



THE
Train Dispatcher

MERRY CHRISTMAS & HAPPY NEW YEAR!



Amtrak Train Dispatcher
Gene Barnes working CETC Section 5
In the CETC Wilmington office

Legal Notice – Dues

Article 2, Section 4(b) defines the national dues rate. Effective October 1, 2017, the national dues rate is \$97.55 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. Dues are payable monthly in advance.

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 \$200.00 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, provided such dues shall not be less than what was in effect on the preceding June 30.

System Dues Rates – Effective October 1, 2017

ALASKA \$20.00	KEOLIS \$13.40	NS NKP \$15.75
AMTRAK \$15.55	KIAMICHI \$10.00	PanAm \$13.40
BNSF \$18.90	L&I \$9.15	PATH \$18.35
BRC \$18.95	METRA \$16.45	SOO \$16.85
CONRAIL \$16.65	MRL \$16.85	SIRT \$17.95
CSX \$25.00	NICTD \$13.40	SUNRAIL \$15.65
CSXTE \$17.30	NJT-P \$15.95	TRA \$30.40
IHB \$18.35	NJT-TD \$16.35	WC \$17.70
KCS \$17.95	NS INT \$15.75	

Death Benefit Beneficiary

The Executive Board adopted the following policy change:

"If you have not designated a Beneficiary at the time of your death for any amount of benefits payable because of your death, the benefit amount will be paid to:

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

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

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

AMERICAN TRAIN DISPATCHERS ASSOCIATION

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Telephone: 216-251-7984
www.atda.org

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

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From the President

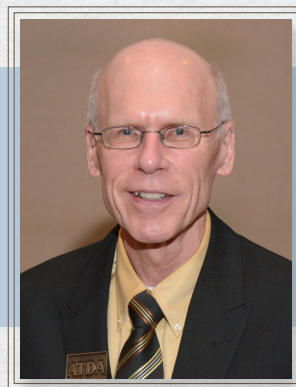
By the time you receive this newsletter the Holiday season will be upon us. Our thoughts and best wishes go out to all our union brothers and sisters and their families. In this edition of the newsletter you will find an updated version of our "Status of Disputes," summaries of recent ATDA arbitration awards, railroad retirement information, and Union Plus benefits. You will also find a summary of the tentative National Agreement that went out for ratification to the membership. The vote will be tabulated on November 27, 2017, but not in time to publish the results in this newsletter.

2017 will go down as a very challenging year for our union. CSXT yet again decided that train dispatching should be centralized and notified the ATDA in early 2017 of its intention to move all the dispatcher offices back to Jacksonville. CSXT history has taught us one thing, expect the unexpected. Beginning in 1988, all the field train dispatcher offices were moved to Jacksonville, then in 2008, the Jacksonville train dispatching office was decentralized. In 2016, the Huntington Division was closed and many of our dispatchers were furloughed and those who could hold permanent positions were forced to move. Those moving were told by management there were no future plans to move and they could consider this a permanent relocation. Then a new CEO, Hunter Harrison, came on the scene and the original early 2017 plan of centralization was discarded with a new centralization notification served on the ATDA on June 2, 2017 that all of our dispatcher offices would be in Jacksonville by October 15, 2017. The ATDA met with the Carrier on numerous occasions without reaching an implementing agreement that would be fair to our members and in line with past implementing agreements. As of today, only three offices are in Jacksonville, with the remaining five offices awaiting notification of the next moves sometime in 2018. Our train dispatchers followed the schedule established by the Carrier in selling their homes and buying or leasing homes in Jacksonville, only to be told that everything is on hold. This has been a serious hardship, especially on our Atlanta and Cincinnati dispatchers. Turning to the Norfolk Southern, the Central Division has been eliminated and the Knoxville train dispatcher office has been closed. Our Greenville train dispatcher office has suffered job abolishments and territory has been transferred to other offices. Overall, this Carrier has eliminated approximately 40 train dispatcher positions this year. In negotiations, we are still in lengthy bargaining on Amtrak, PATH, SIRTOA, Keolis, Montana Rail Line and Kiamichi RR. The Alaska RR tentative agreement failed ratification. On the regulatory front, DOT added four semi-synthetic opioids to its drug

