

THE TRAIN DISPATCHER



2024 GENERAL CHAIRMEN'S MEETING EDITION

INSIDE:

- 2024 General Chairmen's Meeting ReviewPage 6
- FRA Issues Dispatcher Certification RulesPage 10
- ATDA Leads Protest of CPKC in Kansas CityPage 12

Legal Notice – Dues

Article 2, Section 4(b) defines the national dues rate. Effective October 1, 2024, the national dues rate is \$128.35 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 truck rail traffic controller (train dispatcher) total daily rate of pay (eight hours straight time pay plus allowances) in effect on July 1 by .295 and rounding up to the next five cents, provided such dues shall not be less than what was in effect on the preceding June 30.

(2) The monthly National dues for active members holding positions rated less than \$300.00 per day 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, 2024

Alaska: \$22.15	KCS: \$24.45	NJT TD: \$20.85
Amtrak TD/PD: \$20.90	KRR MOW: \$10.65	NS: \$23.75
Amtrak LD: \$21.85	KRR TY&E: \$12.25	PATH: \$24.90
Berkshire & Eastern: \$17.70	L&I BO: \$9.85	SIRT: \$20.70
BNSF: \$26.05	L&I TD: \$15.05	SOO: \$21.40
BNSF (MRL): \$25.00	Keolis: \$18.20	SunRail: \$19.20
BRC: \$25.15	Pan Am: \$17.70	TRRA: \$29.75
Conrail: \$22.85	NICTD: \$15.05	Trinity TD: \$20.45
CSX – East: \$23.65	Metra: \$19.45	Trinity TY&E: \$15.35
CSX – South: \$25.20	NJT PS: \$20.85	Tri-Rail: \$20.65
IHB: \$26.45	NJT RiverLINE: \$17.00	WC: \$24.30

Death Benefit Beneficiary

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

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

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

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

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From the President



L. Ed Dowell, President

Since our last newsletter, there have been many significant developments that impact our members. These include new efforts to advocate for our interests politically, enhanced inter-organizational communication initiatives, breakthrough agreements on the bargaining front, noteworthy progress on the organizing front, and much more. I will tell you about a few of the most notable events below, but frankly, there is too much going on to cover it all in this letter. So, in the days ahead, make sure to check out our frequent news updates on the front page of www.ATDA.org. We have published over fifty updates there since October's General Assembly, and it has become a valuable tool to keep you up to date on the latest. For now, however, here are some highlights of the work your union is doing:

Since taking office in October 2023, I have amplified our collective interests to all levels of the United States Government. This includes advocating directly to the President of the United States, the Secretary of Transportation, the Secretary of Labor, and the FRA Administrator. Additionally, your representatives have walked the halls of Congress advocating for your benefits, specifically lobbying for Railroad Retirement (REEF Act and RRB funding), the safety of our railroad workers (Railway Safety Act), and for paid sick days.

On the sick day front, our battle continues, and we continue to fight. In March, ATDA took that fight to CPKC in pursuit of paid sick leave for our members. Travelling to Kansas City, we organized and led a multi-union protest of the Carrier in its new hometown, to clearly communicate that CPKC does not care about the safety/welfare of its employees or the public.

Regarding communications, our website is not the only improvement we have made to that effort. Soon after taking office, I began hosting virtual Quarterly General Chair meetings, with the purpose of educating our leaders in a collaborative environment. In April, we then held an in-person General Chair meeting in Washington D.C. at the AFL-CIO's building,

The House of Labor. The list of guest speakers at the event included FRA Administrator Amit Bose, AFL-CIO President Liz Shuler, NTSB Director of Rail Safety Patrick Warren, AFL-CIO Transportation Trades Department President Greg Regan, and Arbitrator Mitch Kraus.

As our efforts have extended around the nation, we have successfully bargained for some phenomenal agreements. This includes a landmark Confidential Close Call Reporting System (C3RS) pilot program agreement with BNSF. To date, we remain the first and only union to reach such an agreement with them. We are also the first and only union with such an agreement that covers 100% of a property's members on a Class-1 railroad. Just as important, is that the agreement is primed to be the "first domino to fall." The NS has now agreed to this pilot program as well, which will cover a significant new portion of our membership. Meanwhile, Dispatchers from Berkshire & Eastern (a Genessee & Wyoming property) just ratified an agreement that will effectively give them a 37% raise and elevate them to Class-1 level pay. Most recently, NICTD members ratified an agreement that increases their pay by 30% over 7 years and provides "double time and a half" pay when they work holidays.

We know however, that there are still too many railroaders without representation in this country, so we are aggressively moving to organize new properties. The Genessee & Wyoming train dispatchers in St. Albans, Vermont, for example, reached out to the ATDA just a few short months ago. After successfully obtaining the requisite percentage of A-cards, we recently filed for representation on their behalf, and the NMB is now conducting a unionization vote. We eagerly anticipate them joining as members, but we will not be stopping there. As we all know, the UP Train Dispatchers need representation!!

But that is not the only way ATDA is working to grow. Our political efforts recently provided opportunity for access, just as a \$3 billion grant was approved for the Brightline West highspeed rail expansion between Los Angeles and Las Vegas. ATDA is one of thirteen rail unions who have reached a Memorandum of Understanding with Brightline West, and we plan to organize their Dispatchers. This project is planned to be completed for the 2028 Summer Olympics and we look forward to our ATDA members dispatching this railroad.

All that said, one of the most impactful developments was the issuance of Dispatcher Certification rules by the FRA. This regulation has implications for our members, particularly in terms of compliance and job security. During our recent virtual call with the FRA, which included ATDA's Joint Board as well as the General Chairs from Class-1 railroads and Amtrak, we posed a variety of questions related to vision tests, hearing tests, and driving records. Other questions were asked about decertification and other topics. Unfortunately, the FRA was not prepared to provide clear interpretations of their regulation at that time. They did assure us, however, that a compliance document would be issued to address our concerns more comprehensively. We understand the uncertainty this creates and are committed to keeping you informed as soon as we receive further information.

With the effective date of Certification looming around the corner, I met with the Association of American Railroads' President and CEO Ian Jefferies on July 10th to explore areas where Class-1 railroads and ATDA could work together. While it was a productive meeting, there is still much work to be done to ensure that our members' interests are adequately protected and advanced.

As we continue the broader fight on behalf of our members, we are actively engaging with the Federal Railroad Administration, the Association of American Railroads, and

individual railroads to address these critical issues. Your support and involvement are crucial as we move forward. So, please check ATDA.org regularly for updates, and do not hesitate to contact your General Chair or Vice President with questions or concerns.

On a celebratory note, acting Secretary of Labor Julie Su recently informed me that ATDA will be inducted into the Department of Labor's "Century of Service" Honor Roll. This ceremony will take place in mid-September, and it is a tremendous honor for our organization to be recognized by the DOL. Check our website in late September for the full story, with pictures.

In conclusion, I'd like to thank all our National Officers and System Committee Officers who have contributed to these events over the past year. Your hard work is noticed.

For now, I encourage you to stay strong, stay united, and always remember: WE CONTROL THE RAILROAD.

In solidarity,



L. Ed Dowell
President
American Train Dispatchers Association

2024 RORY BROYLES SCHOLARSHIP AWARD WINNERS ANNOUNCED

In 2022 the ATDA lost one of its own, in Vice President Rory Broyles. To honor his legacy, the Delegates to the 34th General Assembly passed Resolution 28 to rename The ATDA Scholarship Fund to The Rory Broyles ATDA Scholarship Fund. Additionally, the Delegates to the 34th General Assembly passed Resolution 27, which limited awards of the scholarship to the top 12 candidates, as selected by the ATDA Scholarship Committee.

The 2024 awardees of The Rory Broyles ATDA Scholarship Fund are listed below:

Regan Grigsby	Shelby Parker	Grayson Spillman
Jacob Irving	Kaitlyn Rounsavall	Logan Spillman
Brody Jeremiah	Allison Rushmore	Brianna Thornburg
Cassie Meyer	Michael Scott	Blake Young

The ATDA congratulates each of these award winners and wishes to extend our best wishes as they continue their educational pursuits.

