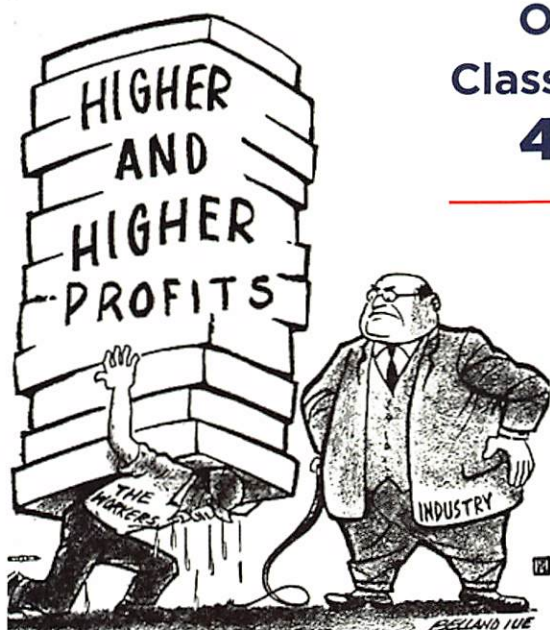


THE TRAIN DISPATCHER

National Negotiations Derailed!!!



Over the last **6 years**
Class I Freight Railroads have
45,000 less workers

In 2021...

BNSF net income up 16%

CSXT revenue up 18%

KCS revenue up 12%

**NS income from railway
operations up 48%**

**Union Pacific operating
income up 15%**

In the current bargaining round, January 1, 2020 through April, 2022,
the **CPI is up over 13.6%** and the **railroad profits were \$40.7 billion.**

The carriers' proposal to rail labor is valued at **1.5% of their profits.**

***The time has come for the rail unions to exercise their right under
the Railway Labor Act to Self-Help!***

Legal Notice – Dues

Article 2, Section 4(b) defines the national dues rate. Effective October 1, 2021, the national dues rate is \$110.05 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, except as otherwise provided in this Section shall be determined annually by multiplying the average truck 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 shall be determined annually 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, 2021

ALASKA \$20.00	KEOLIS \$15.65	PanAm \$15.65
AMTRAK \$18.50	KIAMICHI \$10.05	PATH \$18.35
BNSF \$20.75	L&I \$11.10	SIRT \$18.85
BRC \$20.15	METRA \$17.70	SOO \$18.25
CONRAIL \$18.25	MRL \$19.00	SUNRAIL \$17.25
CSX – South \$25.00	NICTD \$14.20	TRA \$23.85
– East \$19.65	NJT-P \$18.60	TRI-RAIL \$19.45
IHB \$21.15	NJT-TD \$18.60	WC \$19.45
KCS \$19.65	NS INT \$19.00	

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.

AMERICAN TRAIN DISPATCHERS ASSOCIATION

National Headquarters

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Telephone: (216)251-7984
atda.org

Affiliated with the A. F. L./C.I.O
and the Transportation Trades
Department/Rail Division

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Director of Research

DAN LANIGAN

Accountant

AMBER DAVIS

Assistant to the President

From the President



The railroads are reaping profits at unbelievable levels never seen before in this industry, yet the unionized employees responsible for these remarkable gains have been totally ignored and abused by their employers. New attendance policies have resulted in unwarranted hardship on the employee, causing fear of Carrier

retribution for marking off, even for medical reasons. Experienced rail workers are leaving their jobs in record numbers and retirements are on the rise. The railroads are left with an inadequate and unqualified workforce. To illustrate the blind eye of the carriers, the ATDA is in National Bargaining with several other rail unions representing over 105,000 workers. Our group, the Coordinated Bargaining Coalition (CBC), has met with the Carriers over the past two and a half years nineteen (19) times, with five (5) of those meetings under the direction of the National Mediation Board (NMB) in mediation. The National Carriers Conference Committee (NCCC), the bargaining unit for the Carriers, refuses to bargain in good faith and offer a fair wage package. They also want to severely shift healthcare costs to our members. At the end of April, the ATDA notified the National Mediation Board (NMB) the parties have reached an impasse and requested a release to enable our union to exercise self-help as an available tool afforded under the Railway Labor Act (RLA). We no longer wish to bargain with a group unwilling to back off from their unreasonable demands. Our members deserve better, and they have waited far too long without recognition for their hard work and dedication, especially in the face of the deadly pandemic. We share our members frustration and have made it clear that bargaining is no longer a viable option, and the time is now to push the process forward to resolution. In the event President Biden establishes a Presidential Emergency Board (PEB) to address this deadlock, we are more than ready to state our case, and we welcome the opportunity.