testing panel effective January 1, 2018. They are hydrocodone, hydromorphone, oxycodone, and oxycodone. The Sleep Apnea controversy continues to be a topic of concern that we are vigilantly monitoring. Positive Train Control (PTC) will play a more prominent role for our train dispatchers in 2018 and adequate training programs need to be implemented by the Carriers. The inexperience of managers and new labor relations officers has made for increased discipline and dismissals and greater violations of the collective bargaining agreements. Funding for arbitration is at an all time low. Legislatively, the drumbeat of "right to work" will again be prominent in 2018. Our newly elected President promised to bring back coal. There is no evidence of that now or in the near future.

In closing, with all the difficulties we are facing, we need to be thankful for the many benefits rail labor has been able to preserve. Our wages provide a good standard of living for our members. Our healthcare benefits are far superior to those outside of the industry who pay far more for much less. Full retirement age is 60 with 30 years of service and no reduction in benefits. Early retirement full health care is paid by the Carriers to age 65.

In 2018, ATDA will be conducting a General Chairman seminar and information will be made available as soon as arrangements have been finalized. Also, scholarship applications will be on the ATDA website after January 1, 2018. Be mindful of the closing date of March 31, 2018 for applications to be accepted. Thank you.




Leo McCann

President

American Train Dispatchers Association

SYNOPSIS – Proposed National Rail Contract

The Belt Railway Company of Chicago, BNSF Railway Company, Consolidated Rail Corporation, CSXT Transportation, Indiana Harbor Belt Railroad Company, The Kansas City Southern Railway Company, Norfolk Southern Railway Company, Northeast Illinois Regional Commuter Railroad Corporation (METRA)*, Northern Indiana Commuter Transportation District*, Soo Line Railroad Company d.b.a. C.P.*, Terminal Railroad Association of St. Louis*, Wisconsin Central Ltd. d.b.a.C.N.

**Health & Welfare only*

Wages:

- 3% received January 1, 2015
- 2% effective July 1, 2016
- 2% effective July 1, 2017
- 2.5 % effective July 1, 2018
- 3% effective July 1, 2019

13.1% compounded over the life of the contract

Retroactive:

- 2% for July 1, 2016 to June 30, 2017
- 4% for July 1, 2017 to December 31, 2017
- (\$100,000 annual earnings would produce approximately \$4000 in retroactive pay)

Provides immediate pay increase of 4%, with an additional 2 1/2% a few months later on July 1, 2018 and 3% additional on July 1, 2019. Overall a 9.84 % compounded increase over 18 months.

Health and Welfare:

- Monthly contribution is frozen at the current level of \$228.89 until renegotiated
- Employee costs for medical deductible, copays, co-insurance and out of pocket increase depending on usage. Light users will experience a minimal increase while heavy users are protected by caps on out of pocket costs
- Mental Health Substance Abuse services are integrated into medical benefits so that a single deductible and out of pocket maximum will include both benefits
- There are no changes to existing coverages and no disruption to the current networks

Health and Welfare plan improvements, all voluntary:

- Telemedicine - doctors available 24/7 with a Convenient Care Clinic copay of \$10.00
- Centers of Excellence - provides for specialized care at recognized facilities with a travel benefit and 100% coverage
- Expert Second Opinion at no cost to the employee
- Member Advocacy and Vital Decisions counseling
- Vision benefits changed from every 12 and 24 months to 1 and 2 calendar years
- Continues Flexible Spending Accounts without needing to meet minimum participation requirements by craft

What's not in the proposal:

- No Work Rule changes
- No ACA Excise Tax (Cadillac Tax) reopener
- No forced on-property negotiations of any issue

Railroad Unemployment and Sickness Benefits Will Increase Due to Adjusted Sequestration Rate

Beginning October 1, 2017, the U.S. Railroad Retirement Board (RRB) will reduce railroad unemployment and sickness insurance benefits by 6.6 percent, down from the current 6.9 percent reduction, as required by law.