BNSF RAILWAY, ATDA AND FRA REACH C³RS SAFETY AGREEMENT



Fort Worth, Texas, April 25, 2024 – BNSF Railway (BNSF) and The American Train Dispatchers Association (ATDA), along with the Federal Railroad Administration (FRA), have reached a landmark agreement to participate in a one-year pilot program of the FRA's Confidential Close Call Reporting System (C³RS).

As part of the C³RS pilot program, the approximately 650 BNSF train dispatchers represented by ATDA can report unsafe events confidentially while being protected from BNSF disciplinary action and FRA enforcement.

"BNSF is committed to improving safety on our railroad and is proud to have reached an agreement to voluntarily participate with ATDA in C³RS," said BNSF President & CEO Katie Farmer. *"We hope this program will further empower our employees to provide confidential feedback on critical safety issues in an actionable, timely manner. We look forward to working with the FRA and ATDA on this positive step forward."*

"The adoption of the C³RS at BNSF marks a pivotal moment for rail safety," said ATDA President Ed Dowell. *"As a program focused on proactive safety measures, it will serve as the new standard for reporting, understanding, and preventing rail incidents. Furthermore, this would not have been possible without the BNSF's willingness to be the first Class I railroad to reach a C³RS agreement with ATDA. The ATDA is proud to be the first organization to reach C³RS agreement with BNSF."*

C³RS is an FRA-sponsored program that improves railroad safety through a confidential and non-punitive reporting process. FRA has partnered with NASA to operate C³RS as an independent third-party. The program

will permit train dispatchers to confidentially report close call events (which include unsafe practices, behaviors, or situations that cause railroad safety concerns) and details of those events to NASA through a secure website or a written form. NASA will de-identify the reports and share them with a Peer Review Team (PRT), which is composed of representatives from the ATDA, BNSF, and FRA. The PRT will then review the reports and develop recommended corrective actions that can help improve railroad safety.

"The Federal Railroad Administration is pleased that ATDA and BNSF came together to join C³RS, a vital safety program, and we are confident that providing opportunities for dispatchers to share their experiences will have real results on rail safety," said FRA Administrator Amit Bose. *"Rail workers have experience and expertise that are vitally important, and hearing from them can lead to proactive safety measures. The C³RS program is a proven, long-standing avenue to achieve just this, and that's why USDOT and FRA have been working so hard to secure Class I freight railroad participation in the C³RS program."*

ATDA CONVENES 2024 GENERAL CHAIRMEN'S MEETING IN WASHINGTON, D.C.



Washington, D.C. – On Tuesday, 4/23/2024, more than 20 ATDA System Committee General Chairs from across the country gathered for a 3-day meeting at the AFL-CIO building in the Nation's Capital. With a focus on strategic dialogue, the meeting covered a variety of topics, including Railway Labor

Act vs National Labor Relations Act provisions, government policymaking, dispute arbitration, and the impact of politics on ATDA members. To maximize the event's potential, ATDA General Chairs heard from, and dialogued with the following expert speakers:

EVENT SPEAKERS

Amit Bose – Administrator of the Federal Railroad Administration

Greg Regan – President, Transportation Trades Department, AFL-CIO

John Bragg – Labor Member of the Board, Railroad Retirement Board

Alex Beckman – Legislative Representative, Transportation Trades Department, AFL-CIO

Liz Shuler – President, AFL-CIO

Mitchell Kraus – Arbitrator & Mediator

Fred Redmond – Secretary-Treasurer, AFL-CIO

Ron Barto – Strategic Account Executive, UnitedHealthCare

Pat Warren – Director, Office of Railroad, Pipeline, & Hazardous Material Investigations, NTSB

Tom Butera – Senior Director, Finance, UnitedHealthCare

Mike Hiller – Deputy Director, Office of Railroad, Pipeline, & Hazardous Material Investigations, NTSB

Angela Miller – Manager of Member Relations, UnitedHealthCare

Additionally, the meeting featured presentations from **ATDA President Ed Dowell, Secretary-Treasurer Bill Sikes, and Vice Presidents Brandon Denucci, Kevin Porter, Barry Cross, and Colin Thurman.**

While the AFL-CIO went to great lengths to welcome the ATDA to Washington, they weren't the only ones to extend hospitality: On Tuesday, 4/23, the meeting's attendees were afforded the special honor of visiting the White

House at the invitation of President Joe Biden. In response to the meeting, some of the ATDA General Chairs commented on its impact:

Chris Calhoun – General Chairman – Terminal Railway System Committee – “This event was very insightful. I was exposed to the larger role the ATDA plays in the labor movement. I also saw just how connected to Washington the Organization is on a daily basis. The partnerships the national officers have fostered with other labor organizations and government officials are very impactful.”

Ben Craft – General Chairman – CSX System Committee – “This meeting brought us together and provided us with the insights of experts. The opportunity to learn directly from an arbitrator and the administrator of the FRA is huge. The ATDA got stronger this week. Furthermore, meeting at the AFL-CIO headquarters, the house of labor, was an honor.”

Caitlin Elison – General Chairman – Alaska System Committee – “As a newly elected GC coming to DC all the way from Alaska was a big trek but well worth it. Learning and networking with all my fellow GC's is invaluable.”

Tim Evans – General Chairman – WC System Committee – “I really like the direction that the organization is heading. The information we received at the General chairman's meeting was insightful and will be helpful for my members.”

Keith Kajkowski – General Chairman – Conrail System Committee – “The meetings were informative, and it was reassuring to see everyone working together with common goals in mind.”

Chad Looby – General Chairman – Metra System Committee – “Representing a smaller railroad property, these meetings are invaluable. The information we were equipped with, and the guest speakers taught us so much about representation.”

August Miles – General Chairman – KCS System Committee – “This meeting was extremely informative. I particularly enjoyed hearing from representatives of the National Transportation Safety Board representatives and the opportunity to Q&A with an arbitrator. I believe we're leaving here better prepared to represent the members.”

Erica Ray – General Chairman – Tri-Rail System Committee – “The event was great. We were all able to get together and speak about what's happening on each of our properties. It helps all of us to think about different situations that we come across and to know that we have the support of each other.”

Nick Serrano – General Chairman – NS Integrated System Committee – “President Dowell and his Executive Board are proving their commitment to strengthen our union through education and communication.”



ATDA Joint Board and General Chairs on the steps of the White House

Bruce West – General Chairman – BRC System Committee – “I want to thank the ATDA for giving our small property with only 10 members the same voice that all the big roads have. This meeting demonstrated the hard work that the ATDA is doing for all its members.”

Although the meeting marked a significant moment of solidarity and collaboration for the Organization’s members, **ATDA President Dowell** described the event as an important, but singular step in a much-broader fight: “This meeting was a major success and broke new ground for the ATDA. For the first time, we were able to capitalize on new relationships with the

Biden Administration, which includes the FRA and NTSB, to bring our General Chairs face-to-face with subject matter experts. We leave here energized, united, and better equipped than ever before to fight for our members. At the same time, this is just the beginning and there is work to be done. I’m thankful for our local and national leadership who have made it clear they are ready to meet any challenge head-on. They understand that **WE** are the ATDA. They understand what **WE** are fighting for. And they understand that **WE CONTROL THE RAILROAD.**”



FRA Administrator Amit Bose (left) speaks about his Agency’s efforts to partner with Organized Labor, while ATDA President Ed Dowell (middle) and Secretary-Treasurer Bill Sikes (right) look on.



Pat Warren (middle), Director of the Office of Railroad, Pipeline & Hazardous Material Investigations for the National Transportation Safety Board, briefs General Chairs on how his Agency responds to and investigates Railroad Accidents. The GCs also heard from Mike Hiller (left), who serves as Deputy Director under Warren.

