to establish minimum national safety standards for the qualification, training, testing, oversight, and certification of railroad dispatchers.

"Train dispatchers are among the most safety-critical employees in the railroad industry," said **Ed Dowell, National President of the American Train Dispatchers Association**. *"Revoking dispatcher certification sends exactly the wrong message to the industry and the public. At a time when railroads are becoming increasingly dependent on centralized dispatching systems and complex computer-aided technologies, federal oversight should be strengthened, not dismantled."*

The dispatcher certification rule originated under the Rail Safety Improvement Act and

created, for the first time, federal minimum standards like those already required for locomotive engineers and conductors. The rule requires railroads to implement FRA-approved certification programs governing dispatcher training, operational knowledge, safety compliance, and ongoing qualification.

"This proposal appears to be another attempt to remove accountability from railroads and federal standards from one of the most safety-sensitive positions in transportation," Dowell continued. *"Dispatchers control the movement of trains, some of which carry hazardous materials through cities and communities across America. Weakening professional certification requirements is not modernization; it is deregulation at the expense of safety."*

The ATDA also warned that the proposed rollback comes amid growing national concern regarding dispatching technology and centralized train control systems. In April, bipartisan legislation known as the Safe Tracks Act was introduced in Congress to increase federal oversight of railroad dispatching systems and dispatching technology.

ATDA WELCOMES AMTRAK'S RECOGNITION BONUS FOR FRONTLINE UNION EMPLOYEES

Washington, D.C. – The American Train Dispatchers Association (ATDA) welcomes Amtrak's December 11, 2025 announcement that more than 18,000 unionized frontline employees will receive a \$900 recognition award in January, following a historic year of record ridership and revenue.

In an internal message to employees, **Amtrak Chairman Tony Coscia** thanked frontline workers for delivering a "uniquely distinctive year of performance" in FY25, noting that Amtrak's success is directly tied to the dedication, professionalism, and customer-focused service provided by its union workforce.

"Our customers tell us that they love Amtrak because of the experiences they have with you," Coscia wrote, emphasizing that the award reflects the Board's appreciation for the employees whose daily commitment made those achievements possible.

According to reporting from Trains.com, the bonus comes alongside a restructuring of Amtrak's executive bonus system. Senior leaders have agreed to forgo 50% of their incentive payouts, and the company has eliminated long-term executive bonuses to redirect more resources toward the employees on the front lines.

ATDA System Committee General Chairman Jessica Veltri applauded the announcement, saying:

"These bonuses are a well-deserved recognition of our hard-working members. As Amtrak Chairman of the Board Coscia stated in

yesterday's internal announcement, this is a reward for the excellent service provided by front-line, union, Amtrak employees to our customers. It shows not only the quality of their work, and the value they provide, but also the continued value of ATDA representation. Amtrak works for America and unions work for American workers!"

ATDA Vice President Barry Cross echoed that sentiment:

"This news of Amtrak providing a bonus to the Union Employees is a much-appreciated gesture. Our Members work hard every day to provide safe, on time, professional service for the public and I personally appreciate Amtrak demonstrating their appreciation for our union brothers and sisters, especially during the holiday season. Let's also point out the obvious: Amtrak's record year of ridership and revenue shows that Americans want and need reliable passenger rail. We must fight to protect it!"

As highlighted in national coverage of the announcement, this recognition underscores the vital role that union employees, including those represented by ATDA, play in delivering safe, reliable passenger rail service. The work of our Load Dispatchers, Power Directors, and Train Dispatchers is exemplary and remains essential to Amtrak's success.

ATDA commends Amtrak for acknowledging the exceptional work performed by its frontline union employees and for taking steps to ensure that they are recognized for their contributions.

SUNRAIL TRAIN DISPATCHERS VOTE TO RATIFY NEW 3-YEAR COLLECTIVE BARGAINING AGREEMENT



ATDA Vice President Colin Thurman with SunRail General Chair Tracy Bainum

Sanford, Florida – On January 19, 2026, ATDA represented Train Dispatchers from the SunRail system voted in overwhelming favor of ratifying a new 3-year Collective Bargaining Agreement. Effective January 1, 2026, through December 31, 2028, the newly ratified Agreement will provide a significant step forward in wages, benefits, and long-term economic security for the covered members.

The wage impact will be felt immediately, as the SunRail Dispatchers will receive “day one” pay increases totaling 6.79% retroactive to January 1, 2026. Together with later general wage increases provided through the Agreement, covered members will receive a total compounded wage increase of 11.1% over three years. In addition to this, all Train Dispatchers and Dispatcher Trainees will receive a signing bonus.

For 2026, the current Health & Welfare benefit plans remain in place with employee premium increases capped at no more than 6%. In 2027, SunRail members will transition into a new plan, resulting in reduced employee monthly premiums and lowered out-of-pocket maximums. Under the Agreement, deductible increases and employee contributions for 2027–2028 cannot exceed 10% annually, providing meaningful cost protection during the transition period.

ATDA Vice President Colin Thurman, the Organization's lead national representative during bargaining with Alstom, had the following to say in response, “Congratulations to General Chairwoman Tracy Bainum on her efforts to reach an agreement that includes significant improvements on wages for SunRail Train Dispatchers. I also want to thank **Secretary-Treasurer Bill Sikes** for his contributions.”

SunRail System Committee General Chairwoman Tracy Bainum, ATDA's lead local representative during negotiations, added the following, “After a lot of hard work and tough discussions at the negotiating table, ATDA has reached an agreement with the Carrier on behalf of the SunRail Members. This agreement reflects what our members told us mattered most, especially when it comes to wages, while keeping the contract language and protections we already have in place. I'm genuinely excited about what we were able to achieve.”

ATDA SYSTEM COMMITTEE OFFICERS GATHER FOR NATIONAL TRAINING EVENT



San Antonio, Texas – From March 2-5, 2026, the American Train Dispatchers Association (ATDA) hosted a national System Committee Officer training event at the Hyatt Regency Riverwalk Hotel in San Antonio, Texas. Attended by 86 System Officers from 24 Committees, the event provided a crucial opportunity for ATDA to equip its newly elected local representatives to better serve the Organization's members.

Over the course of the three-day event, ATDA's National Officers and staff provided attending System Officers with intensive training on such front-line topics as dispute resolution, bargaining, claims handling, and discipline appeals. System Treasurer responsibilities were also covered in depth, and an interactive mock discipline investigation offered key insights based on real-world precedent.

