

THE TRAIN DISPATCHER

2020: THE YEAR COVID-19 CHANGED OUR LIVES



WC Rail Traffic Controller Raul Gomez working Desk 10 in the TROC



KCS Train Dispatcher Brain Hurt getting his temperature checked before entering the Ops Center



BNSF Rail Traffic Controller Mary Tapley working the Minot East desk in the NOC



Tri-Rail Train Dispatcher Dean Robinson

Legal Notice – Dues

Article 2, Section 4(b) defines the national dues rate. Effective October 1, 2019, the national dues rate is \$106.90 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, 2019

ALASKA \$20.00	KEOLIS \$14.20	PanAm \$14.20
AMTRAK \$17.20	KIAMICHI \$10.00	PATH \$18.35
BNSF \$20.90	L&I \$9.60	SIRT \$18.65
BRC \$20.15	METRA \$17.00	SOO \$17.55
CONRAIL \$18.25	MRL \$17.40	SUNRAIL \$16.40
CSX – South \$25.00	NICTD \$14.65	TRA \$33.40
– East \$19.65	NJT-P \$16.90	TRI-RAIL \$18.50
IHB \$21.15	NJT-TD \$17.10	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.

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From the President



Our spring issue of *The Train Dispatcher* looks at how the pandemic has directly impacted the railroad industry and specifically our members. However, we have provided inspirational articles to show our members and union officers at

very their best, despite this deadly virus. COVID-19 has changed our lives forever, including how we perform our duties as train dispatchers, yardmasters, M of W workers and Train & Engine service employees. Our ATDA members are daily putting their lives on the line to move the goods and services our country so desperately needs. They cannot follow the CDC guidelines of "social distancing" or "Stay at Home" government recommendations. Being an essential railroad employee equates to taking the same risks as our first responders in our hospitals and in our communities. They worry about spreading the virus to their loved ones when returning home. Most of the railroads have attempted to sanitize work locations, inform the members of known COVID-19 cases, temporarily established satellite offices to spread out our train dispatchers, and worked with our union officials to find cooperative solutions to adapt to the unique circumstances caused by this pandemic. Business has suffered both in freight and passenger service. Despite these overwhelmingly difficult and unknown times, one of our train dispatchers was quoted as saying, "It's our time to shine." Our unsung heroes indeed!

The coronavirus has directly impacted our union in many important representational meetings that require travel, hotel stays,

eating at restaurants, and attending events with more than 10 people. In March, we had to postpone our System Committee training for approximately 100 of our newly elected officers who assumed office on January 1, 2020. We were scheduled to be in Orlando, FL at the Disneyworld resorts, but the entire complex suspended operations in March with the onset of COVID-19. We have rescheduled the training for the week of August 23, 2020, but with all the uncertainty, we will advise the System Committees when we have a solid confirmation that the meetings will take place. Turning to National Negotiations, the ATDA is in a coalition with several other unions and met for the first time with the National Carriers' Conference Committee (NCCC) on February 26, 2020. Several face-to-face meetings were scheduled in various locations, but all talks have been sidelined with the country shut down. Healthcare is again front and center and will be a main topic of discussion. Also, all crafts will be dealing with technology and its impact on the labor force. In Arbitration, we are seeking new and innovative ways to argue cases in front of a Neutral. All National Railroad Adjustment Board (NRAB) and Public Law Board (PLB) cases are funded by the government. We recently received funding for most of our outstanding cases. We have a sense of urgency to schedule dismissal cases as quickly as possible. With the travel restrictions in place, we have set dates for all our cases using video conferencing. Also, on-property investigations may require video conferencing if local representation is unavailable or if it is necessary for a National Officer to be present.

As many railroaders are impacted by COVID-19 either by sickness or unemployment, it is important to note that all

From the President *(continued)*

Railroad Retirement field offices are closed, and members are encouraged to utilize the on-line services available. Members should establish an account through **myRRB** or **RRB.gov**. Under the CARES (Coronavirus Aid, Relief, and Economic Security) Act, the 1 week waiting period required before railroad workers can receive unemployment or sickness benefits is temporarily eliminated. The amount of an unemployment benefit is increased by \$1200 per 2-week period (beginning on or after April 1, 2020 through July 31, 2020) in addition to the current biweekly maximum of \$733.98. This added "recovery benefit" will be available until the \$425 million appropriation to cover this additional benefit is exhausted.

On a much brighter note, I encourage you to enjoy the two articles on the retirements of Gordy Smith and Dan Moll. Brother Smith's career spanned almost 50 years, retiring on Canadian Pacific in the Minneapolis Office. He also retired as our General Chairman,

servicing multiple terms. Brother Moll retired with 40 years of service and finished his career on CSXT in the Jacksonville Office. Bill worked for many different railroads, in many different locations, and in various positions. In retirement, he will continue to volunteer as a Conductor on the Adirondack Scenic Railroad. Best wishes to both Gordy and Bill and we thank them for their long term ATDA service and membership.

