

THE TRAIN DISPATCHER



ATDA President Dowell in Montana with five past, present, and incoming General Chairs from the BNSF and MRL systems

2025 TRIENNIAL ELECTION RESULTS INSIDE!

IN THIS ISSUE:

- ATDA Launches New Safety Issue Reporting Tool on ATDA.org Page 6
- New National Health & Welfare Employee Cost Share Rate Announced Page 7
- G&W Members Ratify 1st Collective Bargaining Agreement Page 8

Legal Notice – Dues

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

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

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

System Dues Rates

Effective October 1, 2025

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

Death Benefit Beneficiary

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

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

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

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

ON THE FRONT COVER: From left to right, ATDA Vice President and former BNSF General Chairman Kevin Porter, former MRL General Chairman Kindralyn Farnes, incoming BNSF General Chairman Chad Shramek, ATDA Trustee and outgoing BNSF General Chairman Kevin Ketcham, Executive Assistant to the President and former BNSF General Chairman David Ursini, and ATDA President Ed Dowell.

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

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From the President



L. Ed Dowell, President

As 2025 comes to a close, we reflect on a year defined by collective action, meaningful progress, and the unwavering solidarity of our members. Your dedication has been the driving force behind every achievement, strengthening our union and advancing the rights of train dispatchers across the country.

This year, our united efforts resulted in tangible gains that will benefit many of our members for years to come. This includes our celebration of the unanimous ratification of a new Collective Bargaining Agreement for our Louisville & Indiana System members. In another historic milestone, our Genesee & Wyoming System members overwhelmingly ratified their first-ever agreement, setting a new standard for our brothers and sisters on that system. Additionally, Train Dispatchers on the DM&E System voted for ATDA representation, and we are actively negotiating their first contract.

At the same time, we continue to confront problems with train dispatcher software across the industry. In response, we intensified our engagement with Congress throughout 2025, ensuring your concerns were clearly represented. To support this effort with real data, we launched the Reporting Tool for Train Dispatcher Software Errors and Safety Issues in September. This innovative platform empowers you to report vulnerabilities directly, enabling us to elevate your concerns and advocate for safer workplaces through both government and political channels.

Our commitment to enforcing our agreements was also demonstrated this year when we successfully settled a lawsuit with CSX for more than a quarter-million dollars over its failure to comply with two arbitration awards. This action ensured that our members received the justice they were owed.

While we are proud of our accomplishments, our work is far from finished. We enter the new year determined to build on our momentum and prepared to face emerging challenges. Although uncertainty remains surrounding the proposed Union Pacific / Norfolk Southern merger, we are prepared to fight vigorously for our members and their families.

Unfortunately, the merger has divided rail labor. Some unions have chosen to support it in exchange for employment guarantees, while others, including ATDA, believe that promises of employment alone are not enough for our endorsement if the potential relocation of our members is not addressed. Even so, we remain open to meeting with Union Pacific and Norfolk Southern leadership, and to advocating for our members' interests during this difficult time. Time, however, is running short before we must publicly comment on the merger.

As we close out 2025, we are also reminded of how fragile life can be. In November, we lost two of our own: Staten Island Railroad General Chairman Mike Cummings, and on Thanksgiving Day, former ATDA Vice President and CSX General Chairman Jay Rodgers. May our brothers rest in peace.

In closing, thank you for your continued trust, participation, and commitment to our great union. Every action we take together makes us stronger. We look forward to continuing this fight alongside you in the year ahead.

In solidarity,

A handwritten signature in black ink, appearing to read 'L. Ed Dowell', written in a cursive style.

L. Ed Dowell
President
American Train Dispatchers Association

C3RS PILOT PROGRAM TO END AT BNSF, BUT CONTINUE AT NS FOR ANOTHER YEAR



Fort Worth, Texas – The Federal Railroad Administration's (FRA) Confidential Close Call Reporting System (C3RS) will end on the Burlington Northern Santa Fe Railroad (BNSF) at 23:59 hours on September 30, 2025. The abrupt ending follows two negotiation extensions that did not yield a tri-party agreement between the American Train Dispatchers Association (ATDA), BNSF, and FRA to continue the program.

Although ATDA and FRA did not reach an agreement to continue C3RS at BNSF, they did recently sign an agreement to

extend the program on the Norfolk Southern system (NS) through August 11, 2026.

In response, ATDA President **Ed Dowell** said, *"It is unfortunate that an agreement could not be reached to continue this essential safety program on BNSF. At the same time, we are appreciative that NS demonstrated its commitment to safety by extending this valuable program. Moving forward, ATDA remains eager to reach an agreement that secures C3RS on the BNSF System, as well as all of the other Class I railroads."*

CSX SETTLES LAWSUIT WITH ATDA OVER UNPAID ARBITRATION AWARDS

Jacksonville, Florida – On September 15, 2025, Class-I Railroad CSX agreed to settle a lawsuit filed by the American Train Dispatchers Association (ATDA) over the Carrier's failure to comply with two arbitration awards. In both cases, Claimants had been dismissed by CSX, until the Public Law Board ruled that they were entitled to both reinstatement and compensation for time out of service (less any outside earnings).

CSX, however, refused to make payments for the lost earnings, arguing that the two employees did not make adequate attempts to mitigate the Carrier's liability by earning wages while dismissed. In May of this year, ATDA responded by filing suit for enforcement of the awards. Today, a settlement was reached which includes full payment to the two claimants as originally awarded by the Board.

President **Ed Dowell** stated, *"CSX thought they could unilaterally change the rules and impose*

an unjust hardship on two of our members. Certainly, they never expected ATDA to file a lawsuit. However, that's exactly what we did. In just over 4 months after filing the lawsuit, without ever having to enter a courtroom, as a testament to the strength of our case, we reached a full settlement. ATDA will not stand by and let any railroad do whatever they want."

Regarding the suit and settlement, ATDA Vice President **Colin Thurman** commented, *"These members undoubtedly endured many hardships. There were no grounds for the dismissals, as was evident from the outcome in arbitration. Also, there was no ground for withholding backpay, which only served to make these members endure an additional, unjust punishment. I'd like to thank President Dowell for his leadership and work in finding a successful legal remedy."*

ATDA APPLAUDS THE “NO TAX ON OVERTIME FOR ALL WORKERS ACT”

Washington, D.C. – On Thursday, September 19, 2025, the “No Tax on Overtime for All Workers Act” was introduced in the U.S. House of Representatives with bipartisan support. If passed, the bill will extend tax exemption on overtime earnings to those American workers whose employment is covered by the Railway Labor Act (RLA). That includes approximately 800,000 workers in the Railroad and Aviation industries, including most members of the American Train Dispatchers Association (ATDA).