The event also featured presentation from guest speakers, headlined by former **Surface**

Transportation Board (STB) Chairman Robert Primus. Railroad Retirement Board Labor Member John Bragg also addressed the group, as did **ATDA's General Counsel Erika Diehl-Gibbons**. Together, the speakers provided ATDA's System Officers with perspective on the legal and political framework that shape today's representational environment.

To better engage its trainees, the event was designed to alternate between large group sessions and rapid-fire breakout modules. This format provided variety as trainees were tasked with absorbing high volumes of valuable information and utilized settings that encouraged dialogue.

ATDA's System Officers rose to meet the challenge with enthusiastic participation and spoke glowingly about the event's value:

SYSTEM OFFICER REACTIONS

Jared Eagle – General Chairman – NJT-TD – *"The training was clearly well thought out, and it was obvious that a lot of effort went into the planning. ATDA has a clear direction for the future of the organization, and it starts with the training of its officers."*

Chad Looby – General Chairman - Metra – *"This was my third training, and by far the best I have had the honor of attending. I absolutely loved how the classes were broken into smaller groups, which made them much easier to understand."*

Omar Ponce – Local Chairman – CSX – “The training event was an impactful experience that provided me with a strong foundation as I begin my first term serving as a Local Chairman on the CSX System Committee. I also had the opportunity to network with other System Committee Officers and learn a great deal from our experienced brothers and sisters. Thank you to our National Officers for their hard work in making the event a success!”

Troy Scott – Vice General Chairman – NS Integrated System Committee – “I had a great experience, not just because of the location, but because I took knowledge back with me. I really enjoyed it and I’ve even been quoting some of what I learned.”

Dennis Sechrest – System Treasurer – TRRA System Committee – “This event reinforced something very important: solidarity within unions begins with awareness, and awareness begins with knowledge. While the information came at a very fast pace, it was incredibly helpful in building that knowledge.”

Rudolph Serebrinskiy – Local Chairman – Amtrak System Committee – “San Antonio training was an eye-opening experience to the intricacies and systems that the ATDA has in place regarding protections and disciplines, as well as good resources we can leverage for better representation of our members. It was well organized, informative, and an amazing experience at which to make valuable connections.”

Chad Shramek – General Chairman – BNSF System Committee – “This training event delivered more than knowledge

by strengthening our sense of community. I’m grateful for the lessons learned, the opportunity to work alongside other representatives, and for the commitment to solidarity we will carry forward.”

Tyler Thibault – General Chairman – G&W System Committee – “I thought it was eye-opening to be honest, as I had no idea what to expect. The level of camaraderie, and how supportive everybody is. It’s fantastic. Especially being new, everybody there was super helpful and nice. I learned a lot.”

Chris Whitt – Vice General Chairman – BNSF System Committee – “This was the best training event I’ve been a part of. The format made it possible for us to retain a lot of information in a short amount of time.”

Evelina Zielinski – Local Chairman – Metra System Committee – “The ATDA training conference was very well put together, and I learned so much from all the presentations put on by the leadership team. I appreciated all the speakers that attended and I really enjoyed meeting all my fellow ATDA dispatching brothers and sisters. Can’t wait for the next one!”

Reflecting on the event, **ATDA President Ed Dowell** had the following to say, “When ATDA invests in training, we’re not just educating officers, we’re building solidarity and stronger representation that delivers results for every member. The future of ATDA is built in rooms like these, where knowledge is shared, leaders are developed, and the next generation of representation is strengthened.”



NEW OFFICER SHARES TRAINING EXPERIENCE



Trinity System Committee System Treasurer / Vice General Chairman Brittany Cain (right) with Trinity General Chairman Mickey Scoggins (middle), and Trinity Local Chairman – T&E Jadon Henderson (left).

I won't lie. I was a little nervous going into my first union officer training. Stepping into something new always brings a bit of uncertainty, but as soon as I arrived, that feeling quickly faded. I felt welcomed right away, and that made a huge difference in helping me settle in and stay open to the experience.

From the very first day of class, I learned so much. The training was full of valuable information that opened my eyes to new ways our union can grow and improve. It gave me a better understanding of the responsibilities we have as officers and how important it is to stay informed, organized, and engaged. I also learned practical strategies that we can bring back and start using to strengthen our union and better support our members.

One of the best parts of the experience was connecting with others. Being able to hear how different unions are run and learning from their successes and challenges was incredibly helpful. It gave us new

perspectives and ideas that we may not have thought about on our own. We were able to bounce ideas off each other, ask questions, and have real conversations about what works and what doesn't.

This training was truly jam-packed with information—everything from leadership skills to communication and ways to build unity within our union. It pushed me to think differently and motivated me to step up more in my role. I left feeling more confident, more knowledgeable, and more prepared to contribute in a meaningful way.

I'm really grateful we had the opportunity to attend. Experiences like this not only help us grow individually, but they also help strengthen our union as a whole. I'm excited to take what I've learned and put it into action.

*Thank you,
Brittany Cain*

*System Treasurer / Vice General Chairman
Trinity System Committee*



ATDA President Ed Dowell teaches during a breakout session



BNSF System Committee Vice General Chairman Patrick Fisher studies during General Session



ATDA Vice President Brandon Denucci teaches on how to provide effective representation during discipline investigations.



ATDA General Counsel Erika Diehl Gibbons presents to the audience



Railroad Retirement Board Labor Member John Bragg speaking at the event.



ATDA Director of Government Affairs Jeffrey Robb addresses trainees while flanked by the ATDA Executive Board.



CSX System Treasurer / Vice General Chairman Ed Kerns (2nd from left) responds to winning a door prize, as Tri-Rail General Chairwoman Erica Ray (left), NS integrated Vice General Chairman Craig Duncan (3rd from left), and NS Integrated System Treasurer / Vice General Chairman Kyle Pietsch (right) applaud.



Former STB Chairman Robert Primus (right) engages with MBCR System Committee Representatives August Blake (left), Sarah Gouthro (2nd from left), and Codi Hill (3rd from left).

ATDA APPLAUDS INTRODUCTION OF THE SAFE TRACKS ACT

Washington, D.C. – The American Train Dispatchers Association (ATDA) applauds and endorses the introduction of H.R. 8410, the Safe Tracks Act, a bipartisan bill that will require federal oversight of train dispatching control systems. Specifically, the bill requires oversight of the development and operation of such systems, aimed at eliminating software programming errors that currently jeopardize safe rail operations, and endanger the public.