In closing, in these troubling times, we realize the importance of family and good health and look forward to better days where we can once again be with our friends and coworkers and enjoy the things we once took for granted. Quoting from a Buddhism proverb, "This too will pass." Until next time, stay safe and stay well.

Fraternally yours,



Leo McCann
President

American Train Dispatchers Association

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RETIREMENTS

Gordy Smith

Gordon (Gordy) Smith retired December 14, 2019, following nearly 50 years of service with the Delaware & Hudson and Canadian Pacific railways. The well-known train dispatcher always dispatched the D&H territory, and Gordy was the last former D&H employee to dispatch for Canadian Pacific.

He began his service with the D&H as a yard clerk in Mechanicville, NY in 1971, making a departure from the railroad to teach high school business (1972-1976). While teaching, he returned to the railroad during the summer of 1975 to cover vacancies at XO Tower in Mechanicville and agencies on the Third Sub. (Mechanicville-Whitehall), along with working part-time as a clerk for the Vermont Railway in North Bennington, Vermont. Although Gordy enjoyed teaching (and is a great teacher), his true love has always been railroading, so when a train dispatcher vacancy opened during the spring of '77, he applied and qualified as a dispatcher on May 17, 1977. For about six years he also worked as an Operations Control Officer, a position that allowed him to dispatch locomotives over the system. One of his fondly remembered acts was to assign a set of Santa Fe SD40/45s to a pusher set so that he could go out and photograph them after work (in the early 1980s, power from the western roads was not as common as it is today). He admits he got in a bit of trouble for that move, but has the photos amidst his large collection.

Gordy's fondest memories are of the many great railroaders he worked with. He particularly remembers Conductor Amos Hunt and Engineers Bernie Gill and Bernie O'Brien, seasoned railroaders whom he used to ride with on his rest days. He learned first-hand the art of running a train - something that very few train dispatchers working today are familiar with.



Gordy Smith, left, sits at his desk in the Canadian Pacific dispatch center in Minneapolis on his last day of work, December 14, 2019. Third trick dispatcher Ryan Jones, right, relieved him on his final day before retirement.

Gordy worked in the Colonie complex, where the main D&H shops were located, until the early 1990s, when the Operations Control Center was temporarily moved to Maxon Road in Schenectady. In 1993, after the CP had taken over, all D&H dispatchers were moved to the former Milwaukee Road division office building in Milwaukee, Wisconsin, to work alongside their SOO Line counterparts. In 1997, SOO dispatchers were moved to the SOO Line headquarters building in Minneapolis, Minnesota; however the D&H dispatchers did not move there until 1999. It had been CP's intent to move the D&H dispatchers to Montreal; however, this would not have boded well for US employees moving to Canada, due to a number of compensation and retirement issues. Gordy, who had assumed the position of General Chairman of the American Train Dispatchers Association in 1989, led a hard-fought battle which resulted in the FRA issuing a temporary ruling against the move the day before the cutover to the Montreal operation was to be made. Gordy continued to hold the

RETIREMENTS

General Chairman position until his retirement. He was instrumental in negotiating solid labor contracts over the years that have resulted in pay rates over three times what they were when he started his career as a train dispatcher, along with giving railroaders one of the best, most cost effective, health care plans available to any industry in the U.S.

Gordy also pointed out how much communication systems have improved. When he started, both radio and lineside communication was done through pole lines along the tracks. General Railway Signal model boards, which relied on the

lineside wires, controlled the CTC. With every storm there could be a CTC failure. When CP bought the D&H, millions of dollars was spent to upgrade the roadbed and signal systems, which included converting to a computerized dispatching system that utilizes coded track circuits. Today there is rarely a CTC failure.

Gordy closes by saying "I'm proud to say that each day that I worked, the railroaders under my control went home safely to their families and loved ones. To me, that's the greatest accomplishment any train dispatcher can be proud of."