While ATDA applauds the bipartisan effort in drafting the bill, more work is required to secure its passage. ATDA members are encouraged to contact their Congressional Representatives to voice support for this bill, and to demand justice for America’s RLA workers. The new bill is spearheaded by Congresswoman Malliotakis (NY-11) and is cosponsored by Representatives Sykes (OH-13), LaLota (NY-1), Horsford (NV-4), Fitzpatrick (PA-8) and Suozzi (NY-3).

ATDA OPPOSES ANCORA’S CSX EFFORTS

Cleveland, Ohio – August 21, 2025 - The American Train Dispatchers Association (ATDA) strongly opposes the latest campaign by activist investor Ancora Holdings to seize control of CSX Transportation, remove current CEO Joe Hinrichs, and install former CSX executive Jamie Boychuk as his replacement.

Ancora’s actions represent a direct threat to the stability of the nation’s rail network, the safety of the communities we serve, and the livelihoods of railroad workers. Moreover, its previous attempt to force leadership changes at Norfolk Southern last year was rejected by shareholders, employees, and industry stakeholders alike. That effort, driven by an agenda of deep staffing cuts and the resurrection of failed Precision Scheduled Railroading (PSR) strategies, was rightfully viewed as a recipe for short-term profit at the expense of long-term safety, sustainability, and service.

With its gaze now fixed on CSX, Ancora is now attempting to recycle the same reckless playbook, with Jamie Boychuk central to its plans. Boychuk’s record at CSX is well known: aggressive cost-cutting measures, diminished service quality, and decisions that alienated frontline workers while eroding public trust in the railroad. That’s a plan for short-term wall-street games, but it’s not a path to prosperous railroad management. Under CEO Joe Hinrichs, however, CSX has made meaningful progress toward recovering from the last destructive hedge fund takeover. Mr. Hinrichs has

shown a commitment to reconnecting with employees and prioritizing long-term investment in infrastructure and safety.

Given that Boychuk was a central culprit in damaging CSX during dismal Mantle Ridge Hedge fund takeover of 2017, there is a real sense of irony to Ancora’s efforts. They not only want to replace Hinrichs, who is working to repair the railroad, but also to install the man who helped break it in the first place.

ATDA calls on CSX’s board of directors, shareholders, regulators, and public officials to reject Ancora’s destructive proposals. As Train Dispatchers, we know firsthand the consequences of understaffing, deferred maintenance, and policies that degrade safety in the name of efficiency. America cannot afford to let its rail network fall victim to another round of slash-and-burn tactics.



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

**NEW
ATDA.ORG
FEATURE**



Safety Reporting Tool

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

Commenting on the development, ATDA President **Ed Dowell** said, "This tool was designed to collect the data we need to hold Railroads and Software developers accountable for their systems any time they are anything less than 100% safe. This will provide crucial data to support our position that the FRA should have oversight and approval authority over dispatch software before a railroad installs it. Our members

should not be working with inferior systems which jeopardize the safety of our fellow Brothers and Sisters who work on the tracks or the general public near the tracks."

The Train Dispatcher Software Error or Safety Issue Reporting Tool is hosted on ATDA's new, feature-rich website, ATDA.org. It can be accessed by scanning the QR code below.

**Scan here to
view the new
Reporting Tool.**



NEW NATIONAL HEALTH AND WELFARE EMPLOYEE COST SHARE RATE ANNOUNCED

October 30, 2025 – The Cooperating Railway Labor Organizations (CRLO) and National Carriers Conference Committee (NCCC) announced today that the employee cost share of the National Health and Welfare plan (MMCP/CHCB) will rise to \$308.49 per month, effective January 1, 2026. The announcement follows the annual review of plan costs between the unions (CRLO) and railroad carriers (NCCC), and their agreement on calculations of next year's Employee Cost Share amount. Although the new rate represents a year-over-year

increase of 10.8%, this follows a 10% decrease last year. As such, the new rate remains lower than the cost share rates of both 2023 and 2024.

American Train Dispatchers Association (ATDA) President **Ed Dowell** currently serves as Chairman of the CRLO, while ATDA Executive Assistant to the President & Trustee David Ursini serves as CRLO Administrator. More information will be available soon at <http://www.yourtracktohealth.com>.

ATDA SECURES RETENTION BONUSES FOR G&W MEMBERS



Jacksonville, Florida – On July 31, 2025, the American Train Dispatchers Association (ATDA) secured retention payments for its members on the Genesee & Wyoming Railroad (G&W). The payments will total \$8000 for employees who remain continuously employed by G&W at either its St. Albans, Vermont or Jacksonville, Florida dispatch offices through the end of calendar year 2026. Payment will be issued in three installments, with the first set for the next pay period following the July 31 agreement.

Also included within the agreement are two provisions which will enhance the benefit provided by the G&W Train Dispatchers' vacation entitlements. The first will provide them

with overtime compensation (1 and ½ pay) when working on any day that is scheduled for vacation but subsequently canceled by the Carrier. The second is the addition of a "cash out" provision that will pay members eight (8) hours for any vacation day they are unable to use by the end of the calendar year.

Since this article was originally published, ATDA successfully negotiated its first Collective Bargaining Agreement on behalf of the G&W members. The G&W Train Dispatchers, who voted to organize with ATDA as their representative on September 4, 2024, went on to vote in favor of ratifying that Agreement.

ATDA G&W MEMBERS VOTE IN OVERWHELMING FAVOR OF RATIFYING FIRST COLLECTIVE BARGAINING AGREEMENT



Clockwise from left: ATDA Vice President Colin Thurman with G&W Members Gary Lawton, Ashley Rogers-Kreskey, Rob Burroughs, Tyler Thibault, Cody Bjornson, Rich Brown.

September 13, 2025 – American Train Dispatchers Association (ATDA) members from the Genesee & Wyoming System (G&W) have voted in overwhelming favor of ratifying their first Collective Bargaining Agreement. Ninety-five percent of the votes favored ratifying the Agreement, which will significantly raise member wages, establish an array of work rule protections, and preserve key existing benefits. Following the G&W Train Dispatchers' successful vote to unionize with ATDA in September 2024, the Organization has been negotiating toward this moment ever since.