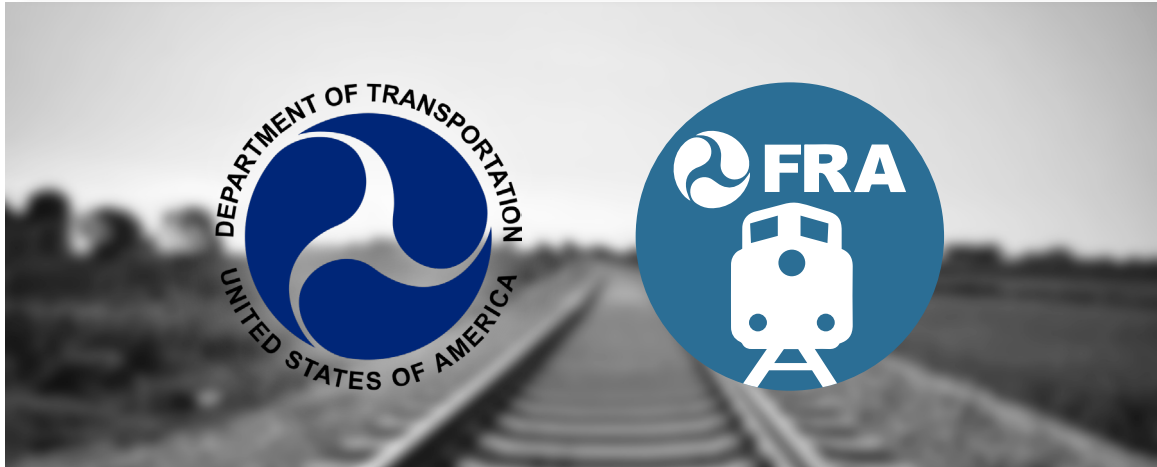


AFL-CIO President Liz Shuler speaks to the General Chairs on the collective fight of the Organization’s 60 affiliate unions (including the ATDA) and 12.5 million members.



ATDA leadership listening to a guest presentation, including (bottom row from left to right): Kiamichi GC & ATDA Trustee Andy Brewer, ATDA Vice President Barry Cross Jr., NS Integrated GC Nick Serrano, Amtrak GC Jessica Veltri, Alaska Railroad GC Caitlyn Elison, Metra GC Chad Looby, NJT RiverLINE GC Susie Inman, MBCR GC Ed Kadlick. Also, (top row from left to right) Terminal RR GC Chris Calhoun, Belt GC Bruce West, Conrail GC Keith Kajkowski, and NICTD GC Ryan Chavez.

FEDERAL RAILROAD ADMINISTRATION RELEASES FINAL TRAIN DISPATCHER CERTIFICATION RULES



Washington, D.C. – On May 20, 2024, the Federal Railroad Administration (FRA) announced its final rules for the certification of both Train Dispatchers and Signalmen. Resulting from a mandate within the Rail Safety Improvement Act of 2008 (RSIA), these rules require railroads to establish formal programs for certification and training, with the aim of improving railroad safety nationwide. Although the rules mark a significant development for those working as Train Dispatchers and Signalmen, they are not unique among railroad crafts, or other safety-sensitive career fields. To the contrary, the Train Dispatcher and Signalman rules follow earlier certification mandates for locomotive engineers, conductors, airline pilots, and air traffic controllers.

The rules not only demand proactive training from railroads, but also prohibit some of their common unsafe practices. Forcing Dispatchers to work assignments on which they have had insufficient training, for example, will be prohibited. Likewise, railroads will no longer be allowed to consider Dispatchers qualified on a desk assignment, if they have not worked or properly trained on it within 12 months. Since these standards apply to anyone working as a Dispatcher, they effectively prohibit anyone (including non-union managers) who has not completed the stringent certification process from working in

that role. In this way, they not only protect the public, but also the union Dispatcher craft.

While the rule does carry a risk of revocation of certification in cases of specific, serious rule violations, the ATDA is prepared to effectively represent its members, should such circumstances arise. Additionally, ATDA is pursuing Confidential Close Call Reporting System (C³RS) programs on each of the properties where it represents train dispatchers. For events that qualify for coverage within the C3RS programs, dispatchers are protected from both disciplinary action and the revocation of certification.

Railroads meanwhile, are required to submit their certification plans to ATDA President Ed Dowell for review, prior to them being submitted to the Secretary of Transportation for final approval. This will provide important oversight on behalf of ATDA members. Moving forward, ATDA will continue to advocate for its members at each step, just as it did throughout the development of the rule.

While the rule will bring significant change to the training and qualification environment of Train Dispatchers nationwide, it also reveals the growing gulf between union and non-union Train Dispatchers like few things in recent memory. Railroads who employ non-union train dispatchers may now unilaterally decide who is and who is not “grandfathered

in” to certification with no oversight. They may also develop certification/training plans with no review, and perhaps worst of all, non-union Dispatchers may now face the prospect of revocation of certification without a fair hearing, or any representation.

ATDA Train Dispatchers, on the other hand, will be represented throughout the process, just as they were during the rule’s development. As with the FRA’s two-man train crew mandate earlier this year, the Biden Administration directed the FRA to consult closely with labor for input as they developed their Train Dispatcher and Signalmen Certification rule. This process occurred through the Railroad Safety Advisory Committee (RSAC) and numerous other engagement forums. Through this dialogue, the ATDA consistently highlighted the safety-critical nature of train Dispatcher work and exposed the rail industry’s trend towards woefully inadequate

Dispatcher training. Now, the final rule reflects these concerns as it formally recognizes the importance of initial certification requirements, territory-specific qualification, and ongoing training relating to technological changes. In each case, the railroads’ obligation to properly equip its Train Dispatchers will now be codified into the Code of Federal Regulations.

Responding to the announcement, ATDA President Dowell said, “*This is a day of monumental change for our train dispatcher members. I also understand that this rule may cause some unease for the hard-working ATDA Train Dispatchers doing such vitally important work every day. To them, I say this: We are reviewing the new rule. If we need clarification, we will get that from FRA. And just as soon as we are confident in our interpretations, we will start member education meetings. I believe those will go a long way in helping to alleviate concerns.*”

July 2024 update: During a recent virtual call with the FRA, ATDA posed a variety of questions about certification rule language. These included inquiries related to vision testing, hearing testing, and the review of Dispatcher driving records. Other questions were asked about the decertification process. Unfortunately, the FRA was not prepared to provide clear interpretations of their regulation at that time. They instead informed ATDA that a compliance document will be issued to address our concerns more comprehensively. We understand the uncertainty this creates, and we are committed to keeping our members informed. So, ATDA will provide updates as soon as we receive further information.

WANT TO KNOW WHAT’S GOING ON?

Since the October 2023 General Assembly, the ATDA has published over FIFTY press-releases, articles, and other communications on www.ATDA.org. The best way to stay in the loop about what’s happening is to scan the QR code below and visit the site frequently for the latest. Updates are posted often, and can be viewed on the front page, by scrolling down to “news updates”



ATDA LEADS RAIL LABOR PROTEST AGAINST CPKC FOR ITS REFUSAL TO PROVIDE PAID SICK LEAVE



From Left to Right: BNSF General Chairman & ATDA Trustee Kevin Ketcham, Executive Assistant to the President & ATDA Trustee David Ursini, ATDA President Ed Dowell, Kiamichi General Chairman & ATDA Trustee Andy Brewer, MBCR Vice General Chairman & System Treasurer Sarah Gouthro, Terminal General Chairman Chris Calhoun, Amtrak Vice General Chairman Mike Depue, KCS General Chairman August Miles, ATDA Vice President Barry Cross, NS Vice General Chairman Shanan Williams, and ATDA Secretary-Treasurer Bill Sikes.

Kansas City, Missouri – On Saturday, March 16, members from the ATDA and five other rail labor Organizations (BMWED, BRS, IAM, SMART-TD, & TCU) protested at the opening day of CPKC Stadium, in Kansas City, Missouri. The protest was a coordinated response to Class-1 Rail Carrier CPKC, for its refusal to provide paid sick leave to its employees. Staged outside the CPKC Stadium prior to the start of the KC Current's (National Women's Soccer League) first game at the new venue, the organization was careful to distinguish between its opposition to the CPKCs actions and its support of the professional women's soccer team. In fact, National Women's Soccer League Players Association (NWSLPA) President Tori Huster and Executive Director Meghann Burke visited the protest to meet with ATDA President Dowell, IAM Special Assistant to the International President Josh Hartford, and SMART-TD Division President Jeremy Ferguson as a show of support.