On the flip side, we do have other bargaining updates on a much more positive note. We recently reached agreements on New Jersey Transit for the train dispatchers and power supervisors. Also, after over ten (10) long, painful years of negotiations, the members ratified an agreement on PATH. Our newly organized Trinity train dispatchers overwhelmingly ratified their first agreement by a vote of 10-0. We are now preparing for reaching a first agreement for our T&E employees on Trinity railroad. Negotiations are also taking place on New Jersey Transit Light Rail and Amtrak.

Over the next several months we will be dealing with some important issues. CP's purchase of KCS will create a merger of two (2) Class I railroads and an implementing agreement will need to be reached. ATDA will also be meeting with the parties over CSXT receiving approval from the STB for the acquisition of PanAm Railways. Montana Rail Link (MRL) has entered into an agreement with BNSF to terminate its existing lease and return the operations to BNSF and meetings are ongoing. Our BNSF New Westminster dispatcher office in Canada will close later this year and the work will be transferred to the Dallas Fort Worth dispatcher office. An implementing agreement has been reached, but the date for the establishment of a new desk at the DFW office has not been finalized.

There is also very good news to report on ATDA arbitration awards. The ATDA was successful in an extremely important Scope case on BRC. The Carrier attempted to justify combining positions by misapplying the definition of what constituted an emergency. The Neutral did not buy into this dismal attempt to justify their violation of the Scope Rule. Neutral Benn further noted that "...Article 1(b) clearly establishes the two dispatch desks (North and South territories) that must be staffed on each shift..." Also, two (2) very good BNSF awards on excessive absenteeism were issued by Arbitrator Wendell Bell. In one award, the carrier rendered a guilty decision by including seven (7) days when the claimant had doctor's excuses, and, in the other case, the claimant was found guilty when four (4) of the days were under a doctor's care. The Arbitrator found in both cases excessive absenteeism was not proven. (See more on these and other awards in the newsletter.)

In closing, we had some noteworthy retirements this year. Of significance, Brother Reggie Vincent retired after serving the Organization in many union positions, most recently as Trustee and NS General Chairman and Charley Saunier who has served as NJT (PS) General Chairman since 2010 retired at the end of April. Also, we are saddened to report the passing of Brother George Nixon whose service and dedication to the National Office as Director of Research was stellar. Until next time,

I remain
Fraternally yours,

A handwritten signature in black ink that reads "Leo McCann". The signature is fluid and cursive, with a large initial "L" and "M".

Leo McCann
President

American Train Dispatchers Association

RETIREMENTS

Reginald A. Vincent

Brother "Reggie" Vincent hired as an extra board clerk on the Yard Side in Linwood, North Carolina and established his clerical seniority June 15, 1985. During his time as a clerk he worked between Linwood, North Carolina and Lynchburg, Virginia where he got his first regular job. In November 1990 he started training as a train dispatcher in Greensboro, North Carolina. He qualified and marked up as a train dispatcher on June 16, 1991 and worked until the summer of 1994 when the Greensboro, North Carolina office was consolidated with the Greenville, South Carolina office. While working in Greenville South Carolina he soon became interested in being a Union Representative. He was elected as Local Chairman in 1996 and served in that capacity until being elected Vice General Chairman 2005. Reggie also went on special assignment working to organize the Union Pacific train dispatchers. During his tenure as Vice General Chairman, he was first elected as Trustee by the Delegates at the 31st General Assembly in Las Vegas, Nevada and served 3 terms as a National Officer. In 2020, Reggie was elected as General Chairman for the Norfolk Southern Integrated System Committee and served in that capacity until his retirement on March 5, 2022.