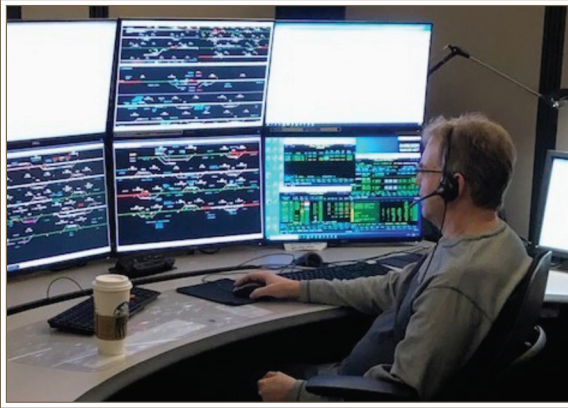
Bill Moll, CSX Train Dispatcher

After 40 years of railroad service, Brother Bill Moll retired as a Train Dispatcher for CSX in Jacksonville, FL. Bill began his railroad career on April 7, 1980 as an Operations Clerk with New Jersey Transit in Newark, NJ. In 1984, he was hired as a Dispatcher with intermodal company Road-Railer in the Bronx. In May 1985, he was hired by the New York, Susquehanna & Western Railway as a Train Dispatcher in Cooperstown, NY. He also worked as a freight and passenger Conductor, NORAC Rules Instructor and briefly in a Crossing Watchman Tower. In 1992, he began working as a Train Dispatcher for Conrail in Selkirk, N.Y. and continued in that role when Conrail was absorbed into CSX on June 1, 1999. From 2002 to 2004, he worked in the CSX passenger department as a CSX liaison with Amtrak and the 4 commuter railroads that operated over CSX lines. He also briefly worked for Amtrak in 2012-2013 when CSX transferred their Hudson Line to Amtrak. When CSX moved the Selkirk, NY office to their centralized Jacksonville, FL Operations Center in March 2018, Bill followed his job and finished his Train Dispatching career on the 1st trick NG / Buffalo Terminal desk.



While Bill worked in Jacksonville, his wife Beth maintained their home in Delmar, NY and he has now rejoined her there. Bill has an interest in history, including railroads and canals, and an appreciation of the Adirondack Mountain region of NY. He will continue to help out as a Conductor on the Adirondack Scenic Railroad where he has volunteered for the past 28 years. He has also made presentations to various historical groups in NY and MA plans to continue that in retirement. In addition, he has been a substitute church organist for over 40 years, enjoys woodworking projects, the outdoors, working in his vegetable garden, traveling and spending time with family and friends.

Moving is never easy, but try doing it while running a railroad during the COVID-19 Pandemic



Moving is never easy, especially when it's unforeseen, but in this case, it was a welcomed option for our dispatchers. With COVID-19, moving a portion of those working at the Network Operations Center (NOC) to an offsite location is now providing an additional level of safety by reducing the number of people at one location.

While it took a lot of effort and coordination, the nearby Operations Support Building (OSB) is now temporary home to the South Region's dispatching team, with the North Region remaining at the NOC. (Other dispatchers that support the South Region are at offices in San Bernardino, Calif., and Spring, Texas.)

"Having the OSB available was a nice fit, though not necessarily as easy as setting up 40 new work stations," said General Superintendent Operations Jon Gabriel. "The move was made in less than two weeks and executed seamlessly, thanks to our NOC teams as well as Technology Services, Network Control Systems and Telecommunications teams, which had to establish the underlying signal and telecom safety overlay systems."

A large portion of NOC support functions, like crew management, business units and van ride desks, were also moved to other headquarters locations or are now working remotely to reduce exposure.

The moves were made without impact to the operation, largely due to the engagement of the dispatcher-leaders themselves, partnering with our American Train Dispatchers Association

(ATDA) union reps led by Dispatcher David Ursini and the NOC Safety Committees.

"We've had great collaboration with many people contributing to the cause," said Director Dispatching Practices & Rules Bob Newlun. "Throughout the moves, everyone recognized the need to take this situation seriously and with a sense of urgency."

In addition to spreading out the workforce, a deep cleaning of the NOC was conducted over three days in late March, with every surface and workstation thoroughly cleaned. Also, because dispatchers work in shifts, as one shift readies for the next, train dispatchers are wiping off surfaces, monitors and other touch points. The janitorial team has increased its sanitizing efforts and protocols. Breakrooms, common and high traffic areas such as the NOC portals are also being cleaned more frequently.

Of course, social distancing has become the norm, and safety briefing formats have been modified and are including discussion about ways we can all help diminish the spread of the virus.

"I couldn't be more impressed and proud of how this team is handling this situation," said Gabriel. "Our dispatchers' efforts are helping us to continue to safely move goods and keeping the network in good shape. In fact, we had a best velocity day recently, at levels that we haven't seen since 2016. Together, we're stepping up for the greater good."

To our dispatchers in Fort Worth and elsewhere, thank you for your role in keeping our country going during this difficult time.



NOT ALL HEROES WEAR CAPES

ATDA BNSF System Committee Rises to the Occasion in Protecting our Rail Traffic Controllers during the COVID-19 Crisis

Written by BNSF General Chairman David Ursini

Crisis situations don't make heroes... they unveil them. At BNSF, employees are seeing them everywhere in the midst of the Covid-19 pandemic!

Members of the local American Train Dispatchers Association system committee at the Fort Worth campus are a perfect example. They recognized a problem and took it upon themselves to find a solution. Of special note is the fact that this grass roots campaign required members digging into their own pockets to make things happen.

Because members of the ATDA work in such close proximity, required social distancing, more than likely, wouldn't be enough of a safety measure during the Covid-19 crisis to avoid layoffs and furloughs. As it has been for weeks now, protective gear, masks in particular, have been in incredibly short supply. Enter members of the local system committee. Their idea was to pool money out of their own pockets, create a fund, then find and buy masks for dispatchers and trainees. Even this simple, additional barrier

of protection might help keep more people on the payroll and allow dispatch teams to safely and efficiently keep trains moving. Several thousand dollars and hundreds of masks later... it's working.

The ATDA's effort even caught the attention of several members of local management who also stepped up to the plate. Inspired, they too from their own pockets, made donations.