The adjusted reduction amount is based on revised projections of benefit claims and payments under the Railroad Unemployment Insurance Act. It will remain in effect through September 30, 2018, the end of the fiscal year. Reductions in future fiscal years, should they occur, will be calculated based on applicable law.

The daily benefit rate is \$72, so the 6.6 percent reduction in railroad unemployment and sickness benefits will reduce the maximum amount payable in a 2-week period with 10 days of unemployment from \$720.00 to \$672.48.

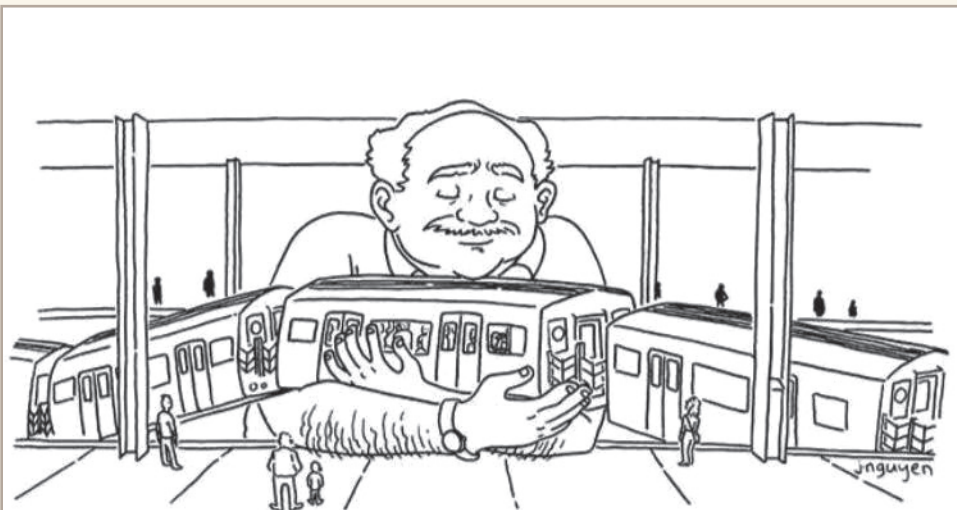
Certain railroad sickness benefits are also subject to regular tier I railroad retirement taxes, resulting in a further reduction of 7.65 percent. Applying the 6.6 percent reduction to

these sickness benefits will result in a maximum 2-week total of \$621.04.

These reductions are required under the Budget Control Act of 2011 and a subsequent sequestration order to implement the mandated cuts. The law exempted social security benefits, as well as railroad retirement, survivor, and disability benefits paid by the RRB, from sequestration.

When sequestration first took effect in March 2013, railroad unemployment and sickness benefits were subject to a 9.2 percent reduction. This amount was then adjusted to 7.2 percent in October 2013, 7.3 percent in October 2014, 6.8 percent in October 2015, and 6.9 percent in October 2016, as required by law.

In fiscal year 2016, the RRB paid \$12.3 billion in retirement and survivor benefits to about 553,000 beneficiaries, and net unemployment-sickness benefits of \$133.3 million to approximately 31,500 claimants.



"We are being held momentarily by the train's dispatcher."

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

PLB 7494 Case No. 83, Neutral Kraus

GATD not given choice of assignment.

This case involved two 2nd shift vacancies that needed to be filled. The Claimant was first out on a GATD Board which worked on a first in first out basis. Several claims would be decided based on the decision of this lead claim.

The Organization argued that Appendix 6, Q&A question 23 is controlling and specifically designates that when more than one vacancy exists at the same starting time, the first out GATD will be offered their choice of position.

The Carrier contended the Q&A governs overtime and not the selection of positions in filling extra work.

Neutral Kraus sustained the claim, in part, and paid each Claimant two (2) hours at the straight time rate of pay.

Award sustained in part.

PLB 7494 Case No. 86, Neutral Kraus

Marking off under false pretenses.

The Claimant was charged with marking off under false pretenses and subsequently terminated.

During the on-property investigation, the Claimant testified his intention was to mark off personal leave time. The Neutral stated in part, "However, Claimant used the procedure for requesting sick leave and his text was not sent sufficiently in advance to request personal leave."