While the comprehensive new agreement will provide a wide range of protections for the G&W members, wage improvements are one of the most important. Addressing that critical issue are scheduled wage increases that will provide an average raise of 13% immediately, then another across the board increase of 7% just a few months later, on January 1, 2026. Along with additional scheduled increases over the next several years, the Agreement represents the initial steps toward obtaining fair compensation that G&W Dispatchers deserve.

Given that this is a first Agreement for the new ATDA members, it will also mark the first time that G&W's Train Dispatchers benefit from such critical components

of representation as seniority, seniority-based job bidding, order of call, the right to appeal discipline, and much more.

During this process, ATDA's bargaining team was comprised of President **Ed Dowell**, Vice President **Barry Cross Jr.**, and Vice President **Colin Thurman**.

Commenting on the significance of the Agreement, President Dowell said, "The G&W Train Dispatchers organized with ATDA because they had serious concerns about their jobs. This Agreement answers many of those concerns, but there's still work to be done. It's a landmark moment for them and a real step forward, but our job representing them is only just beginning."

Vice President Barry Cross Jr. also commented on the Agreement as a mark of significant progress, by saying, "After a long process, I'm pleased that we were able to achieve a TA (tentative agreement) for the G&W members. It provides important progress toward fair compensation and provides some nice arbitraries as well. The members have decided on this contract, and I think it's a good step toward capturing the equity they deserve."

Vice President Colin Thurman agreed, while also looking forward to other beneficial changes

that unionizing will provide, "Our G&W members have faced tremendous adversity and have expressed their frustration with wages and working conditions. This first contract is a big step towards much-needed improvements

in those areas. For most of them, this is their first experience as union members, and I'm really looking forward to providing further explanation about the protections they'll now be afforded when working under a CBA."

ATDA L&I MEMBERS UNANIMOUSLY RATIFY NEW COLLECTIVE BARGAINING AGREEMENT



L&I member Russ Mobley (left) with L&I member and System Treasurer Rich Nauch (right).

Jeffersonville, Indiana – ATDA members from the Louisville & Indiana System have unanimously voted in favor of ratifying a new Collective Bargaining Agreement. The new Agreement will substantially increase wages, enhance benefits, and improve working conditions for covered Bridge Operators and Train Dispatchers.

Central to the new agreement are wage increases compounding to 29.4% over five years, with the initial increase of 15% due on January 1, 2026. The proposed agreement also includes a comprehensive package of pay arbitraries and other quality of life enhancements designed to recognize the vital nature of the ATDA members' work:

Other key provisions of the Agreement include:

- **Additional Arbitrary Pay:** In addition to daily wage increases, the agreement will also add contractual provisions for year-end availability bonuses for good attendance, a one-time ratification bonus of \$2,000, and enhanced compensation for those working holidays that pays overtime in addition to their regular daily wage (2.5 x pay).

- **Expanded Personal Leave:** Upon ratification, employees with 10+ years of service will be eligible for up to six personal leave days annually (increased from four), while those with strong attendance will earn up to two additional personal leave days for the following year, which they may use without providing advance notice.
- **Healthcare Cost Protections:** Annual increases to the monthly cost-share of employee health and welfare will be capped at 6%.
- **Scheduling Protections:** The newly negotiated order of call provides optional overtime opportunities in seniority order, while eliminating mandatory "sixth day" work which was previously paid at straight time.

ATDA Secretary-Treasurer **Bill Sikes**, who negotiated the Agreement with L&I, said, "I'm happy that our L&I members will now receive a well-deserved pay increase, along with some important contractual improvements. It's an honor to represent them."

SIGN UP FOR ENGAGE, RECEIVE A FREE ATDA VEHICLE DECAL!



ATDA is excited to announce **Engage**, a secure member platform that gives you direct access to your own membership profile. Through Engage, you can easily review and update your contact information, ensuring that your mailing address, email, and phone number are always current.

Keeping your information accurate helps prevent missed correspondence, from important updates to voting mailouts, including ballots. It also saves valuable administrative time for our staff, allowing us to focus more on representing you and less on tracking down outdated records.

To thank members who take part, everyone who registers for Engage will receive a **FREE ATDA vehicle decal**. If you've already signed up, yours will be on the way soon!

You can access the Engage login and user registry through **ATDA.org** by selecting "Update Member Info" or by scanning the QR code on this page. If you're accessing Engage for the first time, you'll simply need to create a user profile by entering your

email address and creating a password. Just make sure to use the email address you've provided to ATDA, so the system can link with the contact information we have on file.



ATDA TAKES PART IN ROUNDTABLE DISCUSSION ON EMERGING TECHNOLOGIES



ATDA Artificial Intelligence and Automation Committee Chairman Ben Craft at the recent Technology Roundtable event.

Washington, D.C. – On October 28, 2025, ATDA Artificial Intelligence and Automation Committee Chairman **Ben Craft** took part in a roundtable discussion on emerging technologies at the AFL-CIO headquarters in Washington, D.C. Hosted by the Transportation Trades Department of the AFL-CIO, the event was attended by other labor members from TTD affiliates and featured input from both the AFL-CIO Tech Institute, and Microsoft. The focus of the event centered on the future of artificial intelligence within the transportation industry and provided opportunity for dialogue between the labor representatives and Microsoft on its ongoing AI initiatives. As such, the event

marked another important opportunity for ATDA to gain insight into these key issues as it continues to shape its mitigation strategy.

Reflecting on the event, Craft, who is also the CSX System Committee General Chairman, said, *"I'm grateful to President Dowell for his continued leadership on an issue that is critically important to our craft. Automation and AI represent great challenges, and discussions like these provide an essential opportunity. Not only to understand what's on the horizon, but to ensure our voices and concerns are heard directly by those developing these technologies."*



BNSF TRAIN DISPATCH SYSTEM FAILURE CREATES SYSTEM-WIDE SAFETY VULNERABILITY



On November 20, 2025, the Burlington Northern Santa Fe Railway (BNSF) experienced a significant outage of its Train Management and Dispatching System (TMDS), affecting dispatch centers responsible for overseeing train movements across its 32,500-mile rail network. The disruption occurred late in the morning and continued, at varying degrees of severity, for more than two hours. As a result, the vast majority of trains, including both those carrying passengers (Amtrak) and freight, had to be stopped.