Great ideas often have unintended consequences and this great idea is no exception. To maintain a constant supply of masks, making them has been outsourced to several BNSF families, not to mention out of work local seamstresses and tailors impacted by Covid-19. They'll be the first to tell that staying busy and having some income in these trying times is a blessing.

This is how a great idea backed by action is making a difference at BNSF and why people continue to be our most important asset.

OBITUARY

Harold E. "Pete" Hartley, Tribute written by retired train dispatcher John Barnett, close friend of Brother Hartley

To my fellow Block Operator's and Train Dispatcher's, I found out of the recent passing of Harold E. "Pete" Hartley of Mercer, Pa. passing away October 24, 2019 at the age of 81. Pete was an Erie Lackawanna Operator at BK Tower, and later a long time Train Dispatcher on the Fort Wayne Line, both in the Youngstown and Pittsburgh Dispatch offices. He was one of the best dispatcher's I have known. He loved to talk outdoors, rolled his own cigarettes with one hand, and taught me how to play "Donkey Kong" while he dispatched and I was his Operator on B-39 desk. He had over 40 years as an Operator and Dispatcher. He was a master of moving Train 40 and 41 The Broadway Ltd. on the single track west of Crestline, in the 1980's. HEH initials went on a lot of Form D's.

In an effort to inform the membership of some Arbitral Awards, below are summaries of some recent awards.

PLB No. 7323 Case No. 5, Neutral Campagna – Montana Rail Link

Failure to properly compensate Claimant for service on August 8, 2018.

On the date in question, the Carrier chose not to fill a vacancy on the 2nd shift Relief 2 position and combined the duties of the position and combined those duties with the Claimant's regular 2nd shift Assistant Chief Dispatcher position per the Agreement. Claimant was only compensated at the regular straight time rate of pay and a claim for the overtime rate of pay was filed. The claim was based on a violation of the Agreement, specifically "protecting an assignment not usually combined". The Board found that on the date in question, the Claimant was required to work his regular position together with the vacant 2nd shift Relief 2 position. There is no dispute that these two positions are not normally combined and the Collective Bargaining Agreement is clear that the Claimant is entitled to the overtime rate of pay.

Claim is sustained.

PLB No. 7468 Case No. 42, Neutral VanDagens – Kansas City Southern

Claimant was assessed a 30-day major violation (5 days actual, 25 days record) for failure to verify KCS 4620's location prior to issuing Track and Time to MofW.

The Claimant in this dispute answered a call from an MofW employee for Track Time. He explained that he had a southbound train to get past prior to issuing him a Track Authority. When the MofW employee called a second time, the Claimant issued a Track Authority without ascertaining the location of Train KCS 4620. The Carrier charged the Claimant with a rule violation, specifically "issue (Track Authorities) only after train movements authorized are physically by the location where the track will be entered". The Organization's positions were that it was the MofW employee's responsibility to ascertain the train location and not the dispatcher's responsibility. Even if it were the Train Dispatcher's responsibility, it is shared responsibility and the discipline assessed was excessive. The Board finds that sufficient evidence of the rule violation exists and that although no damage or injury occurred in this instance, train and employees were placed in jeopardy.

Claim denied.

PLB No. 7468 Case No. 43, Neutral VanDagens – Kansas City Southern

Claim for 2 days at the overtime rate of pay for failure to place Claimant on temporary vacancy.

The Claimant in this dispute placed a request for a temporary vacancy on Console 2 - 3rd Trick on September 19, 2018. The position became temporarily vacant when the incumbent was awarded another position through the bidding process on September 23, 2018 and was placed on the position on September 24, 2018. The Claimant was placed on the temporary vacancy on September 29, 2018 and filed a claim for two days pay claiming that she should have been placed on it sooner and was off assignment for those two days. The Board found that although the Agreement requires that train dispatchers indicate their desire for a temporary vacancy 48 hours in advance, there is no contractual timeframe in which the Carrier must give notice of temporary vacancies, nor does it define when a temporary vacancy is created. Any contractual right must be exercised in a reasonable manner. The Board finds it reasonable that the temporary vacancy occurred when the incumbent began to work his new assignment since there are a number of things that could have prevented him from vacating the old position and starting the new one. The Carrier acted reasonably in this instance.

Claim denied

PLB No. 7576 Case No. 67, Neutral O'Brien – Burlington Northern

Claimant was dismissed for violation of Company Policy, specifically the display of sexually suggestive materials.

At the time of the incident, Claimant was serving as an exempt employee on seniority retention. The Claimant's Supervisor was temporarily using the Claimant's office to conduct interviews and noticed a photograph on the wall. Upon closer examination of the photo, he noticed a computer screen depicting two topless women in the background of the photo. Claimant was dismissed from his exempt position and exercised his seniority as a Train Dispatcher, but was withheld from service pending an investigation under the Collective Bargaining Agreement. After the investigation, he was dismissed as a Train Dispatcher as well. The Board found that the Claimant was guilty of the charges, and at the very least, guilty of poor judgment. With that being said, the record reflects that the Claimant has been an exemplary employee and has been promoted numerous times. In fact, he was twice recognized as "Employee of the Year" by the Carrier. It is the determination of the Board that the Carrier was excessive and arbitrary in dismissing the Claimant. We direct that he be restored to service without pay for lost time.