Over 70 union members participated in the protest, which was greeted by a steady stream of support from the soccer fans walking to the game. Many stopped to ask about

the issues at hand, with some taking time to pose for pictures with the protestors. One individual who stopped to express his support even told ATDA President Dowell that "I'm a CPKC manager and we are on your side". While the CPKC continues to deny employees paid sick leave, the Rail Carrier's actions are not due to contractual constraints. To the contrary, the controlling Collective Bargaining Agreement stipulates that Train Dispatchers may be paid for sick time "...at the discretion of management". Unfortunately, CPKC has adopted the philosophy of its predecessor (KCS), and since the merger, no train dispatcher has been paid for sick days. The ATDA met with CPKC over the issue until November 2023, when the Carrier made it clear they were unwilling to provide paid sick leave to employees (unlike all of the other Class-1 Railroads).

Furthermore, it wasn't until February 29th (after word got out that the ATDA planned to protest on March 16th) that CPKC sent all labor organizations a letter indicating what they expected in return for paid sick leave. The ridiculous list of demands went so far as to

seek direct violation of the Train Dispatchers' Collective Bargaining Agreement, by permitting managers to work as scabs (which CPKC knew no labor union would ever agree to). ATDA President Dowell and Vice President Denucci even informed CPKC of their willingness to meet and discuss paid sick leave at any time during the first two weeks of March. However, they indicated that he had neither the availability nor the willingness to meet during that time.

When responding to ATDA's March 16 protest, CPKC's Assistant Vice President Waldron misrepresented the dispute, saying that the ATDA "elected to take a higher paying collective agreement, foregoing sick days" during recent negotiations of an implementing agreement. The truth is, the CPKC exploited its consolidation of two dispatcher groups, forcing either one group to take an 11% pay reduction, or the other to give up all of its paid sick leave (10 days per year). This could have easily been avoided through negotiation, but the CPKC was determined to take from its employees.

Reflecting on the Kansas City protest, ATDA President Dowell expressed gratitude to all those who participated: "I'm very proud that rail labor stood together in solidarity. Union Presidents Cardwell, Baldwin, Ferguson, and Special Assistant to the International President Hartford provided ATDA with greatly needed support. AFL-CIO President Liz Shuler (and her staff) along with AFL-CIO TTD President Greg

Regan and Legislative Representative Alex Beckmann were instrumental in coordinating our communications with the NWSLPA. My hope is that we will continue to be a united and ever-stronger force. Also, to our ATDA members who sacrificed time away from their families to be part of this: THANK YOU! We've still got work to do for our CPKC brothers and sisters, but you've just sent a message, loud and clear: THEY DO NOT STAND ALONE!"

While ATDA plans to continue the fight with CPKC over paid sick leave for as long as it takes, it remains ready to end the dispute as soon as the rail carrier is willing.

In addition to ATDA President Dowell, the following ATDA members greatly contributed to the CPKC Protest: Secretary-Treasurer Bill Sikes, Vice President Barry Cross, Trustee & General Chairman Andy Brewer (Kiamichi RR), Trustee & General Chairman Kevin Ketcham (BNSF), Trustee & Exec. Asst. to the President David Ursini, General Chairman Chris Calhoun (Terminal RR), Vice General Chairman Mike DePue (Amtrak), System Treasurer / Vice General Chairwoman Sarah Gouthro (MBCR), and Vice General Chairwoman Shanan Williams (NS Integrated)



PRESIDENT DOWELL ESTABLISHES COMMITTEE TO EVALUATE USE OF AUTOMATION & AI WITHIN DISPATCHING

Cleveland, Ohio – On July 1, 2024, ATDA President Ed Dowell established a committee to evaluate the use of automation and artificial intelligence (AI) within the Train Dispatching craft. With such technology presenting an increasingly unpredictable threat to jobs of all kinds (including those of Train Dispatchers), the move will better position ATDA to be proactive as its impact on the craft becomes clearer. The committee, which will be overseen by ATDA Vice President Brandon Denucci, and chaired by CSX System Committee General Chairman Ben Craft, will analyze rail carrier usage of related technologies across all properties represented by the ATDA. The information they provide

will then be incorporated as ATDA's national leadership formulates an ongoing strategy to counter AI's threat to members' jobs.

Commenting on the move, Dowell said *"The ATDA recognizes the threat that automation and AI pose to our members' jobs and we will not simply sit back and wait to see how things shake out. As the industry experts on Train Dispatching, our members understand better than anybody which tasks must remain in the capable hands of our soon-to-be-federally-certified Train Dispatchers, and when a machine simply can't be trusted to protect the public. So, it only makes sense that we empower them to be part of this fight."*

CPKC BEGINS CONSOLIDATION OF SOO LINE & KCS OPERATIONS CENTERS



Kansas City, Missouri - On Monday, July 15, the Canadian Pacific Kansas City (CPKC) railroad began a 3-to-4-week process of consolidating its control operations at its new operation center in Kansas City, Missouri. As a result, control of the former Canadian Pacific / Soo Line territory will be transferred from Minneapolis, Minnesota, while control of the former KCS territory will be transferred from the nearby West 12th Street location in Kansas City.

This move marks the culmination of a process which began in late 2021, that involved negotiations between the Carriers (both CP and KCS at the time) and the ATDA's bargaining team. That team consisted of former ATDA President Leo McCann, current

ATDA Vice President Brandon Denucci, current ATDA Vice President Kevin Porter, and both former and current General Chairs from Soo and KCS (Bob Mead, Jesse Kottner, Paul Webb, and August Miles). Despite difficult circumstances, the bargaining team was able to secure enhanced New York Dock relocation benefits for those electing to relocate from Minneapolis, which included a guaranteed buyout option for homeowners. Moving expenses, including closing costs for both home sale and home purchase were included, as well as a lump sum payment option. Still, ATDA understands how difficult this process will be for many of its members, and we wish the very best for our brothers and sisters who are currently impacted by this transition.

BERKSHIRE & EASTERN DISPATCHERS RATIFY AGREEMENT THAT INCLUDES IMMEDIATE 37% PAY INCREASE



From left to right: Student Sam Stokley, Train Dispatcher Bailey Royer, Train Dispatcher Casey Pioli, ATDA Vice President Barry Cross, and MBCR General Chairman Ed Kadlick

North Billerica, Massachusetts – On 7/18/2024, ATDA Train Dispatchers from the Berkshire & Eastern railroad ratified an agreement with Genesee & Wyoming that will provide improved working conditions and a significant pay increase. While the Agreement secured improved leave time for Dispatchers and addressed work rules, it also includes a hefty pay increase. This includes immediate daily rate and transfer pay increases that equate to a 37% raise. The agreement will also provide further general wage increases in each of the next 4 years. This will effectively elevate the B&E Dispatchers' pay to the level of their

counterparts from class-1 railroads. ATDA Vice President Barry Cross Jr., who led negotiations on behalf of the B&E Dispatchers, said *"I am proud of what we accomplished on behalf of our members, because they deserve these improvements. Ed Kadlick, the MBCR General Chairman was also very helpful in this process, and I'm appreciative of his role in helping to get this done. I am also thankful that Genesee & Wyoming recognized the value of our members and worked with us to do the right thing. We look forward to working with them again in the near future."*

IN MEMORY OF CSX MEMBER CLAUDE FOUSHEE

Brother and friend Claude Foushee passed away on May 1, 2024, in Columbus, Georgia. Survived by his wife, Mrs. Carrie Foushee, Claude was a retired Train Dispatcher from the CSX System Committee. Graveside

services were observed in the Fort Mitchell National Cemetery, in Fort Mitchell, Alabama. The ATDA wishes comfort to those mourning brother Foushee in the wake of his passing.

ATDA RECOGNIZES NS TRAIN DISPATCHER LINDA HICKEY FOR EAST PALESTINE DERAILMENT RESPONSE

February 2, 2024 – As we observe the passing of one year since the tragic train derailment that shook the village of East Palestine, Ohio, the ATDA recognizes Linda Hickey for her efforts in the moments that followed the disaster. Hickey, a Train Dispatcher from the NS System Committee, quickly acted to coordinate emergency response to the incident site and protect those impacted. Although she was not in position to prevent the terrible events that occurred, her exemplary performance undoubtedly prevented additional harm. The ATDA thanks her for working to help others in the midst of tragedy and for exemplifying the professionalism that makes Train Dispatchers an indispensable component of safer rail transportation.

The following conversation with member Hickey offers insight into what it was like as she acted in the wake of the derailment and what makes her job so important, even when everything goes wrong:

ATDA: As the dispatcher who responded to the East Palestine disaster, what was going through your mind as the events unfolded?