During the event, some BNSF Train Dispatchers experienced severe lag between the time they initiated electronic commands and the time when TMDS executed those commands in the field. This created a severe safety vulnerability, as safe rail operations are dependent on Train Dispatchers to respond immediately as threats continuously arise in the field. Some BNSF Train Dispatchers reported that the system's on-screen visual representation of their rail territories was lost completely, leaving them blinded as movements continued. Additionally, some Dispatchers reported that BNSF's automated signal control mechanism continued to authorize movement of trains on some territories where Dispatchers' oversight and control of the system was impaired by the outage. Since that system is not capable of responding to certain safety threats, this created a scenario

where it could've potentially authorized unsafe movement, without the Dispatchers being able to override in a timely manner.

BNSF's own communications to its Train Dispatchers echoed the severity of the failures throughout the event. These included messages through its CAD system that said, "TMDS is crashing for many Dispatchers," "ALL DISPATCHERS DO NOT USE/ISSUE ANY AUTH," and "DO NOT TRY TO LOG INTO TMDS."

While the issues appear to have been resolved for now, dangerous vulnerabilities within automated Train Dispatching software are not a new occurrence at BNSF and are not a new phenomenon among American railroads. As recent as March 2024, BNSF acknowledged critical system defects that could've endangered its vast rail operation, and by extension, the communities its trains pass through. Even more recently, in June 2025, United States Congressman Chuy Garcia (IL-4) questioned the safety of such automated Train Dispatching systems, pointing to similar failures on other railroad networks.

ATDA HOLDS 2025 TRIENNIAL SYSTEM COMMITTEE OFFICER ELECTIONS



ATDA's Triennial Election counting team, from left to right: Trinity General Chairman Mickey Scoggins, WC General Chairman Tim Evans, MBCR General Chairperson Sarah Gouthro, ATDA Secretary-Treasurer Bill Sikes, ATDA Director of Research Paul Arden, NICTD General Chairman Ryan Chavez, and ATDA Vice President Kevin Porter.

Cleveland, OH. – The American Train Dispatchers Association (ATDA) has completed the vast majority of its 2025 triennial election cycle, filling 97 of its 102 System Committee Officer positions across the union's 25 represented systems. At the time of this writing, voting or follow-up calls for nominations were ongoing for each of the remaining five positions.

Of the representatives already elected, about two thirds are incumbents or returning representatives, while the remaining one third are new or first-time officers. This composition will provide ATDA members with a veteran corps of local representatives, along with many who will step into representative roles for the first time. The term of office for each of the newly elected officers begins on January 1, 2026, and runs for three years, through December 31, 2028.

With the new term rapidly approaching, ATDA will move quickly to host National System Committee Officer training during the first week of March 2026. This event will bring together all the elected system Committee Officers from across the nation and provides an important opportunity to equip them for

success. The event will cover both general and role-specific training, along with guest speakers presenting on a variety of relevant topics.

Both the elections and the subsequent training are critically important to ATDA for a variety of reasons. Chief among them is the fact that members have just selected their front-line leadership, who will help chart the organization's course over the next three years. Some of these officers will take part in bargaining, while others will represent and defend members in cases of company discipline. Many will serve as Delegates to ATDA's 35th General Assembly, helping to shape the future of the Organization at the national level. All, however, will serve in a representational capacity.

To count the submitted Triennial Election ballots, ATDA assembled a team that included representatives from six different systems. This included four General Chairpersons (**Ryan Chavez** (NICTD), **Tim Evans** (WC), **Sarah Gouthro** (MBCR), and **Mickey Scoggins** (Trinity)), ATDA Vice President **Kevin Porter**, and Director of Research **Paul Arden**. ATDA Secretary-Treasurer **Bill Sikes** certified the elections.



ATDA Director of Research Paul Arden, Trinity General Chairman Mickey Scoggins, and MBCR General Chairperson Sarah Gouthro counting votes at ATDA HQ.

2025 TRIENNIAL SYSTEM COMMITTEE OFFICER ELECTION RESULTS

Alaska System Committee

General Chairman, Caitlin Elison
System Treasurer, Matt Michalske

Amtrak System Committee

General Chairman, Jessica Veltri
System Treasurer, Roger Dail
Vice General Chairman, Mike DePue
Local Chairman - Boston, MA Power
Directors, Results Pending
Local Chairman - Boston, MA Train
Dispatchers, Bianca Vega
Local Chairman - New York, NY Power
Directors, Rudolph Serebrinsky
Local Chairman - New York, NY Train
Dispatchers, Matthew O'Connor
Local Chairman - Philadelphia, PA Load
Dispatchers, Alan Taylor
Local Chairman - Wilmington, DE Power
Directors, Mike DiCampello
Local Chairman - Wilmington, DE Train
Dispatchers, Byron H. Duck

BNSF System Committee

General Chairman, Chad Shramek
System Treasurer / Vice General Chairman,
Erik D. Rasmussen
Vice General Chairman - Ft. Worth, TX,
Hector Bas
Vice General Chairman - Ft. Worth, TX,
Joe Calderon
Vice General Chairman - Ft. Worth, TX,
Joe Chandler II
Vice General Chairman - Ft. Worth, TX,
Patrick Fisher
Vice General Chairman - Ft. Worth, TX,
Kevin Ketcham
Vice General Chairman - Ft. Worth, TX,
Dave McCall
Vice General Chairman - Ft. Worth, TX,
Jessica Stone
Vice General Chairman - Ft. Worth, TX,
Candace Walton
Vice General Chairman - Ft. Worth, TX,
Chris Whitt
Vice General Chairman - Missoula, MT,
Max Hausauer
Vice General Chairman - Spring, TX,
Sean Vincent

BRC System Committee

General Chairman, Sean Nizolek

Conrail System Committee

General Chairman, Keith Kajkowski
System Treasurer, Kevin Bohn
Vice General Chairman, Andrew Richards

CPKC System Committee

General Chairman, Jesse J. Kottner
Vice General Chairman / System Treasurer,
Heidi Phillips
Local Chairman, Jordan Chamberlain

CSX System Committee

General Chairman, Ben Craft
Vice General Chairman / System Treasurer,
Edward Kerns II
Vice General Chairman, Cory Charles
Vice General Chairman, Danny Hayworth
Vice General Chairman, Don Miller
Vice General Chairman, Paul Young
Local Chairman - Midwest Region,
Danny Hayworth
Local Chairman - New England District,
Joseph Takesian
Local Chairman - Northeast Region,
Michael G. Kenney
Local Chairman - Southeast Region,
Brad McKenzie
Local Chairman - Southwest Region,
Winston C. Anderson