Claim sustained in part.

STATUS OF DISPUTES

Docket	Carrier	Claimant	Subject	Status
PLB-7576-67	BNSF	S. M. Krocker	Discipline	Sustained in part - 2/27/2020 - Arb. O'Brien
PLB-7576-68	BNSF	R. A. Gill	Discipline	Denied - 2/27/2020 - Arb. O'Brien
PLB-7576-69	BNSF	D. R. Miller	Discipline	Denied - 2/27/2020 - Arb. O'Brien
PLB-7468-38	KCS	S. Grote	Discipline	Denied - 7/18/2019 - Arb Grey
PLB-7468-39	KCS	K. D. Holmes	Discipline	Denied - 7/18/2019 - Arb Grey
PLB-7468-40	KCS	T. Jones	Discipline	Denied - 2/26/2020 - Arb. Van Dagens
PLB-7468-41	KCS	T. Jones	Discipline	Denied - 2/26/2020 - Arb. Van Dagens
PLB-7468-42	KCS	T. Enneking	Discipline	Denied - 2/26/2020 - Arb. Van Dagens
PLB-7468-43	KCS	A. Montgomery	Temporary Vacancy	Denied - 2/26/2020 - Arb. Van Dagens
PLB-7468-44	KCS	E. Reed	Discipline	Hearing 5/13/2020 - Arb. Van Dagens
PLB-7468-45	KCS	E. Reed	Discipline	Hearing 5/13/2020 - Arb. Van Dagens
TD-190548	WC	J. D. Fredrickson	Forfeiture of Seniority	Awaiting NMB Funding
PLB-7494-121	CSX	S. Barnes	Discipline	Sustained in part - 10/4/2019 - Arb. Tener
PLB-7494-122	CSX	J. D. Heichel	Discipline	Denied - 10/4/2019 - Arb. Tener
PLB-7494-123	CSX	F. G. Phillips	Discipline	Denied - 10/4/2019 - Arb. Tener
PLB-7494-124	CSX	T. L. Wolfe	Discipline	Sustained - 10/4/2019 - Arb. Tener
PLB-7494-125	CSX	E. E. Kerns III	Scope	Sustained - 10/7/2019 - Arb. Tener
PLB-7494-126	CSX	S. G. Pulmano	Seniority	Denied - 10/7/2019 - Arb. Tener
PLB-7494-127	CSX	J. W. Burner	Seniority	Denied - 10/7/2019 - Arb. Tener
PLB-7494-128	CSX	B. S. Hale	Vacancy	Settled on property
PLB-7494-129	CSX	M. O. Whigam	Seniority	Denied - 3/2/2020 - Arb. Tener
PLB-7494-130	CSX	J. W. Wall	Discipline	Settled on property
PLB-7494-131	CSX	A. Larson	Seniority	Denied - 3/2/2020 - Arb. Tener
PLB-7494-132	CSX	A. C. Jones	Seniority	Denied - 3/2/2020 - Arb. Tener
PLB-7494-133	CSX	J. R. Herndon	Seniority	Denied - 3/2/2020 - Arb. Tener
PLB-7494-134	CSX	C. W. Rouse	Discipline	Sustained in part - 1/21/2020 - Arb. Tener
PLB-7494-135	CSX	B. L. Blalock	Deselected from ACNO	Denied 3/2/2020 - Arb. Tener
PLB-7323-5	MRL	Hofsommer	Compensation	Sustained - 12/16/2019 - Arb. Campagna
TD-190441	CSX	L. Patrick	Discipline	Hearing Scheduled 6/10/2020 - Arb. Zimmerman
TD-190444	CSX	K. M. Graham	Temp. Vacancy	Hearing Scheduled 6/10/2020 - Arb. Zimmerman
TD-190442	CSX	M. D. Stewart	Discipline	Hearing Scheduled 6/10/2020 - Arb. Zimmerman
TD-190443	CSX	L. D. Riley	Discipline	Hearing Scheduled 6/10/2020 - Arb. Zimmerman
TD-190439	CSX	L. D. Riley	Discipline	Hearing Scheduled 6/10/2020 - Arb. Zimmerman
TD-190440	CSX	L. D. Riley	Discipline	Hearing Scheduled 6/10/2020 - Arb. Zimmerman
PLB-7543-5	TRRA	P. McFarland	Discipline	Hearing 5/18/2020 - Arb. Benn
PLB-7644-31	WC	A. Kane	Discipline	Hearing 5/20/2020 - Arb. Bass
PLB-7644-32	WC	Y. Clements	Discipline	Hearing 5/20/2020 - Arb. Bass
PLB-7644-33	WC	M. Szymanski	Discipline	Hearing 5/20/2020 - Arb. Bass
PLB -7644-34	WC	J. Hoogveen	Discipline	Hearing 5/20/2020 - Arb. Bass
PLB -7644-35	WC	D. Redmond	Discipline	Hearing 5/20/2020 - Arb. Bass
PLB-7644-36	WC	A. Morehouse	Seniority Retention	Hearing 5/20/2020 - Arb. Bass
PLB-	WC	M. Cleve	Discipline	Awaiting NMB Funding
PLB-	WC	M. Fasel	Discipline	Awaiting NMB Funding
PLB-7578-12	Metra	F. McGlaston	Discipline	Awaiting hearing date