Hickey: My first thought was serious concern for keeping the community as safe as possible and protecting our crews. Safety and containment are a top priority, but you're always thinking about protecting people. To be honest, at that moment I wished I had the hand of God to reach out and stop this, but of course I couldn't. At that point, it was all about lessening the impact.

ATDA: Your response to the incident has been described as exemplary. Can you talk a little about why you were able to respond effectively?

Hickey: Well, having been out on that territory, knowing the people involved. That kept it real to me and it was a reminder that these were actual human lives at stake. As a train dispatcher, as a person on the

desk who knows the people involved, it provides a human urgency that can't be replaced. Automated systems and Artificial Intelligence programs don't care about human life. They only care about the next line of code. I have nearly 15 years of experience that prepared me for that moment.

ATDA: Taking that further, what is it that makes Train Dispatchers so important as the first line of response for rail incidents?

Hickey: The fact that we are there. We are listening to what's happening and we pick up on several things at once from our experience that others simply wouldn't. Railroading, especially in the moments incidents happen, is so complex. We are able to sort through the mess of several people talking at once, alarms going off, people competing for attention. We understand how to prioritize and act in a way that makes a difference.

ATDA: If you could share one piece of advice with other Dispatchers who may be faced with responding to a similar event?

Hickey: Never forget that your job does matter. The fact that you're listening, you're there, and you're responding to the calls for help. Whatever those may be, you're the first responder. Your quick actions may make a huge difference in the outcome. That doesn't mean you can prevent every incident, but our people need us to step up when those things happen.

ATDA: What about those who may not be familiar with the job of a Train Dispatcher? What would you say to them about the importance of what we do?

Hickey: The job is very complex, very complicated, very high pressure. But we Train Dispatchers are good at what we do and we're the right ones for the job of protecting America's railroads.



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ATDA 02-2022

NJT CHIEF POWER SUPERVISOR GEORGE BURKE RETIRES AFTER 40 YEARS OF ATDA MEMBERSHIP

Kearny, New Jersey – On June 28, ATDA President Ed Dowell, Vice President Barry Cross, and Vice President Brandon Denucci visited 40-year ATDA member George Burke at the New Jersey Transit Power Supervisors office in Kearny, New Jersey. The purpose of the visit was to congratulate Burke on his upcoming retirement after 56 years of railroad service. Brother Burke began his railroad career at the age of eighteen, on July 8th, 1968, when he was hired as an electrician helper with the Erie Lackawanna Railway.

After a brief time however, his work was interrupted by the Vietnam Conflict, in which he served as a Gunner's Mate on two ships in the United States Navy's Pacific 7th Fleet. Once brother Burke was discharged from military service in the early 1970's, he returned to Erie Lackawanna, and became a Class A high voltage substation electrician on the Hoboken Division. He continued in this role as Erie Lackawanna became Conrail in 1976 and was promoted to an ATDA Power Supervisor position in June 1984. This eventually led to his promotion to Assistant Chief Power Supervisor in 1989, and then Chief Power Supervisor in October 1991. At the time of his retirement, he will have held the position of Chief Power Supervisor for 33 years.

Over the course of his ATDA membership, Burke served as NJT Power Supervisors General Chairman for 22 years (1985-2007), took part in 6 ATDA General Assemblies, and signed 6 contracts as General Chairman. Reflecting on his time as a member, Burke said "It has been an honor to have been a member of such a terrific labor organization such as ATDA & very thankful to all great friendships made over the decades of Train & Power Dispatchers / co-workers." Burke also noted that his retirement plans include "home improvements, travel & spoil my grandkids rotten."

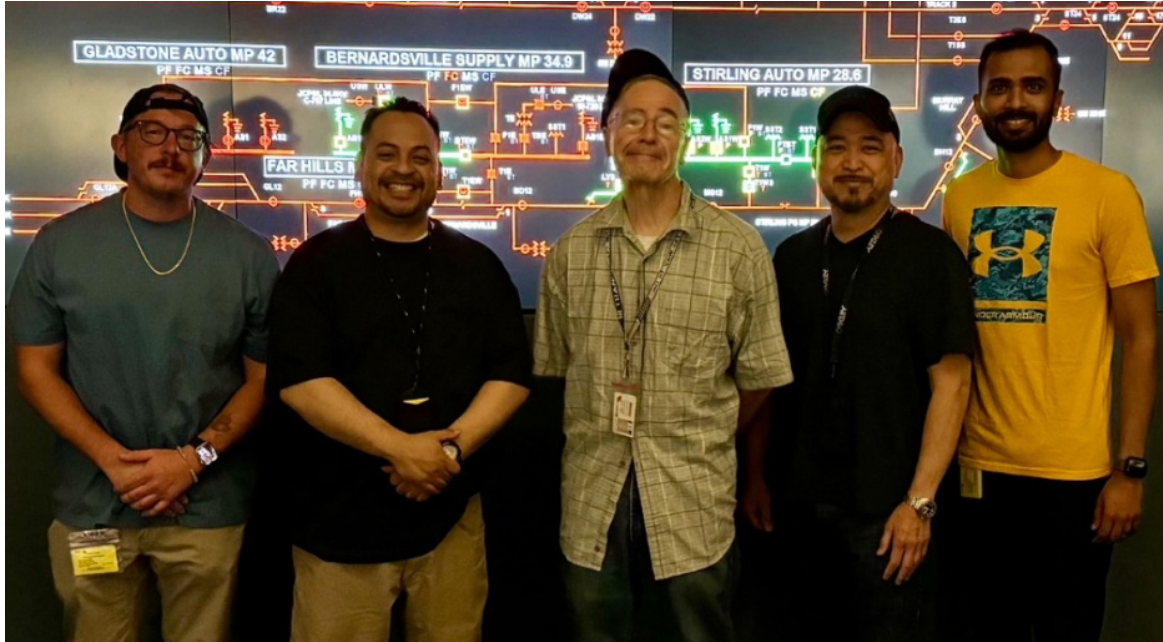
The ATDA thanks brother Burke for his many years of membership and service. We also wish him a very happy and prosperous retirement.



ATDA President Ed Dowell congratulates 40-year ATDA member George Burke on his upcoming retirement.



George Burke working earlier in his career.



From left to right: NJT Power Supervisor Mason Fatovic, New Chief Power Supervisor Alex Martinez, Retiring Chief Power Supervisor George Burke, NJT Power Supervisors General Chairman Richard Driz, and NJT Power Supervisors System Treasurer Alin Abraham.

ZERO COST MUSCULOSKELETAL BENEFIT ADDED TO THE NATIONAL HEALTH & WELFARE PLAN



YOUR TRACK TO HEALTH

May 2, 2024 – In a substantial strengthening of the National Health & Welfare Plan, ATDA members covered by the plan now have access to the Musculoskeletal Centers of Excellence (COE) network provided by SurgeryPlus. Designed as a means of connecting patients to elite care, the network provides treatment to covered members through top-rated medical facilities by physicians who are top-rated within their specific field.

ATDA members utilizing this network will receive the best available care for a range of orthopedic and spinal conditions. This provides them with the best back, neck, knee, or shoulder care, including surgery. Rotator cuff repair, Carpal Tunnel treatment, and even joint replacements are included.

The most impactful aspect of this additional benefit, however, is that covered members pay nothing out of pocket for treatment through the program. Commenting on this, ATDA Vice President Brandon Denucci said “We are excited to add the Musculoskeletal Centers of Excellence program to the already robust healthcare benefits our

members currently receive. Not only will this program give members access to top-rated orthopedic and spinal surgeons and facilities throughout the country, but when they use the benefit for qualifying procedure, they will be able to do so at zero out of pocket expense. No copays. No deductibles.”

Although the Musculoskeletal Centers of Excellence benefit represents an important addition, it is not the first of its kind under the National Health & Welfare Plan. It is actually an expansion of the program, which already includes a Cardiac Care Program Center of Excellence through the Cleveland Clinic. Members interested in either COE program can learn more on the Your Track to Health website (www.ytth.com).