G&W System Committee

General Chairman, Results Pending
Vice General Chairman / System Treasurer,
Results Pending

IHB System Committee

General Chairman, Jordan Snoderly
System Treasurer, John E. Hill
Local Chairman, John E. Hill

Kiamichi System Committee

General Chairman, Andy Brewer
System Treasurer, Spencer Bacon
Vice General Chairman, Eric S. Robertson
Local Chairman - MOW, Tristan Knighten
Local Chairman - TYE, Joey Krudwig

L&I System Committee

General Chairman, Solomon Williams
System Treasurer, Rich Nauch

MBCR System Committee

General Chairman, Sarah Gouthro
System Treasurer, William J. Lee
Vice General Chairman, August Blake
Local Chairman - Berkshire Eastern,
Results Pending
Local Chairman - North, Results Pending
Local Chairman - South, Codi F. Hill

Metra System Committee

General Chairman, Chad Looby
Vice General Chairman / System Treasurer,
Judy Becerra
Local Chairman, Evelina Zielinski

NICTD System Committee

General Chairman, Ryan Chavez
System Treasurer, Henry Keller
Local Chairman, Henry Keller

NJT - PS System Committee

General Chairman, Patrick Jones
System Treasurer, Mason Fatovic

NJT - RiverLINE System Committee

General Chairman, Susie Inman
Vice General Chairman / System Treasurer,
Kymberlee Tinnick

NJT - TD System Committee

General Chairman, Jared Eagle
System Treasurer, Eric Burczynski
Local Chairman, Ryan Holmgren

NS Integrated System Committee

General Chairman, Shanan O. Williams
System Treasurer, Kyle Pietsch
Vice General Chairman, Erica Cherry
Vice General Chairman, Craig Duncan
Vice General Chairman, Corey M. Luteran

Vice General Chairman, Troy Scott
Vice General Chairman, Gemond B. Smith

PATH System Committee

General Chairman, Ronnie Anderson
System Treasurer, Dain Yurechko
Vice General Chairman, Tasheen Teague

SIRT System Committee

General Chairman, Oneka Lewis
Vice General Chairman, Results Pending

SunRail System Committee

General Chairman, Tracy Bainum
Vice General Chairman / System Treasurer,
Justin Fitch

Trinity System Committee

General Chairman, Mickey Scoggins
System Treasurer / Vice General Chairman,
Brittany Cain
Local Chairman - TD, Clifford Cope
Local Chairman - T&E, Jadon Henderson

Tri-Rail System Committee

General Chairman, Erica Ray
System Treasurer / Vice General Chairman,
Results Pending

TRRA System Committee

General Chairman, Brian Behermann
System Treasurer, Dennis Sechrest
Local Chairman, Thomas Vratney

WC System Committee

General Chairman, Timothy D. Evans
System Treasurer, Alex Sanchez
Vice General Chairman, Jason Staniszeski
Vice General Chairman, Louis Zuniga

WE ARE THE ATDA

A conversation with BNSF Vice General Chairman Kevin Ketcham

WE ARE THE ATDA is a spotlight that illuminates those making an impact for our organization. In this edition, you'll meet ATDA Trustee / BNSF Vice General Chairman Kevin Ketcham. His perspectives on union service, Texas brisket, and Vikings football will hit close to home for many of our members.



Kevin with daughter Kyla (far left), wife Christi (second from right), and daughter Kaitlyn (far right).

ATDA: Kevin, you are a Train Dispatcher with BNSF. What's it like to work for the largest Class 1 American railroad (by track miles)?

Kevin: *Every day is something different. Some days I'm dispatching trains through the Rocky Mountains, and the next I am dispatching trains on the tracks that run a mile from my house here in North Texas. I enjoy the variety and all the co-workers I deal with daily.*

ATDA: In addition to Dispatching, you serve as an ATDA Trustee and were recently elected as a BNSF Vice General Chairman, after previously serving as General Chairman. What drives you to be so involved in the Union?

Kevin: *I've had some great mentors who have encouraged me to get involved and continue serving for the last decade. Our former Treasurer, Mike Spencer, encouraged me to run in 2015 when an interim Vice General Chairman spot opened, and then took me under his guidance to take over the Treasurer role in 2017. Vice President Porter and Assistant to the President/Trustee/CRLO Administrator/All Around Good Guy Dave Ursini both have put their trust in me to manage the financial side of our organization, while they were General Chairman, and involved me in much more of the day-to-day items to prepare me for my current role. I may only have nineteen years to go until retirement, but I want to make sure this organization and these jobs are ours for much longer than that.*

ATDA: I know you are part of a very active System Committee. Can you talk about how you all work together to successfully to represent more than 600 active members?

Kevin: *Everyone finds their little niche and helps out for the membership. When the*

stress of the job starts to get to one of us, there's always someone there to step in and help take something off the other's plate.

ATDA: What are a few things ATDA members can (and in your opinion should) do in the coming years to be strong members?

Kevin: *We must show why we are such an important part of the railroad machine, and continue to put our best work out there, so the carriers know we are the absolute best at what we do.*

ATDA: Ok, now let's turn to something super serious. It's been said that you're the unofficial BBQ Czar of the ATDA, so I'm counting on a good answer here: If our readers want to try the best BBQ restaurant possible, where are you sending them and what should they order?

Kevin: *Local to me, Dayne's Craft BBQ in Aledo, Texas. Order the brisket, because this is Texas after all. Not quite local to me, but worth the drive would have to be Corkscrew BBQ in Spring, Texas. They could put an old leather work boot on the smoker, and I'd probably eat the whole thing, laces and all. Can't leave Kansas City out either, Slaps in Kansas City, Kansas. Burnt Ends and Pork Ribs.*

ATDA: What about a piece of BBQ advice for the at home cooks? Is there a tip you can share that might help them to improve their game?