Train dispatching control systems are a core component of rail safety, as they provide continuous information streams to Train Dispatchers responsible for preserving operational safety in real time. These systems currently lack oversight, however, with no comprehensive enforceable federal standards in place for pre-deployment testing, post-deployment performance, or the reporting of system issues by Dispatchers.

This creates serious vulnerabilities, as Train Dispatchers depend on dispatching systems to provide them with consistently accurate and updated information about real-world conditions. When dispatching systems malfunction, lag, crash, or otherwise fail to perform reliably, Train Dispatchers may be forced to make critical decisions with compromised information. Such scenarios present safety risks to both freight

and passenger rail operations, including potentially catastrophic outcomes, while also increasing delays and reducing efficiency.

The Safe Tracks Act will address this vulnerability through standards for system testing, inspection, approval, and ongoing review of these safety-sensitive technologies. More broadly, it will establish a stronger framework for the development and implementation of train dispatching technology, while ensuring these systems receive federal oversight consistent with their safety-critical role.

ATDA President Ed Dowell praised the introduction of the bill, stating, "This bipartisan legislation is an important step toward improving the reliability, accountability, and oversight of train dispatching systems. Our members work tirelessly every day to help ensure trains move safely and efficiently across the country. They deserve systems that support that mission, and the public deserves confidence that these critical technologies meet appropriate safety standards. I thank the members who introduced this bill and look forward to working with them to advance this important proposal."

The Safe Tracks Act is led by **Laura Gillen (D-NY-04)** and **Mike Lawler (R-NY-17)**, with original co-sponsors **Jesús 'Chuy' García (D-IL-04)** and **Michael Rulli (R-OH-06)**.

ATDA FILES FOR MEDIATION ON BEHALF OF POWER SUPERVISORS AND TRAIN DISPATCHERS EMPLOYED BY NEW JERSEY TRANSIT

Cleveland, OH – On April 1, 2026, the American Train Dispatchers Association (ATDA) filed separate requests for mediation with the National Mediation Board (NMB) for both their Power Supervisors and Train Dispatchers, as the next step in resolving its ongoing major dispute with New Jersey Transit Rail Operations, Inc. (NJT). ATDA has bargained on behalf of its NJT Power Supervisor and Train Dispatcher members for more than 18 months, seeking fair rates of pay, rules, and working conditions through terms mandated by the Railway Labor Act.

NJT has thus far refused to provide a fair offer, but ATDA remains committed to reaching a voluntary agreement that recognizes the vital role its Power Supervisors and Train Dispatchers play in the safe and efficient operation of NJT's rail system.

Please direct any media inquiries to info@atda.org.

WE ARE THE ATDA

A conversation with Kiamichi System Treasurer Spencer Bacon

WE ARE THE ATDA is a spotlight that illuminates those making an impact for our organization. In this edition, you'll meet Kiamichi System Treasurer Spencer Bacon. His perspective as a Train & Engine service member provides fresh insight that is a first for this feature!



Kiamichi System Treasurer Spencer Bacon (middle) with wife Shyla (right), daughter Audrey (2nd from right), son July (2nd from left), and daughter Stella (left).

ATDA: Spencer, you are an ATDA member from the Kiamichi System, which spans through Arkansas, Oklahoma, and Texas. Can you tell the readers a little about the type of rail traffic you work with?

Spencer: We haul a lot of paper from a few mills in the region, but we also keep a power plant supplied with coal. There are quite a few local industries as well, including tomato paste from Campbell's Soups, scrap metal, and even transload facilities for livestock feed.

ATDA: Unlike many ATDA members, you work in Train & Engine Service. What kind of unique challenges does that present from day to day?

Spencer: One of the biggest challenges is figuring out the safest and most efficient way to get our customers serviced each day. Whether it's that, or switching in the yard, there are always several ways to go about it. It's our job to figure out the best one.

ATDA: As someone with boots on the ballast, what's something Train Dispatchers can do to make your job a little safer and easier?

Spencer: Well, they actually do a good job. But one thing is to keep up the good work on clear communication. It keeps us safe out there.

ATDA: In addition to being a strong ATDA member, you also recently began your second term as the Kiamichi System Treasurer. What motivated you to step up to that role?

Spencer: I knew I wanted to be a part of representing the Kiamichi members and I felt like the System Treasurer role was a great first step to do that. Plus, I've still got about twenty years left to work on the

railroad. If I'm going to be around that long, I want to play a part in making it better.

ATDA: At the time of this interview, you're fresh off a trip to San Antonio, Texas for System Committee Officer training. How did that go?

Spencer: It went good and I enjoyed getting to meet other reps in person. All of the information from the classes was really good and I feel much better equipped now to represent the members.

ATDA: Was there a module or class that stood out to you as being particularly helpful as a System Committee officer?

Spencer: Well, all of it was really good. The mock investigation was a helpful experience for me, as I've never been part of an actual investigation. The "How ATDA Works" class was informative too, and the System Treasurer training was good at helping me in my current job. The leadership class was great too, and was applicable in life, not just in my union work.

ATDA: What about when you're not at work? Does your family have a particular interest that you enjoy together? (This is where I'd like you to talk about your son's rodeo activities)

Spencer: Oh yeah. We've got two daughters at home, but they're still little, and not involved in activities yet. But my son is at the age for that and keeps us busy with sports, including rodeo. He's a barrel racer, who also competes in pole bending, dummy breakaway, and goat tying.

ATDA: Is that something he learned from his Mom or Dad? Or is he a first-generation rodeo competitor?

Spencer: Yes, his mom, and all her family were involved in junior rodeos in one fashion or another. His aunt actually still competes as a barrel racer. So, it's definitely a family tradition now.

ATDA: Now for a very serious question, since you have one of the best last

names in the ATDA. How great does it feel to be named Bacon?

Spencer: It's definitely a memorable name and a lot of times, people remember me just because of it. In most cases, people like me because of my name, before they even get to know me... because everybody loves bacon!



Spencer's son, July, competing in a rodeo event atop his grandfather's roping horse, "Grey".