The Organization argued the dismissal of a long term employee was excessive and does not conform to the industry standard and arbitral precedent of Progressive Discipline.

The Arbitrator agreed with the Organization and issued a decision to return the Claimant to service without back pay.

Award sustained, in part.

PLB 7494 Case No. 88, Neutral Kraus

Carrier failed to call Claimant for overtime.

The Claimant was observing two consecutive rest days and was not offered the 3C Desk overtime position on her first rest day.

The Carrier contends that Claimant was called and offered the 3C Desk position in accordance with Article 5(i) and provided alleged written documentation (call sheets).

The Organization offered a written statement from the Claimant stating that the Carrier failed to call her for the 3C vacancy on her rest day.

In his findings, Neutral Kraus determined the Organization's position was more convincing and allowed the Claimant eight (8) hours at the straight time rate of pay.

Award sustained.

PLB 7576 Case No. 56, Neutral O'Brien

Failure to deliver Slow Order.

The Claimant was charged with failure to deliver a slow order and subsequently terminated.

The Claimant testified Track Supervisor advised that he was in the process of setting up the track flags and her intent was to await placing the restriction until the flags were actually placed.

The Organization argued dismissal of a long term employee did not conform with Progressive Discipline. In his findings, Neutral O'Brien wrote: "Standard practice demanded that she place the restrictions as soon as she had knowledge of their impending placement..."

Based on her prior service record and failure to comply with the Track Supervisor's slow order instructions, the dismissal was upheld.

Award denied.

PLB 7576 Case No. 53, Neutral O'Brien *PLB 7644 Case No. 27, Award 26, Neutral Radek*

Failure to issue Flash Flood Warning.

The Claimant was charged with failing to issue a flash flood warning and assessed a Standard Formal Reprimand.

The Organization argued Claimant had not worked this position in over 6 months and the job was rated the busiest 2nd shift position on the entire BNSF system. Additionally, Claimant was protecting, 9 different Weather Warnings, 2 Slow Order restrictions, and 2 Crossing Warning notifications.

The Carrier provided evidence at the investigation of the Claimant acknowledging a weather warning on his CADS console of flash flood conditions.

Neutral O'Brien wrote: "As to the lengthy time since Claimant last worked this job, the fact remains that he was fully qualified on the position...Under the circumstances, it is our belief that Carrier's decision to assess only a Standard Formal Reprimand was a fair and reasonable one and we will affirm its action."

Award denied.

PLB 7644 Case No. 23, Neutral Radek

Improper Location Documentation on Track Authorities

The Claimant was charged with inappropriate conduct when he failed to correctly document the "Location" on several FRA Track Authorities records covering a period from 2006 to 2016.

The Organization argued a fatal procedural violation occurred when the General Chairman was not presented the transcript timely. Rule 14 (M & G) contains a self-executing clause that charges shall be dropped, and no further action may be taken for failing to comply.

The Carrier contends that Rule 14 (M), titled Transcripts, does not stipulate a time limit, therefore, it could not violate a time limit provision that does not exist.

In his findings, Neutral Radek determined a procedural defect by the Carrier left no discretion but to drop the charges and allow full back-pay without consideration of the merits.

Award sustained with back pay.

Failure to Protect Unattended Train on the Main

The Claimant was charged with creating an incorrect TGBO (Tubular General Bulletin Order) which resulted in an unattended and unprotected train being left on the main track.

The Organization argued this incident occurred in dark territory and the only way a dispatcher could know the location of a train is for the train crew to communicate it. The conductor of the train told the Claimant that his train was parked down between the siding switch in Wall Lake. The Claimant issued a TGBO that the train was in the siding and the Conductor confirmed with a repeat back of the TGBO from the Claimant. As a result, the train was left on the main line without protection for approximately four (4) hours.

In his findings, Neutral Radek determined the record indicates that the conductor received only a five-day deferred suspension for his involvement in the incident. Given the Conductor's greater responsibility in the incident, the Claimant's dismissal is excessive, and there is nothing so serious in her personal record to justify such. The neutral reduced the discipline from dismissal to a 5-day suspension and immediate reinstatement to service, with all employment rights and benefits restored.

