



Teamsters Rail Conference

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VIA ELECTRONIC MAIL AND FIRST-CLASS MAIL

August 12, 2026

Mr. Sam Macedonio
Vice President – Labor Relations
BNSF Railway Company
P. O. Box 961030
Fort Worth, TX 76161

Re: Movement Planner Auto-Router Safety Concerns and Request for Independent Review

Dear Mr. Macedonio:

The Teamsters Rail Conference, comprised of the BMWED and BLET, remains seriously concerned with the continued use and potential return to service of BNSF's Movement Planner Auto-Router system following multiple serious safety incidents involving the interaction between Auto-Router and the Train Management Dispatch System.

Our concerns are not new. The Teamsters Rail Conference has now raised this matter directly with the Carrier on two separate occasions.

On June 30, 2026, in Cleveland, Ohio, Teamsters Rail Conference discussed the June 16, 2026, incident and proposed what we continue to believe is the appropriate course of action: **BNSF should retain an independent third-party engineering or technical firm, with no financial or operational interest in the system, to conduct a complete review of the technology, determine the cause of the failures, and recommend any corrective actions necessary before Auto-Router is returned to service.**

We again raised these concerns during our July 30, 2026, meeting at BNSF headquarters in Ft. Worth, Texas. During that meeting, the Carrier indicated that Auto-Router could be returned to service. The information provided to the Teamsters Rail Conference regarding the cause of these incidents, the reliability of the system, and the steps the Carrier has taken to prevent another occurrence did not satisfy our concerns.

The June 16, 2026, incident demonstrates why this matter cannot be treated as a routine software issue. At Connell, Washington, the interaction between Auto-Router and TMDS resulted in a signal being aligned toward track limits occupied and protected by a BMWED-Represented Track Inspector. The train involved was a key train carrying hazardous materials. The situation did not

progress further because of the attention and intervention of the train dispatcher, not because the automated system performed as intended.

The Carrier has acknowledged that it has been unable to replicate the condition that produced the failure, while also advising that its software and system records were able to identify that the condition occurred. That distinction does not give the Teamsters Rail Conference confidence that the problem has been resolved. Quite the opposite. If the circumstances that caused a safety-critical system to behave in this manner cannot be reliably reproduced and fully understood, the Carrier cannot reasonably assure our members that the same condition will not occur again.

The Carrier's own response following the June 16 incident reinforces this concern. Dispatcher Notice 105 specifically instructed train dispatchers to disable Auto-Router before manually changing certain switches, requesting controlled signals, or using stored-route functions because simultaneous commands could produce unintended results within TMDS. Procedural instructions may reduce exposure to a known hazard, but they are not a substitute for identifying and correcting the underlying cause of a failure in a safety-critical system.

The Teamsters Rail Conference therefore reaffirms the position we expressed in Cleveland and again in Ft. Worth. Auto-Router should not be returned to service until an independent, disinterested engineering or technical firm has reviewed the system, determined the cause or causes of these incidents, evaluated the interaction between Auto-Router and TMDS, and verified that appropriate corrective measures have been implemented.

Until that work is completed, the Teamsters Rail Conference believes train routing and signal-related decisions affected by this technology must remain under the direct control of qualified train dispatchers. Human intervention prevented the June 16 event from becoming considerably more serious. It would be difficult to justify removing that safeguard while the underlying system's behavior remains unresolved.

If the Carrier chooses to continue utilizing or return Auto-Router to service without an independent review, it will do so despite documented evidence of a safety-critical failure and despite the Teamsters Rail Conference having repeatedly raised these concerns directly with the Carrier. The potential consequences extend beyond our membership. Maintenance-of-way employees working under track authority, train crews, other railroad personnel, and members of the general public all rely upon these systems functioning exactly as intended.

The Teamsters Rail Conference is not opposed to the use of technology in railroad operations. We are opposed to placing employees in harm's way when the reliability of that technology has been called into serious question and the cause of its failure has not been adequately established.

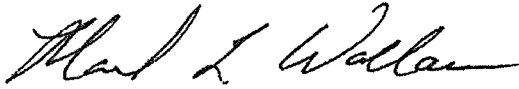
We request that the Carrier confirm that Auto-Router will remain out of service pending an independent third-party review and that the Carrier meet with the Teamsters Rail Conference to establish the scope and qualifications for that review.

Mr. Sam Macedonio

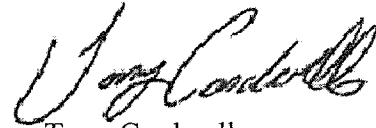
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August 12, 2026

Sincerely,



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President BLET/Teamsters Rail Conference



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