Kevin: *I watch YouTube videos all the time and tweak recipes to make something that I think sounds good. My favorite things to make on the smoker other than whole Briskets and Pork ribs are over the top chili and homemade Sloppy Joes. The ground beef and breakfast sausage take on smoke flavor extremely well.*

ATDA: I know you're a big-time Minnesota Vikings fan, and football season is well underway, but you live in the Dallas-Fort Worth, Texas area. Is there anything you'd like to say to the fans of either team? (ATDA disavows any responsibility for the words that follow):

Kevin: *Vikings fans! Maybe this is our year... but even if its not, at least we're not Packer fans (looking at you President Dowell). Cowboys' fans? LOL.*

ATDA: To gauge your level of Vikings fanaticism, I need the truth here: Do you have a Viking hat with big horns on the side, and if not, have you considered purchasing one for game day?

Kevin: *Absolutely, I do. No self-respecting Viking fan would be without one.*

ATDA: Ok, one last question: You're a second-generation Train Dispatcher, as your dad was an ATDA member from the BN system. Can you talk about what that membership has meant to you and your family over the years?

Kevin: *My Dad, Garey, worked for the BN / BNSF and retired in 2018 with what he likes to tell people was 40 years of service. I respectfully disagree and would tell you it was 39 years and 363 days (no credit for early quits, lol). The ATDA has provided to this point almost 60 years of wages and job protection to our family. Taken care of and provided Cadillac-level healthcare to our spouses and children, and is now providing a well-deserved retirement for my mom and dad. My family is forever indebted to the ATDA and the members who have stepped up to lead our Union.*



Kevin with daughter Kyla at a Minnesota Vikings football game.

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.

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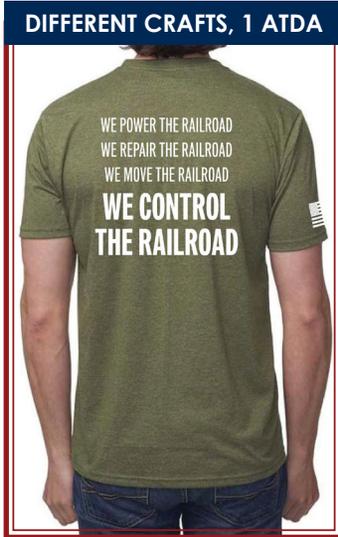
The new apparel is available for purchase at our cost. This isn't about profit. It's about showing the world that we are **ATDA STRONG**.

TRAIN DISPATCHER



ATDA HOODIE





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REMEMBERING THOSE WHO PASSED

ATDA MOURNS THE PASSING OF FORMER NATIONAL OFFICER JAY RODGERS



Fleming Island, FL
– James H. "Jay" Rodgers, 54, passed away on November 27, 2025, at his home in Fleming Island, Florida, surrounded by his family. He was a beloved father, grandfather, husband, son,

brother, union brother, coworker, and friend. Jay was known for his kind soul, steady presence, and the love he shared so freely with those around him.

Passionate about all he did in life, Jay loved riding his motorcycle and cherished the freedom of the open road. He was also an avid fan of the Georgia Bulldogs and loved "talking ball" with those around him, regardless of which team they followed. More than anything, though, he loved spending time with his family and friends, creating memories that will be held dearly by all who knew him.

Although his presence significantly shaped the lives of those closest to him, Jay also made an enduring impact on the people he worked with. He was a proud fourth-generation railroader and dedicated union representative whose career of service spanned 30 years. That journey began in CSX Train and Engine Service, where he rose to the position of Locomotive Engineer and served multiple terms as Local Chairman for the Brotherhood of Locomotive Engineers & Trainmen (BLET) Division 309.

Jay was promoted to the position of CSX Train Dispatcher in 2006, at which point he became a member of the American Train Dispatchers Association (ATDA). He first worked in that role in Jacksonville, Florida, until he moved to Huntington, West Virginia, during CSX's 2008 operational decentralization. He then transferred to Atlanta, Georgia, in 2010, before returning

to Jacksonville during the company's 2017 operational reconsolidation.

Throughout his time as a Train Dispatcher, Jay's dedication to serving others elevated him to increasingly significant leadership roles within ATDA. In 2010, he was elected General Chairman of the CSX System Committee and was re-elected in 2013. In 2015, delegates to ATDA's 32nd General Assembly elected Jay to the position of Vice President, a role he held until 2018, when circumstances following the loss of his first wife, Krissy, required him to step back. Even so, Jay's passion for representation never wavered. In early 2024, he again answered the call to serve, stepping in as CSX System Committee Vice General Chairman / Local Chairman shortly before he fell ill.

The greatest part of Jay's legacy, however, is how he opened his life to others and gave the best of himself, whether celebrating good times, supporting those walking through dark days, or instilling the values of committed union service. Through each of these things, Jay made a difference in the lives of countless people.

Jay was preceded in death by his maternal grandparents, John and Myrtle Burnette; paternal grandparents, Herbert and Leola Rodgers; and his late wife, Maria Christina "Krissy" Rodgers.

He is survived by his wife, Michelle L. Rodgers; children, Terry L. Rodgers and Steven J. Rodgers (Denice); grandson, Hudson Rodgers; parents, James L. Rodgers and Wanda J. Rodgers; and his brother and best friend, Matt Rodgers (Stasia).

Jay will be deeply missed and forever remembered for his warmth, loyalty, and the unwavering love he shared. His commitment to his loved ones and to those he served professionally will not be forgotten.

ATDA MOURNS THE PASSING OF SIRT GENERAL CHAIRMAN MIKE CUMMINGS



New York, NY –
The American Train Dispatchers Association (ATDA) is deeply saddened to announce the passing of Staten Island Rapid Transit (SIRT) General Chairman

Mike Cummings,
who died on

November 13, 2025, at the age of 44. Mike was an ATDA member for more than 15 years and a dedicated System Committee Officer for most of that time.

Mike's representational career began in January 2017, when he was first elected as SIRT General Chairman. He went on to serve two terms in that role, and facing health challenges, selflessly chose to step down to the Vice General

Chairman position for the upcoming term. He was elected by acclamation to that office and was preparing to begin his third term as a representative when he succumbed to illness.

In addition to his local leadership, Mike twice served as a Delegate to the ATDA General Assembly, where he helped shape the future of the Organization.

ATDA mourns Mike's passing and grieves the loss of our brother at far too young an age. We extend our deepest condolences to his family, friends, and the members he so faithfully represented.

IN MEMORY OF RETIRED CSX MEMBER DON WARD



Don Franklin "Donnie" Ward, age 66, of Louisa, Kentucky, passed away on Friday, October 3, 2025. Don was a long-time ATDA member who first established seniority in 1984, and later went on to serve as a manager, before

eventually returning to craft service prior to his 2019 retirement. Don was respected in both roles by CSX ATDA members as a person who treated others with respect and did things the right way.