Award sustained in part.

PLB 7679 Case No. 10, Neutral Campagna

Failure to deliver Slow Order

The Claimant was charged with failure to properly protect a slow order and assessed a 10-day overhead suspension for 6 months.

The Organization contends there was a miscommunication between the Claimant and the Track Inspector, regarding the speed restriction in effect.

The Carrier with the use of the radio transcript between Claimant and Track Inspector established Claimant's culpability.

Neutral Campagna wrote: "...it is clear that the claimant violated Rule 600.3...as a result, the Board cannot find that the discipline issued was harsh, unfair or excessive. Accordingly, this claim will be denied."

Award denied.

STATUS OF DISPUTES

<i>Docket</i>	<i>Carrier</i>	<i>Claimant</i>	<i>Subject</i>	<i>Status</i>
PLB-7576-59	BNSF	J. T. Adams	Discipline	Hearing date 1/10/2018
PLB-7576-60	BNSF	E. M. Gant	Discipline	Hearing date 1/10/2018
PLB-7576-61	BNSF	S. S. Harver	Discipline	Hearing date 1/10/2018
PLB-7576-62	BNSF	S. M. Carmichael	Discipline	Hearing date 1/10/2018
PLB-7576-63	BNSF	T. C. Ross	Discipline	Hearing date 1/10/2018
PLB-7576-64	BNSF	T. C. Ross	Discipline	Hearing date 1/10/2018
PLB-7576-65	BNSF	A. M. Wilkenson	Discipline	Hearing date 1/10/2018
PLB-7576-66	BNSF	J. T. Adams	Discipline	Hearing date 1/10/2018

PLB-7814-01	BNSF	K. D. Carter	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-02	BNSF	K. N. Clifford	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-03	BNSF	M. L. Penny	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-04	BNSF	S. A. Hudson	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-05	BNSF	J. A. Weber	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-06	BNSF	M. D. Thomas	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-07	BNSF	A. B. Alter	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-08	BNSF	J. G. Rios	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-09	BNSF	J. A. Weber	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLN-7814-10	BNSF	J. A. Weber	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-11	BNSF	J. D. Weber	Discipline	Hearing Held 11/15/2017 - Awaiting Decision
PLB-7814-12	BNSF	T. G. Dethmers	Discipline	Hearing Held 11/15/2017 - Awaiting Decision

PLB-7730-3	CR	C. G. Mitchell	Discipline	Hearing date 11/28/2017
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PLB-7650-27	CSX	M.P. Koecher	Seniority move	Hearing date 12/15/2017
PLB-7650-28	CSX	C.J. Boehm	Seniority move	Hearing date 12/15/2017
PLB-7650-29	CSX	M. Stewart	Seniority move	Hearing date 12/15/2017
PLB-7650-30	CSX	W.J. Wilson	Discipline	Hearing date 12/15/2017
PLB-7650-31	CSX	G.G. Anderson	Discipline	Hearing date 12/15/2017
PLB-7650-32	CSX	T.A. Rice	Discipline	Hearing date 12/15/2017
PLB-7650-33	CSX	T.M. Bell	Discipline	Hearing date 12/15/2017
PLB-7650-34	CSX	R. G. McCann	Discipline	Awaiting Arbitrator Assignment
PLB-7650-35	CSX	R. G. McCann	Discipline	Awaiting Arbitrator Assignment
PLB-7650-36	CSX	M. P. Quirin	Discipline	Awaiting Arbitrator Assignment
PLB-7650-37	CSX	T. M. Storey	Discipline	Awaiting Arbitrator Assignment
PLB-7650-38	CSX	P. P. Hubba	Order of Call	Awaiting Arbitrator Assignment
PLB-7650-39	CSX	G. P. Davis	Discipline	Awaiting Arbitrator Assignment
PLB-7650-40	CSX	Various	Scope	Awaiting Arbitrator Assignment
PLB-7650-41	CSX	Various	Scope	Awaiting Arbitrator Assignment
PLB-7650-42	CSX	J. M. Quackenbush	Discipline	Awaiting Arbitrator Assignment
PLB-7650-43	CSX	B. M. Huff	Discipline	Awaiting Arbitrator Assignment
PLB-7650-44	CSX	M. A. Castleman	Discipline	Awaiting Arbitrator Assignment
PLB-7650-45	CSX	W. J. Sikes	Discipline	Awaiting Arbitrator Assignment