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APR 2021 - MAR 2022

ATDA PARTICIPATES IN FRA ANNUAL LABOR CONFERENCE



From left to right: NJT-TD General Chairman Jared Eagle, CSX General Chairman Ben Craft, ATDA Vice President Brandon Denucci, NS General Chairwoman Shanan Williams, ATDA President Ed Dowell, ATDA Director of Govt Affairs Jeffrey Robb, and BNSF General Chairman Chad Shramek



ATDA President Ed Dowell speaks at the FRA Annual Conference

brought together approximately 150 labor leaders and federal officials from across the railroad industry, to discuss rail safety, operational challenges, and emerging issues impacting railroad employees nationwide.

Representing ATDA at the conference were **President Ed Dowell, Vice President Brandon Denucci, Director of Government Affairs Jeffrey Robb, BNSF General Chairman Chad Shramek, CSX General Chairman Ben Craft, NJT-TD General Chairman Jared Eagle, and NS Integrated General Chairwoman Shanan Williams.**

Conference sessions included safety briefings and updates from FRA officials on agency organization, training and qualification standards, confidential reporting systems, accident investigations, and ongoing industry safety initiatives. Discussions throughout the conference emphasized the importance of collaboration between rail labor and federal regulators in addressing operational risks and improving safety across the industry.

San Antonio, Texas

– During the week of May 4, 2026, the American Train Dispatchers Association (ATDA) participated in the Federal Railroad Administration (FRA) Annual Labor Conference in San Antonio, Texas. The event

BNSF General Chairman Chad Shramek saw value in ATDA's participation, pointing out that *"The FRA conference was a great opportunity to interact with other Labor crafts across multiple Railroads. It reaffirmed my belief that, while we have very different responsibilities across the railroad, we all want a safe place to work so we can provide for our families."*

ATDA's presence also provided opportunity to raise awareness of a key issue impacting the Organization's members. This was accomplished through a presentation to attendees that focused heavily on recurring failures and instability within railroad dispatching software systems. While addressing the conference, **ATDA President Dowell** voiced ATDA's frustration regarding the inconsistent regulatory treatment of this and other dispatcher-related safety issues. *"So, in one area FRA says there isn't a regulation to enforce,"* Dowell stated, referring to dispatcher software errors, *"and yet where there is a regulation, Part 245 Dispatcher Certification, they have submitted notice of proposed rulemaking (NPRM) to revoke the final regulation."*

Dowell also encouraged rail labor organizations to support the Safe Tracks Act, emphasizing that stronger oversight and accountability surrounding dispatching technology impacts the safety of railroad workers throughout the industry. *"Not solely because of solidarity,"* Dowell said, *"but because their members' lives may depend on it."*

REMEMBERING THOSE WHO PASSED

ATDA MOURNS THE PASSING OF FORMER TRUSTEE & WABASH GENERAL CHAIRMAN MIKE GREENWELL



Michael Francis Greenwell, 74, of Mount Zion, IL, passed away unexpectedly on Wednesday, April 8, 2026, in Sullivan, IL. Mike was born on March 21, 1952 in Denver, CO, the son of Kenneth Sr. and Josephine Greenwell. The family moved to Decatur, IL where Mike graduated from Stephen Decatur High School and met the love of his life, Marcia. Mike joined the United States Navy, trained in San Diego, and proudly served his country for 3 years, 3 months and 27 days including a tour in Vietnam. Following his Navy career, Mike and Marcia were married on June 21, 1975 and recently celebrated 50 years of devoted marriage.

Mike worked for the Wabash & Norfolk Southern Railroad systems, where he enjoyed a successful 43-year career as a Train Dispatcher. This included years of union service as Wabash

System Committee General Chairman, and two terms as an ATDA National Trustee. Mike retired on June 2, 2012.

Mike was a devout Christian and loved his Lord. He was a long-time member of St. Paul's Lutheran Church. Mike had many interests and shared his passions freely. He found great joy in spending time with his family, especially supporting Bryleigh throughout her dance career. Mike coached multiple sports teams including the Mt. Zion girls softball and boys baseball teams, as well as St. Paul's Sonics basketball team. His other interests included fishing, golfing, tending to his lawn, and of course all things Chicago Cubs, Fighting Illini, and Chicago Bears.

Mike is survived by his loving wife Marcia; daughter Jennifer Fincham (Eric) of Groveland, FL and granddaughter Bryleigh; son, Rick Greenwell (Missy) of Decatur, IL and granddaughters Rachell and Geneva; siblings Dan (Carolyn) Greenwell of Decatur, IL, Della (Tom) Purdy of Lima, OH, and sisters-in-law Marilyn Greenwell of Decatur, IL, Deborah Beasley (Christopher) of Denver, CO, and Susan Krows of Decatur, IL. Mike is also survived by numerous nieces, nephews, great nieces, great nephews, and, of course, his grandpuppy Jackson. Mike will be forever remembered for the life he lived and the love he gave to all who knew him. He will be deeply missed by his family and friends.

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**.

POWER SUPERVISOR TEE



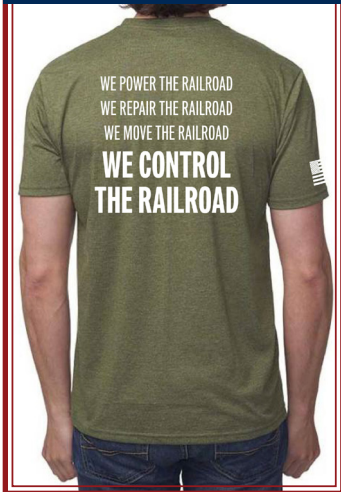
NEW
ITEM!

POWER DIRECTOR TEE



NEW
ITEM!

DIFFERENT CRAFTS, 1 ATDA



MEN'S ATDA POLO



ATDA TEE



RAIL TRAFFIC CONTROLLER



LADIES ATDA POLO



TRAIN DISPATCHER



Visit **ATDA.org** or **ATDAGEAR.org**
today to place your order!