Charles Saunier

Retired April 30, 2022, from New Jersey Transit as an Assistant Chief Power Supervisor in Kerney, NJ. Charlie has served as General Chairman of the NJ Transit Power Supervisors Committee since 2010. He joined NJ Transit as an Electrician in 2000, taking a promotion to Power Supervisor in 2002. Prior to working for NJ Transit, Charlie had a long career with the New York City Transit Authority from 1974 until 2000, working in various positions related to Electrical traction and subway operations. Charlie has been a long-time union member and in addition to his service with the ATDA, he is a lifetime member of Transport Workers Union Local 100 (representing thousands of transit workers in New York City among others.) The ATDA wishes Charlie a long and enjoyable retirement!

Barry K. Bolton Jr.

Barry K. (Binky) Bolton Jr. started with Kansas City Southern Railroad 10/9/1979 as a clerk where he worked until June 1984 when downsizing clerical positions got him cut off. After a few moves and 6 months later, Binky was promoted to the Dispatchers office as Secretary to the Chief Dispatcher, his first company position. During this time in this position among his other duties, he would train with train dispatchers. November 16, 1986 he established his train dispatcher seniority and began bidding on various train dispatcher positions. April 1994, Binky was promoted to Chief Train Dispatcher, a position he said he absolutely loved. In 1998 he was promoted to Director and subsequently Shreveport Terminal Director. After a short period of time of not getting any time off, he exercised seniority back to the craft and was immediately put on as Senior Corridor Manager. After 2 years and having to give up his vacation, Binky resigned his position and return to the craft and was a train dispatcher until 2005 when he again was promoted to Director. He remained there for 2 years and was promoted to General Director STC. Binky remained on this position for 2 years when he exercised his seniority back to the craft and dispatched trains until his retirement October 27, 2021.

During all of Binky's 42 years and his movement back and forth from train dispatcher and management, Binky served as ATDA General Chairman 4 times.

Other Retirements

Milton R. Garris, BNSF Committee

Michael Gueterman, BNSF Committee

Gordon W. Mitchell, BNSF Committee

James P. Opfer, BNSF Committee

Sharon M. Rizz, BNSF Committee

Jeffrey J. Rooks, BNSF Committee

Samuel K. Rutherford, BNSF Committee

Alan J. Mathis, CSXT Committee

John P. McRae, CSXT Committee

Herbert Gray, Metra Committee

Ann B. Feigl, Norfolk Southern Integrated Committee

Daniel M. Wooster, Norfolk Southern Integrated Committee

OBITUARIES

George John Nixon, Jr.



George John Nixon, Jr., of Joliet, Illinois, passed away on April 6, 2022, at the age of 92.

George was an invaluable member of the ATDA National Headquarters staff, serving as our Director of Research from 1972 until his retirement in 1991,

working at the Organization's headquarters first in Chicago and then in Berwyn, Illinois. Prior to his service with the Organization, he worked as a Train Dispatcher for the Chicago and Eastern Illinois Railway, in Chicago, Watseka, and then Danville, Illinois. He also served as General Chairman of the C&EI system committee.

George married Ruby Market (who passed away in 2005) in October 1950. They had 7 children, 18 grandchildren, and 37 great-grandchildren. After retirement, George lived in Texas and Utah before returning to Illinois.

In retirement, George continued to be active with railroad industry issues, consulted on several legal cases, and prepared several briefs for the Supreme Court, one of which he was able to observe as it was argued before the court in person. He also lobbied to preserve commuter rail services in Chicago, and railroad retirement benefits.

George was a lay Eucharist Minister at St. Domitilla Church while living in Hillside, Illinois. He was also a lifetime Knights of Columbus member. George had a special interest in bells, big band music, anything related to railroads and maps, and he was a ham radio operator. He taught himself morse code before joining the railroad and served as Vice President of the International Telegraphers Association.

Stewart Gregory Brown Sr.

Stewart Gregory Brown Sr. passed away January 27, 2022. Brother Brown worked for the Norfolk Southern Railroad for 30 years. He became an ATDA member when in 2018 when the Norfolk Southern consolidated all of the train dispatchers in Atlanta before retiring in July 2019. In addition to his railroad career, he also proudly served his country in the United States Marine Corps. He was a very positive and cheerful man, mostly always smiling. He loved calm, quiet and working in his yard.