STATUS OF DISPUTES

<i>Docket</i>	<i>Carrier</i>	<i>Claimant</i>	<i>Subject</i>	<i>Status</i>
PLB-7769	Keolis	Various	Scope	Hearing Held 10/31/2017 - Awaiting Decision
PLB-7153-5	KRR	J. Fisher	Discipline	Denied 9/25/2017
PLB-7153-6	KRR	B. Eaton	Discipline	Hearing date 1/19/2018
PLB-7153-7	KRR	S. Smith	Discipline	Hearing date 1/19/2018
PLB-7801-1	MBCR	Multiple	Office Relocation	Denied 10/17/2019
PLB-7323-4	MRL	T. D. Downard	Discipline	Hearing date 12/18/2017
PLB-7403-49	NS	A. N. Crist	Discipline	Hearing date 12/12/2017
PLB-7403-50	NS	D. A. Kinsey	Discipline	Hearing date 12/12/2017
PLB-7403-51	NS	T. J. Young	Discipline	Hearing date 12/12/2017
PLB-7403-52	NS	B. A. Linsenmayer	Discipline	Hearing date 12/12/2017
PLB-7403-53	NS	W. W. Nnochironye	Discipline	Hearing date 12/12/2017
PLB-7403-54	NS	J. M. Jones	Discipline	Hearing date 12/12/2017
PLB-7403-55	NS	G. A. Orr	Discipline	Hearing date 12/12/2017
PLB-7403-56	NS	D. K. Bush-Smith	Discipline	Hearing date 12/12/2017
PLB-7403-57	NS	R. L. Robinson	Discipline	Hearing date 12/12/2017
PLB-7578-9	NIRC	H. Gray	Discipline	Hearing date 12/7/2017
PLB-7578-10	NIRC	H. Gray	Discipline	Hearing date 12/7/2017
PLB-7644-23	WC	M. Cleve	Discipline	Sustained 11/14/2017
PLB-7644-25	WC	S. Deemer	Withheld from Service	Hearing Held 11/14/2017 - Awaiting Decision
PLB-7644-26	WC	J. Hooegeveen	Discipline	Hearing Held 11/14/2017 - Awaiting Decision
PLB-7644-27	WC	C. Driver	Discipline	Sustained in Part 11/14/2017
PLB-7650-36	CSX	M. P. Quirin	Discipline	Awaiting Arbitrator Assignment
PLB-7650-37	CSX	T. M. Storey	Discipline	Awaiting Arbitrator Assignment
PLB-7650-38	CSX	P. P. Hubba	Order of Call	Awaiting Arbitrator Assignment
PLB-7650-39	CSX	G. P. Davis	Discipline	Awaiting Arbitrator Assignment
PLB-7650-40	CSX	Various	Scope	Awaiting Arbitrator Assignment
PLB-7650-41	CSX	Various	Scope	Awaiting Arbitrator Assignment
PLB-7650-42	CSX	J. M. Quackenbush	Discipline	Awaiting Arbitrator Assignment
PLB-7650-43	CSX	B. M. Huff	Discipline	Awaiting Arbitrator Assignment
PLB-7650-44	CSX	M. A. Castleman	Discipline	Awaiting Arbitrator Assignment
PLB-7650-45	CSX	W. J. Sikes	Discipline	Awaiting Arbitrator Assignment