ATDA REACHES MAJOR PROTECTIVE AGREEMENT WITH UNION PACIFIC IN ADVANCE OF PROPOSED MERGER

Omaha, Nebraska – On March 26, 2026, the American Train Dispatchers Association (ATDA) reached a major protective agreement with the Union Pacific Railroad (UP), related to the railroad's proposed merger with Norfolk Southern (NS). The agreement was finalized following a March 20 meeting between **ATDA President Ed Dowell** and **UP CEO Jim Vena**, and provides a list of robust protections for those ATDA members on the Norfolk Southern System. The agreement provides both stability and job security for ATDA members, including:

"ATDA Train Dispatcher for Life" Protection

Under the agreement, all ATDA-represented NS train dispatchers employed immediately prior to the merger control date are guaranteed continued employment for life as ATDA Train Dispatchers. This provision ensures that no dispatcher covered by the current ATDA/NS CBA will be subject to layoffs because of the merger, or beyond, in an industry where automation technology is increasingly prioritized.

Minimum Five-Year Commitment to Atlanta

ATDA members currently working on the NS system will remain in Atlanta for a minimum of five years following the control date, which is 60 days after Surface Transportation Board (STB) approval. This guarantee provides stability for ATDA members and their families, while removing uncertainty about relocation during the critical early years of the merger transition.

270-Day Advance Notice Requirement for Any Relocation

If relocation eventually becomes necessary, UP will be required to provide a minimum of 270 days' advance notice to ATDA. This extended notice period provides members with meaningful time to plan, evaluate options, and make informed decisions for themselves and their families, and is far beyond typical industry standards.

Protection of ATDA Dispatch Territories

The agreement also ensures that all territory currently dispatched by ATDA-represented

train dispatchers will continue to be dispatched by them unless modified through a formal Implementing Agreement under the collective bargaining process. This provision directly protects against the transfer of union work to non-union Train Dispatchers and prevents unilateral changes by the Carrier.

ATDA endorses the proposed UP/NS merger

In response to the agreement, ATDA will now officially support the proposed UP / NS merger. This position reflects a negotiated outcome in which the lives and livelihoods of ATDA members have been significantly and materially protected, in both the near and long term. Based on real and impactful commitments in writing, ATDA has moved to protect and prioritize those it exists to serve.

Reflecting on the monumental Agreement, ATDA President Ed Dowell said, *"After the proposed merger was announced, I attended NS union meetings in Atlanta and asked our members what concerns they had with the proposed UP-NS merger. Overwhelmingly, they responded with concerns about relocating out of Atlanta, fears of losing their jobs, and losing ATDA union representation. Now, our NS members know they will remain in Atlanta through at least the summer or fall of 2032 and receive 270-day notice should they have to relocate! Together with the guarantee of an ATDA train dispatcher job for life, this agreement will certainly help provide our members and their families with the stability they deserve. Additionally, I hope that other Railroads take note that a 90-day relocation notice is as insufficient as it is antiquated. This and the other protections included within this agreement should be the pattern moving forward. With Union Pacific guaranteeing our members work as ATDA Train Dispatchers for life, committing to the preservation of their right to their union work, and collaborating with us to maintain their stability, I now support their effort to merge with Norfolk Southern. In closing, I'd like to thank ATDA Vice President Brandon Denucci and ATDA Executive Assistant to the President David Ursini for their work and contributions to this agreement."*

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 over a century, 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
Rahsaan Adams	Amtrak Committee
William Agurs	Amtrak Committee
LaVonnie Alvarado	Trinity Rail Committee
Raymond Andino Sr	Amtrak Committee
Jennifer Barnes	Amtrak Committee
Gregory Belcher	CPKC Committee
Jermame Bolden	METRA, NIRC Committee
Rashida Cheddick-George	Norfolk Southern Integrated Committee
Clayton Coble	Trinity Rail Committee
Devin Coble	Trinity Rail Committee
Dylan Coble	Trinity Rail Committee
Patrick Consoli	Amtrak Committee
Lucas Coyne	Amtrak Committee
Roshanah Cummings	Amtrak Committee
Robert Dillard	Norfolk Southern Integrated Committee
William Dobner	Amtrak Committee
Suad Ducic	Amtrak Committee
Giancarlo Ferlise	Amtrak Committee
Anthony Fulginiti	Amtrak Committee
Stephanie Fyffe	CPKC Committee
Aiden Gamble	Genesee & Wyoming Committee
Austin Gilreath	Norfolk Southern Integrated Committee
Arnoldo Gonzalez	Trinity Rail Committee
Jeffrey Gump	Amtrak Committee
Bradley James	Norfolk Southern Integrated Committee
Trez Johnson	Norfolk Southern Integrated Committee
Coree Johnson	Trinity Rail Committee
Kyle Knebl	CPKC Committee

New Member	System Committee
Charles Leonard	Amtrak Committee
Dominic Light	Louisville and Indiana Committee
Rio Longoria	CPKC Committee
Madison Lumpkin	Norfolk Southern Integrated Committee
Isaac McFarland	Alaska Committee
Samantha McManus	Amtrak Committee
Jason McMeekin	Trinity Rail Committee
Anthony Miller	CPKC Committee
Dale Moran	Amtrak Committee
Lieslie Morton	Port Authority Trans-Hudson Committee
Godwin Narben	Norfolk Southern Integrated Committee
Samuel Neil	Conrail Committee
James Onorato	Amtrak Committee
Michael Owens	Trinity Rail Committee
Chance Peterson	Trinity Rail Committee
John Pflomm	Trinity Rail Committee
Melissa Regalado	Trinity Rail Committee
Andres Rodriguez	Amtrak Committee
Tyler Rubright	Kiamichi Committee
Christopher Sierra	Amtrak Committee
Zachary Steele	Norfolk Southern Integrated Committee
Kelly Strickler	Genesee & Wyoming Committee
Stephen Sullivan	Trinity Rail Committee
Andrew Waver	Norfolk Southern Integrated Committee
Aaron Woodall	Kiamichi Committee
Gregory Young	BELT Committee