Paul M. Spring

Paul M. Spring passed away peacefully at home on November 15, 2021. He was born in Rockville Centre, New York on February 26, 1955. Brother Spring worked for CSX Railroad out of the Albany Division office. He retired after working for 42 years. Brother Spring enjoyed taking long drives, watching western movies and spending time with his family at his favorite place, Lake Winnepesaukee.

Other Obituaries

William J. Ork: 10/19/21 – CSXT Committee

Laura S. Park: 10/31/21 – BNSF Committee

John M. Cooley: 11/13/21 – BNSF Committee

Douglas J. Traubert: 11/26/21 – NS Integrated Committee

Daniel G. Bennett: 12/11/21 – CSXT Committee

Thomas M. Olsen: 12/24/21 – Amtrak Committee

Charles W. Hawthorne, Jr.: 1/7/22 – CSXT Committee

Rodney H. Wehrhan: 1/14/22 – BNSF Committee

Charles H. Roberts: 1/29/22 – CSXT Committee

Todd A. Bunce: 2/4/22 – SOO Committee

Charlie L. Cassey: 2/7/22 – BNSF Committee

Lucas C. Lingenfelter: 2/20/22 – SOO Committee

Clarence L. Hidy: 3/21/22 – BNSF Committee

PLB No. 7286 Cases 2 and 3 – Neutral Benn - BRC

ATDA victorious in significant arbitration case against the Belt Railway Company of Chicago.

During the several years leading up to July 5, 2020, the Belt Railway Company of Chicago failed to hire Train Dispatching staff to fill vacancies created through attrition. The Carrier allowed its Train Dispatcher staff to dwindle from 10 people to 8 people. The Carrier, by agreement, must maintain two Dispatching desks (North and South), 24 hours a day, 7 days per week. The BRC Agreement also states that the "The doubling of territory, duties or responsibilities for relief purposed will not be permitted."

On July 5, 2020, a vacancy occurred on the first shift South Dispatcher position. The Carrier had no extra board Train Dispatchers and was unable to fill the vacancy. The Carrier ordered the Claimant (one of the 3rd shift Dispatchers) to vacate her position rather than stay until relieved (with compensation for working in excess of eight hours) and combined the North and South Desks on first shift. The Organization filed a claim, asserting that the work of the two desks was improperly consolidated. The Organization cited two agreement articles that were violated – Article 4(b)(3) and Article 1(b). The Carrier argued that because it could not supply a rested relief Dispatcher, it was faced with an "emergency" and therefore provisions of Article 5(f) allowed the action of doubling the work.

The Organization, in conjunction to this and other similar claims, filed an inadequate force complaint with the Carrier, under the provisions of the May 30, 1979 National Agreement (referred to as the 37/79 Agreement). After remaining unresolved, the Organization submitted the complaint to the Railroad – Train Dispatcher 37/79 Joint Committee. In that complaint, the Organization contended that "the Carrier has failed to provide an adequate workforce to properly staff the Carrier's train dispatching office". The Joint

Committee appointed a subcommittee to investigate the complaint, consisting of a Carrier member and an Organization member. The subcommittee conducted an investigation into the matter and determined that the Belt Railway Company of Chicago did "not have an adequate force to staff its Train Dispatcher office to meet the requirements to provide for proper relief and to fill vacancies." This report was unanimously adopted by the full Joint Committee. The Organization submitted this report as part of our submission to the Board.

Board Labor Member and ATDA Vice President Brandon Denucci presented the Organization's case before Arbitrator Edward Benn on January 5, 2022. On April 14, 2022, the Board issued a sustaining decision in favor of the ATDA's position. In the Award, Neutral Benn noted that "...Article 1(b) clearly establishes the two dispatch desks (North and South territories) that must be staffed on each shift" and that Article 4(b)(3) "left nothing to discretion" in prohibiting the doubling or combining of positions. The Board also rejected the Carrier's assertion that a self-imposed staffing shortage constituted an emergency. Additionally, Neutral Benn found that the remedy requested, eight hours pay at the overtime rate, was appropriate, affirming that, "The Carrier cannot argue that it should be excused from the payment because there were no rested available dispatchers" or "... rely upon its violation of the Agreement to escape liability for the demonstrated breach of the Agreement."