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CSX SYSTEM DISPATCHER FRED PROCTOR RETIRES, CONCLUDING 43-YEAR RAILROAD CAREER

Jacksonville, Florida – On July 3, 2024, ATDA member Fred Proctor retired as a CSX Train Dispatcher after 43 years of railroad service. Fred began his railroad career in 1981 as a Tower Operator at Rocky Mount, NC, for the Seaboard Coast Line Railroad. Later, he was hired as a clerk by the Richmond, Fredericksburg and Potomac Railroad (RF&P), which promoted him to Train Dispatcher in 1986. Following the acquisition of RF&P by CSX, Fred followed his seniority, and moved his family to Jacksonville, Florida in 1992. Over the course of the 32 years since that time, Fred was forced to relocate twice more as a CSX Train Dispatcher. The first was due to the 2008 “decentralization,” which resulted in him following work to Florence, South Carolina. Then, when CSX decided to bring its Dispatchers back to Jacksonville in 2018, Fred and his family returned once more.

Now rooted in the Northeast Florida area, Fred and his wife, Linda, plan to retire to nearby Palm Coast. As an avid fisherman and hunter, Fred says he plans to “follow the bite” while enjoying the area’s varied outdoor opportunities. Commenting on the lifestyle change that lies ahead, Fred said “I’m looking forward to changing lanes! I’ve been in this lane of life for so long, I’m ready for change.”



CSX System Committee Train Dispatcher Fred Proctor (right) and his wife, Linda, on retirement day at the Jacksonville Network Operations Center.

Now that his long railroad career is successfully concluded, the ATDA congratulates Fred on a job well done, and wishes him a very happy retirement.

IN MEMORY OF SUNRAIL MEMBER RANDY SKILES



Brother Randy Wayne Skiles passed away unexpectedly on Monday, February 12, 2024. Born in Canton, Ohio, on November 28, 1971, Randy was a well-

liked railroader who passed on too soon. Hiring out as a CSX System Yardmaster in 2007, he later worked as a Specialist of Passenger Operations (2011-2013) and Trainmaster (2017). In 2018, he left the CSX management ranks to

become a Locomotive Engineer on the SunRail System. He worked in this role until January 2023, at which time he became a SunRail Train Dispatcher and a member of the ATDA.

Randy is remembered as “...a great friend to many. You could always count on him, no matter what he had going on, he was always there. He had the pure ability to connect with people, through his humor, charm, and smile. He will forever be with us and in our hearts.”

The ATDA honors the memory of our lost brother and wishes comfort to those who mourn his passing.

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 106 years, 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
Jacob E Mathews	Terminal RR System Committee	Taylor K Gardner	BNSF System Committee
Paul Arroy	Amtrak System Committee	Derwin K Gentry	BNSF System Committee
Joseph E Burton	Amtrak System Committee	Landen M Green	BNSF System Committee
Christopher A Campbell	Amtrak System Committee	Dustin C Hammes	BNSF System Committee
Mason P Clark	Amtrak System Committee	Marvin W Hillis	BNSF System Committee
Thomas J Decrescenzo	Amtrak System Committee	Angel E Hines	BNSF System Committee
Diane Della Pesca	Amtrak System Committee	Ebony D Jackson	BNSF System Committee
Joseph M Gerbino	Amtrak System Committee	Faith E Jackson-Sanders	BNSF System Committee
John M Giardina	Amtrak System Committee	Tiana M Jauregui	BNSF System Committee
Daniel Gonzalez	Amtrak System Committee	Thomas J Jenner	BNSF System Committee
Nicholas M Lou	Amtrak System Committee	Caleb B Johnson	BNSF System Committee
Vincent E Marcoon	Amtrak System Committee	Lila Jones	BNSF System Committee
Mechaela A McCoy	Amtrak System Committee	Keosha D Jordan	BNSF System Committee
Stuart M Methven	Amtrak System Committee	Zachary T Justice	BNSF System Committee
Kimair R Mundy	Amtrak System Committee	Michael D Lancaster	BNSF System Committee
Osafamen I Ogbeiw	Amtrak System Committee	Vito G Marcello	BNSF System Committee
Michael J Rodrigues	Amtrak System Committee	Shannon D Mitchell	BNSF System Committee
Adrian Rodriguez	Amtrak System Committee	Erik M Monreal	BNSF System Committee
Alexander J Rosczyk	Amtrak System Committee	Sherri A Myers	BNSF System Committee
Brandon J Schaller	Amtrak System Committee	Sidney D Offerd	BNSF System Committee
Rudolph Serebrinskiy	Amtrak System Committee	Erik J Pino	BNSF System Committee
Dennis J Stingel	Amtrak System Committee	Alexander K Plankers	BNSF System Committee
Alexander L Theoharpoulos	Amtrak System Committee	Aaron D Plaunty	BNSF System Committee
Samantha Negrelli	BELT System Committee	L Kelly Prichard	BNSF System Committee
Christopher J Alvarez	BNSF System Committee	Lawrence L Schroeder	BNSF System Committee
Ebony R Anderson	BNSF System Committee	Stephen M Schwark	BNSF System Committee
Gary J Artis	BNSF System Committee	Arthur R Shields	BNSF System Committee
Brandon S Barthold	BNSF System Committee	Jessica K Smith	BNSF System Committee
Michael T Becknell	BNSF System Committee	Zackery A Snyder	BNSF System Committee
Chandler D Bird	BNSF System Committee	Eric A Soto	BNSF System Committee
Rodney G Black Jr	BNSF System Committee	Andrew J Spisak	BNSF System Committee
Paul D Bourzikas	BNSF System Committee	Stephanie N Swearingin	BNSF System Committee
Jarrett Bowman	BNSF System Committee	Jared N Swiney	BNSF System Committee
Danesha W Brown	BNSF System Committee	Dion Thompson	BNSF System Committee
Carisha A Burns	BNSF System Committee	KeLeesha C Toney	BNSF System Committee
Michael Cervera	BNSF System Committee	John E Tozer	BNSF System Committee
Shane W Close	BNSF System Committee	Michael A Turner	BNSF System Committee
Joshua C Connell	BNSF System Committee	Deion J Waddy	BNSF System Committee
Ali R Cowan	BNSF System Committee	Reagan E Walsh	BNSF System Committee
Michael J Creaser	BNSF System Committee	Joseph A Walters	BNSF System Committee
Austin B Crysup	BNSF System Committee	Candace N Walton	BNSF System Committee
Chase E Cummins	BNSF System Committee	Jacee S Weems	BNSF System Committee
Bon S Davidson	BNSF System Committee	Sydney Willett	BNSF System Committee
Jonathan R Espinoza	BNSF System Committee	Jessica L Wolfe	BNSF System Committee
Sophia L Ferreira	BNSF System Committee	James M Kuczek	Conrail System Committee
		Timothy L Beazley	CSXT System Committee
		Logan K Czajkowski	CSXT System Committee
		Elijah L Farmer	CSXT System Committee
		Nathan A James	CSXT System Committee