STATUS OF DISPUTES

Docket #	Carrier	Claimant	Subject	Status
PLB-7578	METRA	F. McGlaston	Discipline	Claim sustained in part - January 13, 2026 - Arb. Bohne
PLB-7494-161	CSX	D. Neeley	Discipline	Claim Denied - September 22, 2025 - Arb. Phillips
PLB-7494-162	CSX	O. Ponce	GAD order of call	Claim sustained - September 22, 2025 - Arb. Phillips
PLB-7494-163	CSX	M. L. Hucks	Discipline	Claim sustained - September 22, 2025 - Arb. Phillips
PLB-7474-164	CSX	J. Mitchell	GAD Order of call	Claim sustained - September 22, 2025 - Arb. Phillips
PLB-7494-165	CSX	C. Hadley	Exercise of seniority	Claim Denied - September 22, 2025 - Arb. Phillips
PLB-7494-166	CSX	E. Johnson	Order of call - OT	Claim sustained - September 22, 2025 - Arb. Phillips
PLB-7468-54	CPKC	K. Pannell	Discipline	Claim sustained in part - November 26, 2025 - Arb. VanDagens
PLB-7468-55	CPKC	J. Chamberlin	Discipline	Claim sustained in part - November 26, 2025 - Arb. VanDagens
PLB-7468-56	CPKC	P. Webb	Discipline	Claim sustained in part - November 26 - 2025 - Arb. VanDagens
PLB-7468-57	CPKC	S. Eames	Discipline	Claim denied - November 26, 2025 - Arb. VanDagens
PLB-7575-60	BNSF	Z. Manning	Discipline	Claim denied - January 16, 2026 - Arb. VanDagens
PLB-7575-61	BNSF	M. L. Penney	Discipline	Claim denied - January 16, 2026 - Arb. VanDagens
PLB-7575-62	BNSF	L. Harvey	Discipline	Claim denied - January 16, 2026 - Arb. VanDagens
PLB-7575-63	BNSF	L. Harvey	Discipline	Claim denied - January 16, 2026 - Arb. VanDagens
PLB-7575-64	BNSF	L. Harvey	Discipline	Claim denied - January 16, 2026 - Arb. VanDagens
PLB-7575-65	BNSF	R. A. Reid	Discipline	Claim denied - January 16, 2026 - Arb. VanDagens
PLB-7575-66	BNSF	S. M. Sharrer	Discipline	Claim sustained in part - January 16, 2026 - Arb. VanDagens
PLB-7575-67	BNSF	S. M. Hogue	Discipline	Claim sustained in part - January 16, 2026 - Arb. VanDagens
PLB-7560-59	BNSF	R. A. Miller	Discipline	Claim denied - February 25, 2026 - Arb. Dent
PLB-7560-60	BNSF	Z. Manning	Discipline	Claim denied - February 25, 2026 - Arb. Dent
PLB-7560-61	BNSF	S. W. Brown	Discipline	Claim sustained - February 25, 2026 - Arb. Dent
PLB-7560-62	BNSF	D. M. Gonzales-Rosas	Discipline	Claim denied - February 25, 2026 - Arb. Dent
PLB-7560-63	BNSF	L. J. Chaison	Discipline	Claim sustained in part (discipline reduced) February 25, 2026 - Arb. Dent
PLB-7560-64	BNSF	C. J. Cawyer	Discipline	Claim sustained in part (discipline reduced) February 25, 2026 - Arb. Dent
PLB-7560-65	BNSF	S. K. Irving	Order of Call - OT	Claim denied - February 25, 2026 - Arb. Dent
PLB-7560-66	BNSF	M. A. Magana	Discipline	Claim denied - February 25, 2026 - Arb. Dent
PLB-7560-67	BNSF	R. A. Miller	Discipline	Claim denied - February 25, 2026 - Arb. Dent

STATUS OF DISPUTES

PLB-7299-63	NS	A. Brimah	Discipline	Claim denied - February 18, 2026 - Arb. Phillips
PLB-7299-64	NS	A. Knorre	Discipline	Claim sustained - February 18, 2026 - Arb. Phillips
PLB-7299-65	NS	E. Jackson	Discipline	Claim denied - February 18, 2026 - Arb. Phillips
PLB-7299-66	NS	M. Robinson	Discipline	Claim denied - February 18, 2026 - Arb. Phillips
PLB-7299-67	NS	J. Rowe	Discipline	Claim denied - February 18, 2026 - Arb. Phillips
PLB-7299-68	NS	D. Patterson	Discipline	Claim denied - February 18, 2026 - Arb. Phillips
PLB-7299-69	NS	K. W. Nellum	Discipline	Claim sustained in part (discipline reduced) February 18, 2026 - Arb. Phillips

PLB-7576-82	BNSF	A. I. Hendrich	Order of Call - OT	Claim denied - January 15, 2026 - Arb. Pontolillo
PLB-7576-83	BNSF	C. N. Norris	Discipline	Claim sustained - January 15, 2026 - Arb. Pontolillo
PLB-7576-84	BNSF	M. Valero	Discipline	Claim denied - January 15, 2026 - Arb. Pontolillo
PLB-7576-85	BNSF	M. D. Behrens	Discipline	Claim sustained - January 15, 2026 - Arb. Pontolillo
PLB-7576-86	BNSF	J. A. Jackson	Discipline	Claim denied - January 15, 2026 - Arb. Pontolillo
PLB-7576-87	BNSF	D. L. Crawford	Discipline	Claim denied - January 15, 2026 - Arb. Pontolillo

PLB-8057-1	NS	A. Johnson	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone
PLB-8057-2	NS	D. Mitchell	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone
PLB-8057-3	NS	R. C. Vannier	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone
PLB-8057-4	NS	R. Bailey	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone
PLB-8057-5	NS	G. Smith	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone
PLB-8057-6	NS	B. Alicie	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone
PLB-8057-7	NS	C. Adams	Discipline	Board held January 21, 2026 - Awaiting Decisions - Arb. Capone

PLB-7644-51	WC	K. Gebhardt	Unjust Treatment	Assigned to Arb. Kossoff - Awaiting NMB funding
PLB-7644-52	WC	K. Gebhardt	Discipline	Assigned to Arb. Kossoff - Awaiting NMB funding
PLB-7644-53	WC	A. Zemaitis	Discipline	Assigned to Arb. Kossoff - Awaiting NMB funding
PLB-7644-54	WC	S. Kucharyski	Discipline	Assigned to Arb. Kossoff - Awaiting NMB funding
PLB-7644-55	WC	T. Evans	Unjust Treatment	Assigned to Arb. Kossoff - Awaiting NMB funding
PLB-7644-56	WC	M. Fasel	Discipline	Assigned to Arb. Kossoff - Awaiting NMB funding

PLB-7268-4	BRC	M. Martinez	Discipline	Assigned to Arb. Phillips - Awaiting NMB funding
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PLB-7494-167	CSX	J. Maillet	Discipline	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7494-168	CSX	C. E. McElroy	Discipline	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7494-169	CSX	F. E. Lalande	Discipline	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7494-170	CSX	T. S. McGowan	Supplemental Sickness	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7494-171	CSX	L. D. Riley	Training Pay	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7494-172	CSX	C. E. Duff	2nd start in 24 hrs	Assigned to Arb. Phillips - Awaiting NMB funding