Of further significance, these cases were the lead or pilot claims for 77 additional claims that involved the same issue and were held in abeyance on the property and represent a total value of over \$46,000 that will be paid to BRC Train Dispatchers.

Claim sustained.

PLB No. 7814 Case No. 27, Neutral Bell – BNSF

Violation of Carrier's Attendance Guidelines.

Claimant marked off sick on December 4 and 6, 2019. As a result, the Carrier charged him with excessive absenteeism and after an investigation, found him guilty of violating GCOR rule 1.13 Reporting and Complying with Instructions and GCOR rule 1.15 Duty – Reporting or Absence. In assessing discipline, the Carrier considered Claimant's mark off record for a rolling 12 month period prior to the dates listed in the charge letter and determined that he was absent 13 days during this period. During the investigation, documents were entered into evidence to show that at least 7 of the absences, which were considered by the Carrier to determine a violation of the attendance policy were supported by Doctor's excuses and therefore should not be considered as laying off sick without justifiable reason. The Board found that "With all these dates not counted, because they were with justifiable reason, there are few unexcused absences left to consider here. The charge, therefore, was not proven and the claim will be sustained."

Claim sustained.

PLB No. 7814 Case No. 32, Neutral Bell – BNSF

Violation of Carrier's Attendance Guidelines.

Claimant marked off sick on July 26, 2020. As a result, the Carrier charged him with excessive absenteeism, and after an investigation, found him guilty of violating GCOR rule 1.13 Reporting and Complying with Instructions and GCOR rule 1.15 Duty – Reporting or Absence. In assessing discipline, the Carrier considered 4 previous sick days taken on March 6 through March 9, 2020. For those absences, the record showed that the Claimant was under a doctor's care with documentation provided to the Carrier that he could return to work on March 10, 2020, which he did. The Board found that these absences were "without anything more and without anything countervailing, a 'justifiable reason' within the meaning of the Attendance Guidelines. With those four days properly excluded from the count, excessive absenteeism has not been shown, and the claim will be sustained."

Claim sustained.

PLB No. 7814 Case No. 32, Neutral Bell – BNSF

Failure to protect an open switch.

The Claimant was working 2nd shift on the day in question. A train was in a siding with hand throw switches. The Claimant issued a track warrant for the train to depart the siding onto the main track in non-signaled territory and failed to include a Box 13 (Permission to leave ESS in reverse position). The crew of the train departing the siding did not inform the Claimant that they would line the switch normal, so the switch was left in reverse without protection. The next train to traverse over the switch was issued a track authority without a Box 12 which would notify the crew to be prepared to stop at the switch until it was known to be in normal position. When the next train approached the switch and realized that it was in the reverse position, they had to place their train in emergency. As a result of an investigation, the Claimant was found to be in violation of TDOCOM rule 42.19 Protect Open Switch and TDOCOM rule 40.1.1 Avoid Dangerous Conditions and assessed a Level S 30 Day Record Suspension with a one year review period. The Organization maintained that the fault for this incident rested with the train crew leaving the siding when they left the switch in reverse without permission of the Claimant. The Board rejected this position, noting that "it is the dispatcher who issues authority" and that "The claimant secured no understanding about lining the switch back for the main, and never gave any order about it". The Board also noted that "someone else making what is called a 'deadly decision' does not excuse a mistake that could have a 'very negative impact', the assessed discipline will not be modified."

Claim denied.

PLB No. 7814 Case No. 29, Neutral Bell – BNSF

Failure to provide blue signal protection.

The Claimant was working 1st shift on the day in question. A mechanical department employee requested that blue signal protection be provided on track 101 at Alliance, NE. During the investigation, a recording of the conversation between the Claimant and the mechanical department employee revealed that although the protection was requested for track 101, the Claimant stated that he would provide protection for track 100, leaving track 101 without blue signal protection. As a result of an investigation, the Claimant was found to be in violation of TDOCOM rule 40.4.2 Blue Signal Protection of Workmen, TDOCOM rule 40.7.2 Repeated Correctly and TDOCOM rule 40.1.1 Avoid Dangerous Conditions and assessed a Level S 30 Day Record Suspension with a one year review period. The Organization argued that it was incumbent on the Foreman requesting the blue signal protection to identify and understand the Claimant's initial understanding (right or wrong) and that this incident was a miscommunication. The Board rejected this argument.