He was born to the late Don Ward and Mary Lee Ward, and was lovingly raised by his mother, Phyllis Coleman Ward. His life's greatest calling was to serve the Kingdom of God. He faithfully lived out his ministry as a deacon at Lighthouse Free Will Baptist

Church, where he was a devoted servant, encourager, and witness of God's love.

Donnie is survived by his beloved wife, Brenda Roberts Ward; his daughters, Rebecca (Greg) Ward McCoy and Katlin "Katie" (CJ) Ward Campbell; his grandchildren Cadence and Aaron Campbell; his mother, Phyllis Coleman Ward; his siblings, Susie (Paul) Rice, Greg (Tamara) Ward, Audra (Wes) Kingsmore, and Rodney (Amanda) Ward; his niece Natalie Hill, nephews Matthew Ward, Dustin Kingsmore, Clark Rice, Ryan Kingsmore, Preston Ward, Landry Ward, and Nolan Ward; and great-nieces and nephews. He also leaves behind a host of extended family, church family, and friends who will forever cherish his memory.

Donnie will be remembered for his unwavering faith, his devotion to family, and his lifelong commitment to serving the Lord.

IN MEMORY OF RETIRED BNSF MEMBER JOE ROTEN



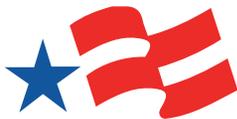
Joe Elbert Roten, age 97, of Clarksville, Texas, passed away on Friday, October 10, 2025. Don was a long-time railroader and ATDA member, who began his career in 1944,

hiring out at the young age of 22 years old. He moved several times with the railroad as he served in various roles, including years of service in Wyoming, Colorado, Kansas, and Nebraska. He eventually retired in June 1993 as an ATDA member and BNSF Assistant Chief Dispatcher, after a 48-year career.

Throughout his career and after, Joe was known to be a man of Christian faith, who remained dedicated to service. Among his endeavors were efforts to serve with his local church, The Gideon's International,

Meals on Wheels, the Housing Authority of the City of Alliance, Nebraska, and many others. This commitment led to Joe being recognized several times, including as Layman of the Year by three different organizations in three different years.

Later in life, Joe and his wife, Nona, relocated from Nebraska to Colorado to be near their children and grandchildren. Although he was preceded in death by Nona, his son (Paul), and fifteen siblings, Joe is survived by his children Tanna, Julianna, Troy, and Nolene, as well as many grandchildren, great grandchildren, and extended family. They, along with his walk of faith and service, his appreciation for humor, and his unwavering enthusiasm for the Nebraska Cornhuskers comprise an enduring legacy. His family remembers him as a friend to all who will be missed by many.



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APWU 10/10/2022

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	New Member	System Committee
Nicholas J Enzweiler	Alaska System Committee	Matthew M Maguire	MBCR System Committee
Alexis R Dunn	Amtrak System Committee	Emily C Smith	MBCR System Committee
Andrea E Pomponio	Amtrak System Committee	Michael G Belluomini	METRA System Committee
Jarrod T Rogers	Amtrak System Committee	Michael A Bonds	METRA System Committee
Melissa M Zasowski	Amtrak System Committee	Bobby L Brown	METRA System Committee
Cody A Bjornson	G&W System Committee	Lamar Cato	METRA System Committee
Brandon J Brouillette	G&W System Committee	Jeremy P White	METRA System Committee
Richard H Brown	G&W System Committee	Kenneth E Davidson	NJT RiverLINE System Committee
Donald K Curylo	G&W System Committee	Stephen A Bulla	NICTD System Committee
Samuel P Fitzgerald	G&W System Committee	Trevor M Hicks	NS Integrated System Committee
James G Grimes IV	G&W System Committee	Jasmine L Taylor	NS Integrated System Committee
Gary Lawton	G&W System Committee	Jerry J Pagan	SIRT System Committee
Tyler A Thibault	G&W System Committee	Nicole G Torres	SIRT System Committee
Isaac Wilbur	G&W System Committee	Christopher B Jones	Trinity Rail System Committee
Jason A James	Kiamichi System Committee		
Caynin K Massey	Kiamichi System Committee		
Heather A Ferguson	MBCR System Committee		
Gino F Imbraglia	MBCR System Committee		



From left to right: Retired ATDA Assistant Director of Research Ken Bennett, Retired ATDA Director of Research Bob Sermak, and Retired ATDA Secretary-Treasurer Gary Melton. The three posed for this photo during a recent visit to ATDA's Cleveland Headquarters.

STATUS OF DISPUTES

Docket #	Carrier	Claimant	Subject	Status
PLB-7578	METRA	F. McGlaston	Discipline	Arb. Bohne - Board held July 24, 2025 - Awaiting Decision
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	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-61	BNSF	M. L. Penney	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-62	BNSF	L. Harvey	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-63	BNSF	L. Harvey	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-64	BNSF	L. Harvey	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-65	BNSF	R. A. Reid	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-66	BNSF	S. M. Sharrer	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7575-67	BNSF	S. M. Hogue	Discipline	Arb. VanDagens - Board held September 16, 2025 - Awaiting Decision
PLB-7560-59	BNSF	R. A. Miller	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-60	BNSF	Z. Manning	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-61	BNSF	S. W. Brown	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-62	BNSF	D. M. Gonzales-Rosas	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-63	BNSF	L. J. Chaison	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-64	BNSF	C. J. Cawyer	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-65	BNSF	S. K. Irving	Order of Call - OT	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-66	BNSF	M. A. Magana	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision
PLB-7560-67	BNSF	R. A. Miller	Discipline	Arb. Dent - Board held November 19, 2025 - Awaiting Decision

STATUS OF DISPUTES

PLB-7299-63	NS	A. Brimah	Discipline	Arb. Phillips - Board scheduled for December 10, 2025
PLB-7299-64	NS	A. Knorre	Discipline	Arb. Phillips - Board scheduled for December 10, 2025
PLB-7299-65	NS	E. Jackson	Discipline	Arb. Phillips - Board scheduled for December 10, 2025
PLB-7299-66	NS	M. Robinson	Discipline	Arb. Phillips - Board scheduled for December 10, 2025
PLB-7299-67	NS	J. Rowe	Discipline	Arb. Phillips - Board scheduled for December 10, 2025
PLB-7299-68	NS	D. Patterson	Discipline	Arb. Phillips - Board scheduled for December 10, 2025
PLB-7299-69	NS	K. W. Nellum	Discipline	Arb. Phillips - Board scheduled for December 10, 2025