STATUS OF DISPUTES

Docket	Carrier	Claimant	Subject	Status
PLB-7575-49	BNSF	S. W. Brown	Discipline	Hearing Scheduled 6/30/2020 - Arb. Meyers
PLB-7575-50	BNSF	R. G. Richie	Discipline	Hearing Scheduled 6/30/2020 - Arb. Meyers
PLB-7575-51	BNSF	R. G. Richie	Discipline	Hearing Scheduled 6/30/2020 - Arb. Meyers
PLB-7575-52	BNSF	R. G. Richie	Discipline	Hearing Scheduled 6/30/2020 - Arb. Meyers
PLB-7575-53	BNSF	E. K. Mayfield	Discipline	Hearing Scheduled 6/30/2020 - Arb. Meyers
PLB-7650-57	CSX	T. B. Morton	Discipline	Hearing 5/22/2020 - Arb. Bell
PLB-7650-58	CSX	J. D. Allen	Discipline	Hearing 5/22/2020 - Arb. Bell
PLB-7650-59	CSX	T. Q. Brock	Discipline	Hearing 5/22/2020 - Arb. Bell
PLB-7650-60	CSX	L. G. Young	Deselection from ACNO	Hearing 5/22/2020 - Arb. Bell
PLB-7650-61	CSX	S. Barnes Jr.	Deselection from ACNO	Hearing 5/22/2020 - Arb. Bell
PLB-7650-62	CSX	T. R. Smith	Discipline	Hearing 5/22/2020 - Arb. Bell
PLB-7650-63	CSX	D. Marcovsky	Discipline	Hearing 5/22/2020 - Arb. Bell
PLB-7650-64	CSX	J. R. Herndon	Discipline	Awaiting NMB Funding
PLB-7650-65	CSX	D. Neeley	Discipline	Awaiting NMB Funding
PLB-7650-66	CSX	S. Barnes Jr.	Discipline	Awaiting NMB Funding
PLB-7650-67	CSX	A. Larson	Discipline	Awaiting NMB Funding
PLB-7650-68	CSX	K. Bartlett	Discipline	Awaiting NMB Funding
PLB-6744-57	NS	V. Morns	Discipline	Awaiting NMB Funding
PLB-6744-58	NS	Multiple	Vacation	Awaiting NMB Funding
PLB-6744-59	NS	Multiple	Scope	Awaiting NMB Funding
PLB-6744-60	NS	G. Orr	Discipline	Awaiting NMB Funding
PLB-6744-61	NS	E. Shores	Discipline	Awaiting NMB Funding
PLB-6744-62	NS	K. Armbruster	Discipline	Awaiting NMB Funding
PLB-6744-63	NS	G. Parsley	Discipline	Awaiting NMB Funding
PLB-	BNSF	M. Carter	Discipline	Awaiting NMB Funding
PLB-	BNSF	R. Smith	Discipline	Awaiting NMB Funding
PLB-	BNSF	R. G. Richie	Discipline	Awaiting NMB Funding
PLB-	BNSF	R. G. Richie	Discipline	Awaiting NMB Funding
PLB-	BNSF	J. R. Wilkerson	Discipline	Awaiting NMB Funding
PLB-	BNSF	M. L. Penney	Discipline	Awaiting NMB Funding
PLB-	BNSF	J. B. Perry	Permanent Vacancy	Awaiting NMB Funding
PLB-	BNSF	S. R. Burgin	Permanent Vacancy	Awaiting NMB Funding
PLB-	BNSF	D. Rosas	Discipline	Awaiting NMB Funding

NOC's Asst. General Manager Wilson: Facing a challenge, the NS team shines

In his 22 years at Norfolk Southern, Neville Wilson has seen the Thoroughbred team roll through plenty of challenges, from economic downturns to long winter freezes. Now, there's COVID-19, perhaps the biggest challenge during his career. With all the uncertainties, though, Wilson is sure of one thing: "These are the times when the NS team shines. I think we're also demonstrating how resilient we are in our abilities to adjust to the environment. Without a dispatching center, we are unable to move trains across this railroad," he said. The mission is to continue to move the steel wheels safely – that's what we do. "As part of social distancing to keep employees safe and healthy, NS moved the NOC dispatch teams to different floors of the Goode Building and to an off-site location. "They didn't skip a beat, Wilson said, noting there were zero interruptions of service during the transition. It means a lot to be a part of a team that has such a significant impact on where we are and where we're going."