Claim denied.

PLB No. 7153 Case No. 8, Neutral Benn – Kiamichi

Failure to maintain vigilance and sight distance while working as a watchman lookout.

The Claimant was working as a watchman lookout for a welder working at Durant, OK. At approximately 12:15 p.m. on March 9, 2021, the Claimant was observed by a supervisor not maintaining the required vigilance and sight distance required to be in contact with any approaching train traffic while a welder was performing track maintenance. During the investigation, the supervisor testified that the Claimant was leaning on a signal bungalow in a manner that blocked the Claimant's view of the track and provided pictures of the bungalow showing where the Claimant was standing and how the Claimant's view was blocked. As a result of an investigation, the Claimant was found guilty of violating Roadway Worker Protection Rule 828 and was dismissed from service. The Organization maintained that the Carrier's supervisor was not credible, and that the Carrier could not prove where the Claimant was positioned or whether his sight distance was obscured. The Board did not agree and found that the supervisor's testimony was credible and that because the Board sits in an appellate capacity, the standard of review is whether there is "substantial evidence" in the record to support the Carrier's finding that the claimant engaged in misconduct and whether the discipline imposed was "arbitrary". Based on this, the Board found that substantial evidence supports the Carrier's position that the Claimant was leaning against the bungalow and his view was sufficiently blocked to violate Rule 828(a). The Board also noted that the Claimant was previously dismissed in 2020 and subsequently was returned to service by agreement as a "final opportunity ... to demonstrate his ability and willingness to comply with the Rule under which he is employed by reinstating him to service on a leniency basis," and that only 6 months had transpired from the leniency reinstatement to the incident here.

Claim denied.

NJT Contract

The new NJT Agreement was signed on February 10, 2022 and ratified on March 29, 2022. It is effective from January 1, 2020 through June 30, 2024 and provides five individual wage increases totaling 12 percent, 3 of which were fully retroactive. The Agreement added Juneteenth as a paid holiday, added step-parents to bereavement leave and held the line on employee health care cost sharing. The new hire HMO plan is replaced with a new EPO plan providing better provider coverage (including outside of New Jersey). The true-up health care contribution increases from the previous agreement are eliminated. Together with other enhancements to compensation the Members at NJT will see their base pay rise significantly through the term of this Agreement. General Chairmen Jared Eagle and Charles Saunier did a terrific job in this round of bargaining.

PATH Contract

At PATH a ten-plus year impasse has finally been settled. On April 8, 2022 a Tentative Agreement was signed and on April 18, 2022 at a local meeting of the members it was ratified unanimously. The contract will run from February 14, 2012 through December 7, 2025. It provides 13 general wage increases totaling 31 percent and those increases, when compounded, will provide approximately 35.75 percent of realized wage increases. The wage increases are fully retroactive in two separate payments to be split between this year and next. The contract does come with the first employee contributions for health care which started at 2 percent of straight time wages and progressed to 2.5 percent with retroactivity only back to January 1, 2019. Plan design changes were modest and in-line with most other railroad plans. A plan for new-hires is included which is comprehensive and retiree health benefit options continue to be better than most. An increase in the carrier contribution for the pension was also included. Taken as a whole, this Agreement provides the membership with large increases in pay while holding the line on benefit costs that remain well within expectations. Congratulations to General Chairman Ronnie Anderson for seeing this round of bargaining to its conclusion and to former General Chairman Carl Auguste for holding firm for so many years to achieve this deal.