PLB-7576-82	BNSF	A. I. Hendrich	Order of Call - OT	Arb. Pontolillo - Board scheduled for Decmeber 10, 2025
PLB-7576-83	BNSF	C. N. Norris	Discipline	Arb. Pontolillo - Board scheduled for Decmeber 10, 2025
PLB-7576-84	BNSF	M. Valero	Discipline	Arb. Pontolillo - Board scheduled for Decmeber 10, 2025
PLB-7576-85	BNSF	M. D. Behrens	Discipline	Arb. Pontolillo - Board scheduled for Decmeber 10, 2025
PLB-7576-86	BNSF	J. A. Jackson	Discipline	Arb. Pontolillo - Board scheduled for Decmeber 10, 2025
PLB-7576-87	BNSF	D. L. Crawford	Discipline	Arb. Pontolillo - Board scheduled for Decmeber 10, 2025

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

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

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

SUMMARIES OF DISPUTES

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

PLB No. 7814 Case No. 34, Arbitrator Bell – BNSF

Sleeping while on duty and personal electronic device.

Claimant was charged with sleeping while on duty and with having a personal electronic device powered on in a dispatcher work area with a non-company provided earbud in his right ear. After an investigation, the Claimant was assessed a Level S 30-day record suspension with a three-year review period. The incident occurred during the early morning hours of October 26, 2022. Supervisors observed Claimant with his eyes closed, a cell phone on his desk, and a non-company issued earphone in his right ear. In rendering its decision, the Board noted that the Claimant admitted he was not alert and had failed to stow his phone and confirmed that he had an earbud in his ear. The Board found that the Carrier met its burden of proof that the Claimant was guilty of the charges.

Claim denied.

PLB No. 7814 Case No. 36, Arbitrator Bell – BNSF

Discourteous, quarrelsome, and hostile conversation.

Claimant was charged with conducting a discourteous, quarrelsome, and hostile phone conversation with a train crew on October 2, 2022. After an investigation, the Claimant was assessed a Level S 30-day record suspension with a three-year review period. The Board reviewed the transcript of the conversation between the Claimant and a train crew and found that the record spoke for itself, and that it confirmed the Carrier's finding that the Claimant was guilty of the charges.

Claim denied.

PLB No. 7814 Case No. 35, Arbitrator Bell – BNSF

Indifference to duty, absent from dispatch desk.

Claimant was charged with an unauthorized absence from the workstation, which caused delays to a high-priority "Z" train and two others. After an investigation, the Claimant was assessed a standard formal reprimand with a one-year review period. The Organization asserted that the Claimant had taken a break, and that the Carrier failed to prove any specific delay to any train, account the Claimant's absence from the desk. The Board, in rendering its decision, found that the record showed a gap of 21 minutes during which no activity occurred on the desk (keyboard, mouse, or radio activity) and that several trains were stopped and attempting to contact the Claimant during his absence. The Board also noted that the Claimant failed to provide an explanation for his extended absence. The Board found that the Carrier's case was fully proven.

Claim denied.

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

Failure to correct repeat of verbal instruction from train crew.

Claimant was charged with failure to properly perform duties by failing to correct a verbal authority to pass a stop signal that was repeated incorrectly by the train crew. The Carrier asserted a violation of Train Dispatcher Rule 80.16.3. After an investigation, the Claimant was assessed ten demerits. The Organization argued that the Carrier failed to prove with substantial evidence that the Claimant had violated any Carrier rules, and asserted that Rule 80.16.3 did not apply to the events under investigation, since the instruction for a train to pass a signal displaying stop was not a mandatory directive. In reaching its decision, the Board

found that while the Carrier could express its dissatisfaction with the Claimant's failure to correct the train crew when they incorrectly read back the instructions, the Board agreed with the Organization's contention that it was not previously clear that the rule at issue was intended to apply to non-mandatory directives. The Board found that the Carrier was within its authority to find fault with the Claimant's performance, but that the imposition of ten demerits was excessive under "all circumstances".

Claim sustained in part. Discipline was reduced to a coaching/counseling disciplinary penalty.

PLB No. 7494 Case No. 160, Arbitrator Phillips – CSXT

Carrier's violation of Article 5(i) Fourth Order of call (c).

A claim was submitted for a violation of Article 5(i) Fourth Order of Call section (c). This Article requires the Carrier to "call the senior, available, qualified, regularly assigned, Train Dispatcher at overtime...". Unlike other provisions of this Article that state "provided that his use thereon will not conflict under the Hours of Service Act with his regular assignment on the day following his rest day", the fourth order of call does not have this exception. The Agreement language also has a specific remedy of four (4) hours' pay in addition to any other compensation received, when the Carrier does not properly follow the fourth order of call. The claim states that the Carrier failed to call the senior, available, regularly assigned Train Dispatcher (Claimant) and instead used a junior Train Dispatcher. The Carrier argued that the proper Train Dispatcher was used to fill the vacancy. They also asserted that the Claimant was eliminated from further consideration when he was not available under the Third order of call and that previous arbitral awards had ruled that the Carrier was not obligated to offer overtime to an employee, which would conflict with their regular tour of duty. Finally, they asserted that even though the fourth order of call did not mention hours of service, it must be considered. The Organization countered that the Carrier was incorrect in describing the order of call as a process of eliminating

employees, and that the order of call process required the Carrier to call all employees who stood for call for each step in the order of call, and that process continues until an available employee is found. The Board found that the Organization met its burden of proof and established a violation of the Agreement. It noted that the parties intentionally omitted hours-of-service restrictions from the Fourth Order of Call and that the Board had no basis to impose conditions the parties themselves did not include. The Board also emphasized that awards interpreting different agreements with non-identical language cannot override the unique wording in the parties' Agreement. Additionally, the Board rejected the Carrier's argument that employees are eliminated from later steps if they do not qualify under an earlier step in the order of call, noting that such an interpretation would "effectively eliminate subsequent steps in many instances." The Board stated that it is "not justified in ignoring clear agreement language simply because it has financial ramifications."

Claim sustained.



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NATIONAL HEALTH AND WELFARE BENEFIT DIRECTORY

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Optumrx.com