STATUS OF DISPUTES

Docket #	Carrier	Claimant	Subject	Status
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
PLB-	BNSF	J. J. Casey	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	K. K. Nelson	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	G. G. Johnson	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	C. J. Cawyer	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	V. R. Benavides	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	S. Jefferson	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	J. Chandler	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	K. M. Gutierrez	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	S. P. Grabman	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	J. S. Brice	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	J. D. Snider	Discipline	Awaiting assignment to a Public Law Board
PLB-	WC	R. Grant	Discipline	Awaiting assignment to a Public Law Board
PLB-	WC	A. Sanchez	Discipline	Awaiting assignment to a Public Law Board
PLB-	CSX	P. Young	2nd Start in 24 hrs	Awaiting assignment to a Public Law Board
PLB-	CSX	D. Peck	Entitlements	Awaiting assignment to a Public Law Board
PLB-	CSX	W. C. Anderson	Withheld from service	Awaiting assignment to a Public Law Board
PLB-	CSX	G. Solano-Camilo	Discipline	Awaiting assignment to a Public Law Board
PLB-	CSX	B. Hayes	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	A. Bowens	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	C. Wright	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	B. Alicie	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	D. Bishop	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	S. Shaw	Discipline	Awaiting assignment to a Public Law Board
PLB-	METRA	C. Looby	Discipline	Awaiting assignment to a Public Law Board
PLB-	METRA	C. Mowery	Compensation Medical	Awaiting assignment to a Public Law Board
PLB-	METRA	M. Bounds	Vacation vacancy	Awaiting assignment to a Public Law Board
PLB-	CSX	J. D. Lambert	Temp Vacancy	Awaiting assignment to a Public Law Board
PLB-	CSX	P. E. Young	Temp Vacancy	Awaiting assignment to a Public Law Board
PLB-	CSX	J. M. Rodgers	2nd start in 24 hrs	Awaiting assignment to a Public Law Board
PLB-	CSX	M. A. Cremeans	Not selected for ACNO	Awaiting assignment to a Public Law Board
PLB-	CSX	E. E. Kerns	2nd start in 24 hrs	Awaiting assignment to a Public Law Board
PLB-	CSX	J. C. Barnett	GATD Training	Awaiting assignment to a Public Law Board
PLB-	NS	E. J. Vazquez	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	D. A. Hobbs	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	Various Claimants	Absenteeism Policy	Awaiting assignment to a Public Law Board

SUMMARIES OF DISPUTES

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

PLB No. 7494, Case No. 166, Arbitrator Phillips – CSX

**Carrier violated Article 5 (Order of Call),
improper assignment of overtime.**

The Organization alleged that the Carrier violated Article 5 (Order of Call) and Article 23 of the collective bargaining agreement by failing to call the Claimant—a qualified and available dispatcher—on her rest day, and instead assigning the work to an Assistant Chief of Network Operations (ACNO). The Carrier argued that the Claimant was not eligible due to a potential Hours of Service conflict with an overtime assignment the following day.

The Board found that the Claimant was available and should have been called under the Third Order of Call; that the Carrier's reliance on a potential conflict with the following day's work was not supported by the agreement language, since the next day was a rest day, not a regular assignment, and that the Carrier failed to prove its affirmative defense that the Claimant had effectively given up the opportunity.

Claim sustained.

PLB No. 7494, Case No. 163, Arbitrator Phillips – CSX

**EC-1 train movement authority released
while recording a report by location event.**

Claimant was charged with failing to maintain blocking protection until no longer needed. The Organization argued that the Carrier failed to provide key evidence, denying the Claimant a fair and impartial investigation, and that it failed to meet its burden of proof that a violation occurred. The Board found that the Carrier improperly withheld relevant evidence and failed to prove that the dispatcher knowingly or negligently violated the cited rule. It also determined that the incident involved unusual system behavior and that the Claimant acted responsibly in addressing the situation.

Claim sustained

PLB No. 7468 Case No. 54, Arbitrator VanDagens – CPKC

Sleeping while on duty.

Claimant was charged with sleeping while on duty. The Carrier asserted that multiple supervisors observed the dispatcher in a reclined position, appearing to be asleep, and concluded that he was in violation of the rule, warranting dismissal. The Organization argued that the Carrier failed to prove the dispatcher was actually asleep, noting that witnesses could not confirm that his eyes were closed and that he remained responsive to duties, including answering a phone call promptly. It also contended that the discipline was excessive given the employees' record. The Board determined that the Carrier did not meet its burden of proof that a rule violation occurred, noting the lack of confirmation that the dispatcher's eyes were closed or that he was inattentive to or failed to perform his duties.

Claim sustained in part. Claimant was restored to service without compensation for out of service time.

PLB No. 7576, Case No. 86, Arbitrator Pontolillo – BNSF

Absent from dispatching while training.

Claimant was charged with leaving his desk without permission and then leaving the NOC on two different occasions. The Carrier asserted that it met its burden of proof of Claimant's conduct, by providing witnesses, video/photographic evidence, and badge log out data. The Organization argued that the evidence was circumstantial, that the Claimant may have been observing the desk from a training pod, and that the dismissal was excessive. The Board found that the Carrier met its burden of proof of the charges against the Claimant.

Claim denied.

PLB No. 7576, Case No. 83, Arbitrator Pontolillo – BNSF

Improperly issued track and time authority.

Claimant was charged with failing to issue a track and time authority to a RWIC that listed that the track authority was granted behind a train. The Organization argued that there were a plethora of mistakes including the wrong engine number appearing in the Notice of Investigation and on exhibits. The RWIC was also misidentified in the transcription of radio conversations. The Organization argued that these errors compromised the investigation, rendering the discipline imposed as harsh, arbitrary, and capricious.

The Board found that the inconsistent identification of the train that was involved in the incident and the Track Inspector involved in the incident are far more significant than mere typographical errors in the transcript. These errors lie at the core of the Carrier's investigation of the facts underlying the incident, and thoroughly undermine the conclusions reached by the Carrier.

Claim sustained.

PLB No. 7468, Case No. 55, Arbitrator VanDagens – CPKC

Failure to correct a verbal repeat.