New ATDA Members

New Member	System Committee
Darren G. Toppin	Alaska Committee
Kimberly A. Chvatal	Alaska Committee
Shareef A. Adams	Amtrak Committee
Violet A. Brennan	Amtrak Committee
Tom W. McNasby	Amtrak Committee
Ross C. Peterson	Amtrak Committee
Timothy J. Calhoun	Amtrak Committee
Kerry A. McGrath	Amtrak Committee
Jacob M. Stroman	Conrail Committee
Breanna J. Antretter	CSXT Committee
Steven D. Campbell	CSXT Committee
Alexander L. Cranford	CSXT Committee
Gunner C. Crosby	CSXT Committee
Robert A. Dominick-Warren	CSXT Committee
Juan T. Evans	CSXT Committee
Thomas J. Fortune	CSXT Committee
Allen M. Friedman	CSXT Committee
Darrell P. Hickman	CSXT Committee
Tanika D. Jones	CSXT Committee
Zachary T. Knight	CSXT Committee
Jeremy T. Love	CSXT Committee
James V. Sterling IV	CSXT Committee
Jarret O. Carter	KCS Committee
Jon-Paul Lavigne	KCS Committee
Yarnell D. Yates	KCS Committee
Austin B. Barton	Kiamichi Committee
Torrence T. Boyles	Kiamichi Committee
Timothy W. Hallett	Kiamichi Committee
Cosman T. Jones	Kiamichi Committee
Tristan D. Knighten	Kiamichi Committee
Ryan Wilson	Kiamichi Committee
Shaun P. Ball	MBCR Committee
Samuel J. May	MBCR Committee
Michael D. Rodgers	MBCR Committee
David H. Hladek	METRA, NIRC Committee
Arturo J. Lopez	METRA, NIRC Committee
Morgan E. Rice	METRA, NIRC Committee
Alin G. Abraham	New Jersey Transit - Power Supervisors Committee
Peter Cosenza	New Jersey Transit - Train Dispatchers Committee
Craig M. Vaspory	Port Authority Trans-Hudson Committee

STATUS OF DISPUTES

Docket	Carrier	Claimant	Subject	Status
PLB-7814-27	BNSF	S. Grabman	Discipline	Sustained - 12/31/2021 - Arb. Bell
PLB-7814-28	BNSF	M. Seymour	Discipline	Denied - 12/31/2021 - Arb. Bell
PLB-7814-29	BNSF	B Perrotta	Discipline	Denied - 12/31/2021 - Arb. Bell
PLB-7814-30	BNSF	S. Jefferson	Discipline	Denied - 12/31/2021 - Arb. Bell
PLB-7814-31	BNSF	S. Jefferson	Discipline	Denied - 12/31/2021 - Arb. Bell
PLB-7814-32	BNSF	C. Goode	Discipline	Sustained - 12/31/2021 - Arb. Bell
PLB-7153-8	Kiamichi	R. Payne	Discipline	Denied - 4/12/2022 - Arb. Benn
PLB-7153-9	Kiamichi	R. Payne	Discipline	Denied - 4/12/2022 - Arb. Benn
PLB-7286-2	BRC	P. McCann	Blanking Assignments	Sustained - 4/14/2022 - Arb. Benn
PLB-7286-3	BRC	A. Marchi	Blanking Assignments	Sustained - 4/14/2022 - Arb. Benn
PLB-7644-41	WC	M. Fasel	Discipline	Case heard by Arb. Darby on 11/11/2021 - Awaiting Decision
PLB-7644-42	WC	K. Gebhardt	Discipline	Case heard by Arb. Darby on 11/11/2021 - Awaiting Decision
PLB-7520-16	AMTK	V. Boney	Discipline	Assigned to Arb. Bierig - Board scheduled for 5/24/2022
PLB-7520-17	AMTK	P. Miller	Discipline	Assigned to Arb. Bierig - Board scheduled for 5/24/2022
PLB-7769-4	Keolis	M. Simonson	Discipline	Assigned to Arb. Simon - Board scheduled for 6/1/2022
TD-210612	LIRC	S. Williams	Discipline	Assigned to Arb. VanDagens - Board scheduled for 6/6/2022
PLB-7468-47	KCS	J. M. Sparks	Attendance	Assigned to Arb. VanDagens - Board scheduled for 6/23/2022
PLB-7468-48	KCS	J. M. Sparks	Attendance	Assigned to Arb. VanDagens - Board scheduled for 6/23/2022
PLB-7468-49	KCS	J. M. Sparks	Discipline	Assigned to Arb. VanDagens - Board scheduled for 6/23/2022
PLB-7468-50	KCS	J. M. Sparks	Discipline	Assigned to Arb. VanDagens - Board scheduled for 6/23/2022
PLB-7578-14	Metra	Various	Scope	Assigned to Arb. Newman - Board scheduled for 6/20/2022
PLB-7578-15	Metra	A. Seals	GAD choice of assign.	Assigned to Arb. Newman - Board scheduled for 6/20/2022
PLB-7578-16	Metra	F. Mohr	Special Agreement	Assigned to Arb. Newman - Board scheduled for 6/20/2022
PLB-7650-69	CSX	K. Cunningham	Discipline	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-70	CSX	A. Staten	Compensation	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-71	CSX	J. C. Muller	Overtime	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-72	CSX	H. L. Heilman	Overtime	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-73	CSX	D. O. Markovski	Compensation	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-74	CSX	D. O. Markovski	Discipline	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-75	CSX	A. T. Jones	Discipline	Assigned to Arb. Bell - Awaiting NMB Funding
PLB-7650-76	CSX	L. D. Riley	Discipline	Assigned to Arb. Bell - Awaiting NMB Funding