New ATDA Members

New Member System Committee

James M Condran	Amtrak Committee
Barry A Cross III	Amtrak Committee
Durell J Davis	Amtrak Committee
Afort DeJesus	Amtrak Committee
Jonathan J Drew	Amtrak Committee
Brandon L Elliott	Amtrak Committee
Zebulon D Hildreth	Amtrak Committee
John C Macaluso	Amtrak Committee
Anthony M Miller	Amtrak Committee
Ralph E Miller Jr.	Amtrak Committee
James M Moran	Amtrak Committee
Juliet R Schiff	Amtrak Committee
Christopher J Silvestri	Amtrak Committee
Rashawn E Stephen	Amtrak Committee
Theodore E Szymendera	Amtrak Committee
Chad T Wyland	Amtrak Committee
Travis R Allred	BNSF Committee
Benjamin R Braucht	BNSF Committee
Joshua G Brechbiel	BNSF Committee
Pete P Cardenas	BNSF Committee
Kenneth W Clark	BNSF Committee
Chandler B Clunn	BNSF Committee
Laurel E Davis	BNSF Committee
Phillip E. Davis	BNSF Committee
Lachel C Fontenot	BNSF Committee
Michael A Fritz	BNSF Committee
Robert D Gjerde	BNSF Committee
April Gonsowski	BNSF Committee
Cody J Hale	BNSF Committee
Micheal K Hausman	BNSF Committee
Jeremy P Hollembaek	BNSF Committee
Zachary J Jennings	BNSF Committee
Jared B Josserrand	BNSF Committee
Jackson T Joyner	BNSF Committee
Kyson W Kohourt	BNSF Committee
Kevin M Lewis	BNSF Committee
Zachary R Manning	BNSF Committee

New Member System Committee

Eric C Miles Sr	BNSF Committee
Samantha B Miller	BNSF Committee
Fernando Montes	BNSF Committee
Steven B Muir	BNSF Committee
John C O'Neil	BNSF Committee
Lonnie M Peters	BNSF Committee
Preston W Ray Jr	BNSF Committee
Gregorio J Retana	BNSF Committee
Larry D Ridgeway	BNSF Committee
Donovan B. Ripley	BNSF Committee
Robert Rosenberg	BNSF Committee
Bradley F Schoffstall	BNSF Committee
Lyle A Smith	BNSF Committee
Ciara R Stevens	BNSF Committee
Aaron M Stout	BNSF Committee
Albert F Willis III	BNSF Committee
Jessica R Winger	BNSF Committee
Corey F Bailey	CSXT Committee
Angel V Barton	CSXT Committee
Scott A Beals	CSXT Committee
Tyler A Bright	CSXT Committee
Cory M Charles	CSXT Committee
Thomas M DeAngelo	CSXT Committee
Bryan T Fitzgerald	CSXT Committee
George Fleming III	CSXT Committee
Tyler D Hale	CSXT Committee
Robert E Harris	CSXT Committee
Jonathan W Hicks	CSXT Committee
Misty D Hunter	CSXT Committee
Brian N Johnson	CSXT Committee
James A Ousley	CSXT Committee
Justin E Redding	CSXT Committee
Joshua C Rogers	CSXT Committee
Alexis R Romine	CSXT Committee
Paul M Salamon	CSXT Committee
Joshua D Smith	CSXT Committee

New ATDA Members

New Member System Committee

Benjamin E Grimes	IHB Committee
Thomas B Morton	IHB Committee
James C Colteryahn	KCS Committee
Eric O McKinney	KCS Committee
Todd C Newburgh	KCS Committee
Thomas A Oakheart	KCS Committee
Mary E Ortega	KCS Committee
Albert C Park	KCS Committee
Matthew F Lee	Kiamichi Committee
Ryan D Alen	MBCR Committee
Tatiana V Andrade	MBCR Committee
Sean Butler	MBCR Committee
Derek C Carpine	MBCR Committee
Thomas E Costello	MBCR Committee
Sarah K Gouthro	MBCR Committee
Brian E O'Donnell	MBCR Committee
Thomas M Ryan	MBCR Committee
Matthew K Simonson	MBCR Committee
David A St. Hilaire	MBCR Committee
Zachary J Fluhler	METRA, NIRC Committee
Corina M Horn	Montana Rail Link Committee
Ronald J Giambrone	New Jersey Transit - Power Supervisors Committee
Michael V Loffio	New Jersey Transit - Power Supervisors Committee
Nicole R Foster	New Jersey Transit - Train Dispatchers Committee
Nathalia Giraldo	New Jersey Transit - Train Dispatchers Committee
Billajia H Sweeney	New Jersey Transit - Train Dispatchers Committee
Katelyn M Tудay	New Jersey Transit - Train Dispatchers Committee
Rob E Evener	NICTD
Brian J Kearney	NICTD
Jake Nekvasil	NICTD
Mitchell S Allen	Norfolk Southern Integrated Committee
Andrew B Arther	Norfolk Southern Integrated Committee
Steven M Bailey	Norfolk Southern Integrated Committee