The Claimant was charged with failing to correct a verbal authority to pass a stop signal that was repeated back incorrectly from the field. The Organization argued that the Carrier failed to prove that a violation of Carrier rules occurred. It noted that Rule 80.16.3 did not apply to the events under investigation since instruction to pass a signal displaying stop is not a mandatory directive. The Board found that the application of the rule to this situation was not clearly established. As a result, the discipline imposed was deemed excessive.

Claim sustained in part.

PLB No. 7575, Case No. 60, Arbitrator VanDagens – BNSF

Use of boisterous, vulgar language and carelessness.

Claimant was charged with the use of boisterous, vulgar language and with being classless and acting aggressively. The Organization argued that the Carrier's witnesses sensationalized the Claimant's conduct, noting that he was frustrated due to communication failures. It also noted that the Carrier listed the wrong job that the incident occurred on in the Notice of Investigation and therefore, the Claimant did not receive a fair and impartial investigation. The Board found that the Carrier met its burden of proof that a violation occurred and found that the penalty imposed was reasonable.

Claim denied.

PLB No. 7576, Case No. 84, Arbitrator Pontolillo – BNSF

Failure to properly instruct a crew to hand operate a dual control switch.

The Claimant was charged with failing to instruct a train crew to hand operate a switch that was out of correspondence, after issuing authority to the crew to proceed. As a result, the lead engine derailed. The Organization argued that Claimant's right to a fair and impartial investigation was violated when the Carrier failed to provide requested witnesses with first-hand knowledge of the situation. Additionally, the Claimant testified that the switch was not out of correspondence when he authorized the crew to pass the stop signal and that the Carrier failed to dispute the Claimant's testimony. The Board found that, although certain witnesses were excluded, this did not prejudice the case. It determined that substantial evidence—including switch logs and recorded communications—established that the dispatcher violated applicable rules by failing to ensure the route was properly lined and by not instructing the crew to manually operate the switch.

Claim denied.

PROCEDURES REGARDING DUES AND FEE OBJECTORS

The following revised policy adopted by the Executive Board is provided to each new employee when he/she first becomes subject to a collective bargaining agreement containing a union security provision and is published annually in the Train Dispatcher.

The Executive Board has adopted the following procedure regarding maintenance of union membership and dues obligations under the union shop agreements between ATDA and the employers for whom its members work, in order to comply with interpretations of the U.S. Constitution and the Railway Labor Act by the United States Supreme Court:

1. An employee whom the ATDA represents who is required to be a member of the union under a union shop agreement, but who objects to joining or remaining a member of the union, will be deemed to have met the requirements of the union shop agreement if the employee pays to the ATDA an amount equal to the periodic dues, fees and assessments (not including fines and penalties) uniformly required of all members of the union ("the service fee") within the time limits provided for in the union shop agreement. Such employee shall be known as a "service fee payer." Service fee payers are not union members; they may not vote in union elections or be candidates for union office, attend union meetings, serve as delegates to union conventions or participate in the delegate selection process, or vote on the ratification of collective bargaining agreements.
2. A service fee payer has the legal right, through timely written objection, to limit his/her service fee payment to expenditures that are necessarily or reasonably undertaken by the union to represent employees for whom it is the exclusive representative, i.e. activities of the union that are related to collective bargaining, contract administration and grievance handling. In such case, expenses unrelated to these activities, will be excluded from the service fee calculation. Such "non-chargeable expenditures" include contributions of money or paid union staff time to political parties, candidates, and charities and other organizations; expenses to recruit new members; legislative lobbying expenses not directly related to collective bargaining agreement negotiation or administration, including time of union officers and employees; AFL-CIO and affiliated organization dues; costs of portions of the union's newsletter and magazine publications not related to the employment interests of the employee; members-only benefit expenses; and expenses for litigation that does not directly concern the objector, his bargaining unit, or the union as an institution.
3. An employee who wants to submit such an objection must do so initially within 30 days after he/she first begins paying a service fee and receives notice of this procedure or thereafter in writing to the ATDA Secretary-Treasurer postmarked during the month of July. The Union will consider your objection to be for the upcoming year unless you expressly state that it is continuing in nature. Once filed, an objection may be revoked at any time in writing by you to the Secretary Treasurer. The objection must

include the employee's name, home address, social security number, employer, job title, work location, and home and office phone numbers. The service fees of new employees who file such objections shall be reduced retroactively to the date they first begin paying a service fee; the service fees of all other employees who file such objections shall be reduced for the twelve-month period beginning the subsequent October after the objection is received and ending September 30th of the following year. Prior to the beginning of this twelve-month period, each employee who has filed an objection will be provided with a full explanation of the basis for the reduced fee, and an explanation of the procedure for challenging the calculation of that reduced fee.

4. The union shall maintain records of the amount of time, dues/assessment/fee income, and assets that are expended for chargeable and non-chargeable activities. Such records shall be subject annually to an independent audit in order to determine the amount of reduced fee to be charged service fee objectors.
5. An employee may challenge the union's calculation of the reduced fee via arbitration before an impartial arbitrator in accordance with the Rules for Impartial Determination of Union Fees of the American Arbitration Association. In such an arbitration, the union bears the burden of proving the propriety of its calculation. To invoke arbitration, the employee must submit his/her challenge in writing to the Secretary-Treasurer postmarked within 30 days of his receipt of the fee explanation. Pending resolution of the challenge, the union shall place in an interest-bearing escrow account a sufficient portion of the fees being paid by those employees who have filed challenges to ensure that the portion of the fee reasonably in dispute will not be expended. After the issuance of the arbitrator's ruling, the union shall promptly distribute the escrowed monies in accordance with the ruling and, if required by the ruling, adjust the amount of the reduced fee.
6. This procedure shall be administered in a manner that is completely fair to service fee payers who register objections. The Secretary-Treasurer is authorized to determine the amount of the reduced fee each year, to provide proper notice of this procedure to service fee payers, and to recommend to the Executive Board the establishment of such other procedures as may be required by state or federal laws for the accommodation of service fee objections.
7. A public employee may not be required to be a member of the union or to pay any fee as a condition of employment though he/she may elect to become a service fee payer.
8. This procedure shall be published by the union in its newsletter or magazine, and sent to each service fee payer, annually. It shall also be provided to each new employee when he/she first becomes subject to a collective bargaining agreement between ATDA and his/her employer.



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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