STATUS OF DISPUTES

Docket	Carrier	Claimant	Subject	Status
PLB-7299-38	NS	J. Jones	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-39	NS	J. Malcolm	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-40	NS	M. L. Bush	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-41	NS	T. T. Daniels	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-42	NS	C. K. Haynes	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-43	NS	G. K. Parsley	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-44	NS	G. K. Parsley	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7299-45	NS	Various	Scope	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7494-144	CSX	D. S. Fladland	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7494-145	CSX	D. McDaniels	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7494-146	CSX	L. D. Riley	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7494-147	CSX	D. Markovsky	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7494-148	CSX	D. Markovsky	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7494-149	CSX	J. Reddick	Discipline	Assigned to Arb. Phillips - Awaiting NMB Funding
PLB-7575-56	BNSF	D. O. Gilbranson	Discipline	Assigned to Arb. VanDagens - Awaiting NMB funding
PLB-7575-57	BNSF	H. Kahan	Discipline	Assigned to Arb. VanDagens - Awaiting NMB funding
PLB-7575-58	BNSF	H. Kahan	Discipline	Assigned to Arb. VanDagens - Awaiting NMB funding
PLB-7575-59	BNSF	R. Humphries	Discipline	Assigned to Arb. VanDagens - Awaiting NMB funding
PLB-7644-43	WC	S. Truesdale	Discipline	Case awaiting assignment to an Arbitrator
PLB-7644-44	WC	K. Jutkus	Discipline	Case awaiting assignment to an Arbitrator
PLB-7644-45	WC	W. Adams	Overtime	Case awaiting assignment to an Arbitrator
PLB-7644-46	WC	K. Gebhardt	Withheld from Service	Case awaiting assignment to an Arbitrator
PLB-7644-47	WC	C. Plunk	Discipline	Case awaiting assignment to an Arbitrator
PLB-7724-20	CP/SOO	N. Atkins	Sick pay	Case awaiting assignment to an Arbitrator
PLB-7724-21	CP/SOO	C. Ryder	Discipline	Case awaiting assignment to an Arbitrator
PLB-7724-22	CP/SOO	J. J. Tatge	Discipline	Case awaiting assignment to an Arbitrator
PLB-7724-23	CP/SOO	A. J. Cinbalnik	Discipline	Case awaiting assignment to an Arbitrator
PLB-7724-24	CP/SOO	P. A. Tracy-Altier	Discipline	Case awaiting assignment to an Arbitrator
PLB-	CP/SOO	Various	Scope	Case awaiting assignment to an Arbitrator
PLB-	KCS	T. Oakheart	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	K. Grant	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	Z. S. Zolman	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	A. D. Essig	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	R. C. Vannier	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	R. C. Vannier	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	R. P. Bishop	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	C. Scott	Discipline	Case awaiting assignment to an Arbitrator
PLB-	NS	A. Shaw	Discipline	Case awaiting assignment to an Arbitrator



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4239 West 150th St
Cleveland, Ohio 44135
E-Mail: dowell@atda.org
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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 Benefit

Express Scripts
UnitedHealthcare Plans
GA-23000 and GA-46000
1-800-842-0070
Express-Scripts.com