New Member	System Committee	New Member	System Committee
Gracie M Marble	CSXT System Committee	Daryl A Herring	Norfolk Southern Integrated System Committee
Pedro A Marrero	CSXT System Committee	Bilal A Ibn Rabah	Norfolk Southern Integrated System Committee
Samuel A Mayer	CSXT System Committee	Justin J Inveninato	Norfolk Southern Integrated System Committee
Colton E McElroy	CSXT System Committee	Alexander C Jensen	Norfolk Southern Integrated System Committee
Tyler T Morris	CSXT System Committee	Matthew H McGoldrick	Norfolk Southern Integrated System Committee
Dakota T Partridge	CSXT System Committee	Christopher M Mims	Norfolk Southern Integrated System Committee
Christopher D Posey	CSXT System Committee	Derrick A Mitchell	Norfolk Southern Integrated System Committee
Samuel D Spence	CSXT System Committee	Rebekah J Mullins	Norfolk Southern Integrated System Committee
Christopher A Thomas	CSXT System Committee	Jenna J Newman	Norfolk Southern Integrated System Committee
Madison C Watts	CSXT System Committee	Julian A Reeves	Norfolk Southern Integrated System Committee
Rianna R White	CSXT System Committee	Reshodrec J Reynolds	Norfolk Southern Integrated System Committee
Jerrell L Whitley III	CSXT System Committee	Jeremy A Rowe	Norfolk Southern Integrated System Committee
Matthew L Crumpton	Kiamichi System Committee	Lucas R Stamets	Norfolk Southern Integrated System Committee
Joshua W Lewis	Kiamichi System Committee	Bethelehem N Teklu	Norfolk Southern Integrated System Committee
West D Stegall	Kiamichi System Committee	Keneshia Q Tinniehill	Norfolk Southern Integrated System Committee
Casey J Taulli	Kiamichi System Committee	Charles D Waller	Norfolk Southern Integrated System Committee
Taylor D Teague	Kiamichi System Committee	Jonathan A Washington	Norfolk Southern Integrated System Committee
Nick A Ayala	MBCR System Committee	Jaleesa L Williams	Norfolk Southern Integrated System Committee
Kyle D Lincoln	MBCR System Committee	Shamara Wright	Norfolk Southern Integrated System Committee
Joshua D West	MBCR System Committee	Peter C Abashian	SOO System Committee
Renita A Coleman	METRA System Committee	Stephanie L Craddick	SOO System Committee
Andrew M Gaskin	METRA System Committee	Kaitlyn M Disney	SOO System Committee
James Maryanski	New Jersey Transit - RiverLINE System Committee	Christyne M Hays	SOO System Committee
Jeffrey B Thomas	New Jersey Transit - RiverLINE System Committee	Joseph L Tresp	SOO System Committee
Jerry Guareno	New Jersey Transit - TD System Committee	Arerion N Yarbrough	SOO System Committee
Allison E Haynes	NICTD System Committee	Aimee N Holderman	SIRT System Committee
Devian M Bonner	Norfolk Southern Integrated System Committee	Jeanelle A Foster	Sunrail System Committee
TreyTajh T. Carter	Norfolk Southern Integrated System Committee	Brittany E Cain	Trinity Rail System Committee
Matthew A Cobb	Norfolk Southern Integrated System Committee	Derek A Gonzales	Trinity Rail System Committee
Thorne B Crews	Norfolk Southern Integrated System Committee	Dustin A Green	Trinity Rail System Committee
Casey L Curry	Norfolk Southern Integrated System Committee	Cesar A Hurtado	Trinity Rail System Committee
Robert J Davis	Norfolk Southern Integrated System Committee	Helen E Jackson	Trinity Rail System Committee
Grant E Dennington	Norfolk Southern Integrated System Committee	Lisa A McLaughlin	Trinity Rail System Committee
Jeremy O Dobbs	Norfolk Southern Integrated System Committee	Salvador S Oropeza	Trinity Rail System Committee
Joseph M Donnolo	Norfolk Southern Integrated System Committee	Merlina Pollazani	Trinity Rail System Committee
Rachael P Fairhurst	Norfolk Southern Integrated System Committee	Layloni D Washington	Trinity Rail System Committee
Frankyn Fleites	Norfolk Southern Integrated System Committee	Cheryl D Williams	Trinity Rail System Committee
Amanda R Forrest	Norfolk Southern Integrated System Committee	Derek C Reed	WC System Committee
Darren E Garrett	Norfolk Southern Integrated System Committee	Rafter J Van Driessche	WC System Committee
Tristin M Gingerich	Norfolk Southern Integrated System Committee		
Joshua C Goss	Norfolk Southern Integrated System Committee		
Tujuana S Grubbs	Norfolk Southern Integrated System Committee		

ATDA NEGOTIATES IMPLEMENTING AGREEMENT AS BNSF CLOSES SAN BERNARDINO, CALIFORNIA DISPATCH OFFICE

San Bernardino, California – On June 24, 2024, the Burlington Northern Santa Fe railroad (BNSF) closed the doors of its San Bernardino, California dispatch office, and relocated its operations to its Network Operations Center in Fort Worth, Texas. Due to an implementing agreement negotiated by ATDA on behalf of its members however, the San Bernardino Dispatchers were able to “follow their work” to the new Texas location. The Agreement also provided an “exempt moving package” valued at over \$100k, plus the opportunity to earn an additional \$100 per scheduled working day from 2/9/24, until the last desk relocated to Forth Worth on 6/24/24. ATDA was also able to negotiate the timing of this move, so that impacted member families could move after the school year concluded, but before the July 4th holiday week.

Commenting on the move and agreement, ATDA Vice President Kevin Porter said “While closing an office is not new for railroads, moving to a new state is one of the most stressful decisions our members and their families will ever make. Fighting for their benefits to help make that decision less stressful is one of the most important negotiations we do for them. To that end, the work of our team, including General Chairman Kevin Ketcham, Vice General Chairman Joseph Chandler, Hector Bas, and Randy Prescott, was vitally important. General Chairman Ketcham echoed Porter in crediting the negotiating team, saying Chandler, Bas, Prescott, and Porter “were all instrumental in the successful negotiations for these moving benefits and the successful transition of members from San Bernardino to Fort Worth”.

IN MEMORY OF KIAMICHI MEMBER SCOTT GOODMAN



It is with sadness that we report the unexpected passing of Kiamichi System Committee brother Scott Goodman, on July 14, 2024. Only 53 when he passed, Scott's years with ATDA

included service as Kiamichi General Chairman, Vice General Chairman, and Delegate to the General Assembly.

Scott Paul Goodman, 53 was born on April 9, 1971, in Paris, Texas, the son of Gary Goodman and Sharon Griggs Goodman Matthews. He was preceded in death by his father, Gary Goodman and brother, Chris Matthews.

Scott was a graduate of Fort Towson High School, Class of 1989, and a proud Veteran of the United States Navy. He was very patriotic and loved his Country. Scott received his business degree with a minor in Biology from SOSU and worked as a Railroad Engineer. He married his beloved wife Rhonda Ellis on

September 14, 2007, in Hugo, Oklahoma. Scott enjoyed making knives, shooting guns, woodworking, and was a member of the Grant Volunteer Fire Department. He loved his Camaro “Happy,” but he especially loved his German Shepherds, Mali and Scooby. Scott has left a void in the lives of his family, and he will truly be missed by all who knew and loved him.

Scott is survived by his wife of 16 years, Rhonda Goodman of the home; stepdaughters, Briana McLemore and husband Tony Compton of Grant, OK and Heather Edge and husband Ricky of Bluff, OK; grandchildren, Aidan Hostetler, Kinley Compton, Tori Compton, Devan Edge and River Edge; mother, Sharon Matthews and step father, Mike Matthews of Sawyer, OK; brothers, Danny Matthews and wife April of Hallsville, TX, Levi Matthews of Hugo, OK, Brandon Goodman and wife Tiffany of Greene, ME; sisters, Rachel Goodman Johnson and husband Jason of Sawyer, OK and Sabrina Goodman of Hugo, OK; goddaughter and niece Destiny (Henbest) Goodman of Sawyer, OK along with numerous nieces, nephews, cousins and a host of other family, friends and loved ones.

STATUS OF DISPUTES

Docket #	Carrier	Claimant	Subject	Status
PLB-7153-10	Kiamichi	J. Garrison	Failure to allow exercise of seniority	Denied by Arb. Benn on March 19, 2024
PLB-7153-11	Kiamichi	T. Testerman	Discipline	Sustained in part by Arb. Benn on March 19, 2024

PLB 7560-54	BNSF	L. Bernard	Discipline	Claim denied by Arb. Dent on February 26, 2024
PLB-7560-55	BNSF	L. Harvey	Discipline	Claim denied by Arb. Dent on February 26, 2024
PLB-7560-56	BNSF	A. G. Lincoln	Discipline	Claim denied by Arb. Dent on February 26, 2024
PLB-7560-57	BNSF	J. Vidal	Discipline	Sustained in part by Arb. Dent on February 26, 2024
PLB-7560-58	BNSF	M. L. Penney	Discipline	Claim denied by Arb. Dent on February 26, 2024

PLB-7299-54	NS	E. S. Louis	Discipline	Claim sustained by Arb. Phillips on March 8, 2024
PLB-7299-55	NS	B. R. Bullington	Discipline	Claim sustained in part by Arb. Phillips on March 8, 2024
PLB-7299-56	NS	A. Robinson	Discipline	Claim sustained by Arb. Phillips on March 8, 2024
PLB-7299-57	NS	T. T. Daniels	Discipline	Claim denied by Arb. Phillips on March 8, 2024
PLB-7299-58	NS	T. T. Daniels	Discipline	Claim denied by Arb. Phillips on March 8, 2024