*Mike Spencer, BNSF,
Retired April 21, 2017*



Brother Spencer started training on the BN in Newcastle Wyoming October 1979 as a Telegrapher. He worked on the extra board in Wyoming Montana and South Dakota until he bid a position in Edgemont South Dakota the end of 1980. In December 1980 they asked him to start breaking in as a train dispatcher in Alliance Nebraska and got his seniority March 28, 1981. The railroad was cutting back, so instead of going back as a telegrapher he bid a Dispatchers job in Glendive Montana December 1981. In 1983 he began his service with the ATDA in an office committee. They moved the office to Billings Montana that year, where he continued to serve. In 1987 he marked up on the extra board in McCook Nebraska and worked there until they moved the office to Fort Worth Texas in 1993. He worked in Fort Worth until the BNSF bought him off April 16, 2016 and a year later he retired April 21, 2017. Brother Spencer worked as a union officer for the ATDA from 1983 until 2016, as a local representative, system representative and as National Trustee. Brother Spencer said, "It was an honor to represent our members for our great Organization for that many years. Now I spend time with my grandchildren and traveling with my wife Jaylene."

Enjoy your retirement Brother Spencer

In Memorium 

Richard F. Davis, (MSgt. USAF retired) passed away on August 1, 2017 at his home. Born January 15, 1933 in Utica, NY to Walter F. Davis Sr. and Lura M. Skelton Davis. He was educated in local schools and left UFA in 1951 to join the Air Force. Richard ("Sarge" or Dick) was proud Retired Air Force Master Sergeant, holder of the Bronze star and other awards and medals after having served with distinction during the Korean and Vietnam wars. His service time was continuous from 1951 to 1971. After leaving the service he was employed by CONRAIL in Utica as a clerk, then train dispatcher and retiring in 1992 as chief train dispatcher in Selkirk, NY. He was a member of VFW Post 7393 serving in the position of Adjutant. He was an avid card player with the weekly Wednesday night pitch group at the VFW. He was a member of the Eagles Golf Club in Deerfield, loving to play golf with the Tuesday morning league. He was a member of the North Utica Senior Citizens. He was a mason with the Oriental Faxon #224 Masonic Lodge. Sergeant Davis married the former Ann Lipinski, daughter of Frank and Della Lipinski, on October 2, 1954 at St. Paul's Episcopal Church, Utica. They enjoyed 63 plus years of a solid loving marriage. Sergeant Davis is survived by his loving and devoted wife, Ann, his daughter, Denise McAndrew (Michael) and his grandchildren, Dylan, Rachel and Danielle, all of Pompey, NY. His daughter Suzanne died in June 2007, leaving his other four grandchildren, Jacquelyn Marfone McGann (Blake) of Fairmount, David Marfone, Jaime Ballard (Joseph Carcone) and Ryan Kepner, all of the Utica area. He also leaves his great grandchildren that he loved dearly, Rylee, Reese and Owen McGann and Joseph (Joey) Carcone Jr. He is also survived by a sister, Marilyn (Donald) Wood with nieces, Karen, Kathy and Missy. Cousins Sharon and Jim Colp. Nephews Brian and Michael Davis. Sister-in-law, Della Kroll, of Utica, nieces Kathleen Ramirez, of California and Patricia Pereira Whitt, of Texas. Sister-in-law, Ellen Gatchell and niece Beth Gatchell, of Lino Lakes, MN. He also leaves many other nieces and nephews scattered from California to New York. He was predeceased by his brother Walter F. Davis Jr. and nephew John Davis. Dick wanted to acknowledge his number one son-in-law, Michael McAndrew and his lifetime dearest and best friend, Arthur Jones, as "the two best men he has ever known".

Your Home Is Waiting



The Union Plus Mortgage program is one of some 40 benefits available to help union members. The program is for union members and their parents and children. Benefits include mortgage hardship assistance to help protect members' homes in the face of financial hardship. With Union Plus, a mortgage is more than a monthly payment. It's long-term protection for everything your home means to you.

Learn more: UnionPlus.org/Mortgage



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E-Mail Address dowell@atda.org
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NATIONAL HEALTH AND WELFARE BENEFIT DIRECTORY

United Healthcare

National Plan-GA-23000

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

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit

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

Life Insurance

MetLife

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

Vision Service Plan

EyeMed

Member Support
1-855-212-6003
[www.eyemedvisioncare.com/
railroad](http://www.eyemedvisioncare.com/railroad)

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

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

Dental Benefits under Group Policy No. GP-12000

Aetna

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

Managed Pharmacy Benefit

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