New Member System Committee

Sylvia D Bega	Norfolk Southern Integrated Committee
Kelli B Bell	Norfolk Southern Integrated Committee
Demetrius X Bishop	Norfolk Southern Integrated Committee
Blake C Boone	Norfolk Southern Integrated Committee
Jasmine Byrd	Norfolk Southern Integrated Committee
Shannon J Craton	Norfolk Southern Integrated Committee
Philip S Davis	Norfolk Southern Integrated Committee
Shakeya S Devone	Norfolk Southern Integrated Committee
Russell M Duffee	Norfolk Southern Integrated Committee
Christopher R Egger	Norfolk Southern Integrated Committee
Hannah C Faircloth	Norfolk Southern Integrated Committee
Rickey L Frazier	Norfolk Southern Integrated Committee
Christina M Goff	Norfolk Southern Integrated Committee
Alexandra V Grant	Norfolk Southern Integrated Committee
Reynard A Guilford	Norfolk Southern Integrated Committee
Jasmine J Hardy	Norfolk Southern Integrated Committee
Deshon P Hughes	Norfolk Southern Integrated Committee
Sameria I Jenkins	Norfolk Southern Integrated Committee
Hunter M Keaton	Norfolk Southern Integrated Committee
Stephanie M Knight	Norfolk Southern Integrated Committee
Gregory T Krzyzanowski	Norfolk Southern Integrated Committee
Cynthia N Lee	Norfolk Southern Integrated Committee
Rashim L Matthews	Norfolk Southern Integrated Committee
Leslie A McAuley	Norfolk Southern Integrated Committee

New ATDA Members

New Member	System Committee	New Member	System Committee
Frederick L Miller	Norfolk Southern Integrated Committee	Zachary S Zolman	Norfolk Southern Integrated Committee
Kyle D Pietsch	Norfolk Southern Integrated Committee	Jose A Santiago	Port Authority Trans-Hudson Committee
Michael R Prince	Norfolk Southern Integrated Committee	Lynell L Sutton	Port Authority Trans-Hudson Committee
Gabriel S Reece	Norfolk Southern Integrated Committee	Jeremy D Gilmore	SOO Committee
Aaron S Robinson	Norfolk Southern Integrated Committee	Gregory J Hammersten	SOO Committee
Matthew J Robinson	Norfolk Southern Integrated Committee	Philip G Prince	SOO Committee
Diego A Rodriguez	Norfolk Southern Integrated Committee	Demore Brockenberry	Staten Island Rapid Transit Committee
Gregory A Rouch	Norfolk Southern Integrated Committee	Shameeka S Brunache	Staten Island Rapid Transit Committee
Travis S Sansbury	Norfolk Southern Integrated Committee	Yesenia Cesario	Staten Island Rapid Transit Committee
Candice S Scott	Norfolk Southern Integrated Committee	April S Lavery	Sunrail Committee
Raechel B Scott	Norfolk Southern Integrated Committee	Evan J Nottelmann	Terminal Railroad Committee
John D Seabolt	Norfolk Southern Integrated Committee	Thomas S Allen Jr.	Wisconsin Central Committee
Justin D Shaw	Norfolk Southern Integrated Committee	Gina M Belmont	Wisconsin Central Committee
William D Slone	Norfolk Southern Integrated Committee	Michael T Burdett Jr	Wisconsin Central Committee
Simone A Smith	Norfolk Southern Integrated Committee	Latasha Rene Crume	Wisconsin Central Committee
David C Thomas	Norfolk Southern Integrated Committee	Nathan B Gass	Wisconsin Central Committee
Ronnie K Thomas	Norfolk Southern Integrated Committee	Tyler R Graves	Wisconsin Central Committee
Kathryn M Walker	Norfolk Southern Integrated Committee	Joshua D Howard	Wisconsin Central Committee
John M Weeks	Norfolk Southern Integrated Committee	Bobby T Jones	Wisconsin Central Committee
Johsua A Wenger	Norfolk Southern Integrated Committee	Brian Moen	Wisconsin Central Committee
April E Young	Norfolk Southern Integrated Committee	Stephanie J Moricz	Wisconsin Central Committee
Kimberly D Zeigler	Norfolk Southern Integrated Committee	Octavio Nevarez	Wisconsin Central Committee
		Christopher M Plunk	Wisconsin Central Committee
		Amalia V Raichici	Wisconsin Central Committee
		Courtney A Stuckey	Wisconsin Central Committee
		Olivia A Thomas	Wisconsin Central Committee
		Joshua D Younglove	Wisconsin Central Committee

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 retaining 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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E-Mail: dowell@atda.org
atda.org

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NATIONAL HEALTH AND WELFARE BENEFIT DIRECTORY

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National Plan-GA-23000

Managed medical Care Programs (MMCP) & Comprehensive Health Care Benefit (CHCB)
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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
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Company identifier: RR

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1-877-277-3368
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Express Scripts

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Express-Scripts.com