TD-230340	CSX	B. Haney	Medical qualification	Claim denied by Arb. Phillips on March 28, 2024
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PLB-7576-76	BNSF	A. J. Blackford	Discipline	Assigned to Arb. O'Brien - Hearing held on January 11, 2024
PLB-7576-77	BNSF	T. E. Joneson	Discipline	Assigned to Arb. O'Brien - Hearing held on January 11, 2024
PLB-7576-78	BNSF	K. Hughes	Discipline	Assigned to Arb. O'Brien - Hearing held on January 11, 2024
PLB-7576-79	BNSF	K. Hughes	Discipline	Assigned to Arb. O'Brien - Hearing held on January 11, 2024
PLB-7576-80	BNSF	S. Settle	Discipline	Assigned to Arb. O'Brien - Hearing held on January 11, 2024
PLB-7576-81	BNSF	E. J. Armitage	Discipline	Assigned to Arb. O'Brien - Hearing held on January 11, 2024

PLB-7494-158	CSX	D. O. Marcovsky	Discipline	Assigned to Arb. Phillips - Board scheduled 8/16/2024
PLB-	CSX	D. Taylor	Compensation	Case settled on the property
PLB-7494-159	CSX	A. C. Johnson	Discipline	Assigned to Arb. Phillips - Board scheduled 8/16/2024
PLB-7494-160	CSX	R. Yorro	Order of call	Assigned to Arb. Phillips - Board scheduled 8/16/2024

PLB-7153-12	KRR	M. Metzger	Discipline	Assigned to Arb. Benn - Board scheduled for September 23, 2024
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PLB-7814-33	BNSF	N. Atkinson	Discipline	Assigned to Arb. Bell - Funding approved
PLB-7814-34	BNSF	D. Crawford	Discipline	Assigned to Arb. Bell - Funding approved
PLB-7814-35	BNSF	L. Chaison	Discipline	Assigned to Arb. Bell - Funding approved
PLB-7814-36	BNSF	K. Cartner	Discipline	Assigned to Arb. Bell - Funding approved

PLB-7644-49	WC	C. Stuckey	Discipline	Assigned to Arb. Phillips - Board scheduled for October 8, 2024
PLB-7644-50	WC	D. Day	Discipline	Assigned to Arb. Phillips - Board scheduled for October 8, 2024

STATUS OF DISPUTES

Docket #	Carrier	Claimant	Subject	Status
PLB-7299-59	NS	E. Johnson	Discipline	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7299-60	NS	K. C. Moore	Order of Call - OT	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7299-61	NS	S. K. Palmer	Discipline	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-7299-62	NS	Various claimants	Scope - Form Y	Assigned to Arb. Phillips - Awaiting NMB funding
PLB-	NS	A. Brimah	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	A. Knorre	Discipline	Awaiting assignment to a Public Law Board
PLB-	NS	P. Incarnato	Improper diversion	Awaiting assignment to a Public Law Board
PLB-	NS	W. B. Hendricks	Order of Call - OT	Awaiting assignment to a Public Law Board
PLB-	NS	J. R. Carr	Order of call issue	Awaiting assignment to a Public Law Board

PLB-	CSX-E	D. Neeley	Discipline	Awaiting assignment to a Public Law Board
PLB-	CSX-S	O. Ponce	GAD order of call	Awaiting assignment to a Public Law Board

PLB-	BNSF	M. L. Penney	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	Z. Manning	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	L. Harvey	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	A. Lincoln	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	L. Harvey	Discipline	Awaiting assignment to a Public Law Board
PLB-	BNSF	R. A. Miller	Discipline	Awaiting assignment to a Public Law Board



PROCEDURES REGARDING DUES AND FEE OBJECTORS

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

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

1. An employee whom the ATDA represents who is required to be a member of the union under a union shop agreement, but who objects to joining or remaining a member of the union, will be deemed to have met the requirements of the union shop agreement if the employee pays to the ATDA an amount equal to the periodic dues, fees and assessments (not including fines and penalties) uniformly required of all members of the union ("the service fee") within the time limits provided for in the union shop agreement. Such employee shall be known as a "service fee payer." Service fee payers are not union members; they may not vote in union elections or be candidates for union office, attend union meetings, serve as delegates to union conventions or participate in the delegate selection process, or vote on the ratification of collective bargaining agreements.

2. A service fee payer has the legal right, through timely written objection, to limit his/her service fee payment to expenditures that are necessarily or reasonably undertaken by the union to represent employees for whom it is the exclusive representative, i.e. activities of the union that are related to collective bargaining, contract administration and grievance handling. In such case, expenses unrelated to these activities, will be excluded from the service fee calculation. Such "non-chargeable expenditures" include contributions of money or paid union staff time to political parties, candidates, and charities and other organizations; expenses to recruit new members; legislative lobbying expenses not directly related to collective bargaining agreement negotiation or administration, including time of union officers and employees; AFL-CIO and affiliated organization dues; costs of portions of the union's newsletter and magazine publications not related to the employment interests of the employee; members-only benefit expenses; and expenses for litigation that does not directly concern the objector, his bargaining unit, or the union as an institution.

3. An employee who wants to submit such an objection must do so initially within 30 days after he/she first begins paying a service fee and receives notice of this procedure or thereafter in writing to the ATDA Secretary-Treasurer postmarked during the month of July. The Union will consider your objection to be for the upcoming year unless you expressly state that it is continuing in nature. Once filed, an objection may be revoked at any time in writing by you to the Secretary Treasurer. The objection must

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

4. The union shall maintain records of the amount of time, dues/assessment/fee income, and assets that are expended for chargeable and non-chargeable activities. Such records shall be subject annually to an independent audit in order to determine the amount of reduced fee to be charged service fee objectors.

5. An employee may challenge the union's calculation of the reduced fee via arbitration before an impartial arbitrator in accordance with the Rules for Impartial Determination of Union Fees of the American Arbitration Association. In such an arbitration, the union bears the burden of proving the propriety of its calculation. To invoke arbitration, the employee must submit his/her challenge in writing to the Secretary-Treasurer postmarked within 30 days of his receipt of the fee explanation. Pending resolution of the challenge, the union shall place in an interest-bearing escrow account a sufficient portion of the fees being paid by those employees who have filed challenges to ensure that the portion of the fee reasonably in dispute will not be expended. After the issuance of the arbitrator's ruling, the union shall promptly distribute the escrowed monies in accordance with the ruling and, if required by the ruling, adjust the amount of the reduced fee.

6. This procedure shall be administered in a manner that is completely fair to service fee payers who register objections. The Secretary-Treasurer is authorized to determine the amount of the reduced fee each year, to provide proper notice of this procedure to service fee payers, and to recommend to the Executive Board the establishment of such other procedures as may be required by state or federal laws for the accommodation of service fee objections.

7. A public employee may not be required to be a member of the union or to pay any fee as a condition of employment though he/she may elect to become a service fee payer.

8. This procedure shall be published by the union in its newsletter or magazine, and sent to each service fee payer, annually. It shall also be provided to each new employee when he/she first becomes subject to a collective bargaining agreement between ATDA and his/her employer.



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NATIONAL HEALTH AND WELFARE BENEFIT DIRECTORY

United Healthcare

National Plan-GA-23000
Managed medical Care
Programs (MMCP) &
Comprehensive Health Care
Benefit (CHCB)
1-800-842-9905
myuhc.com

Retiree Claims-GA-46000
UnitedHealthcare
P.O. Box 30985
Salt Lake City, UT 84130-0985
1-800-842-5252

**Retiree Supplemental-
GA-23111**
UnitedHealthcare
P.O. Box 30304
Salt Lake City, UT 84130-0404
1-800-842-5252

Aetna Healthcare
3541 Winchester Road
Allentown, PA 18195
1-800-842-4044 aetna.com

**Highmark Blue Cross
Blue Shield**

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

Life Insurance

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

Vision Service Plan

EyeMed
Member Support
1-855-212-6003
eyemedvisioncare.com/railroad

**Mental Health and
Substance Abuse Benefits**

**For treatment, claims or
inquiries call:**
United Behavioral Health
1-866-850-6212
liveandworkwell.com
Access code: Railroad
Company identifier: RR

**Dental Benefits under
Group Policy No. GP-12000**

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

**Managed Pharmacy
Benefits**

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