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Office of Proceedings
May 6, 2022
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Dear Mr Oberman and the rest of the STB Board,

My name is Chris Almaguer. Thank you for taking the time to investigate the way the railroads are operating. I have worked for the BNSF for almost 29 years as an engineer. I am a 4th generation railroader being the first to work in the TY&E. I hired out in Galesburg, Illinois. I have worked out of Ft Madison Iowa; Barstow, Illinois; Burlington, IA;. I also did short stints in Cicero, as well as the state of Wyoming when I was needed because of man power shortages. I started in 1994 before the buyout of the ATSF.

After the buyout there were 5 maybe 6 pools. All starting out of Galesburg and going to LaCrosse WI, Creston, IA, Kansas City, West Quincy, St Louis, Chicago (2 different routes via Cicero and other Corwith). They all had their own pools of trainmen and extra boards to service each route. Each extra board would cover any layoffs in that pool, cover layoffs in service yards on given route, any train dol (dead online-out of time) or any kind of extra work. IE....work train, extra swither, ect. Things worked great. We had time at home for the most part and those that wanted to turn and burn could on the extra board. The extra boards were guaranteed pay. But most usually made more because the BNSF didn't keep them fully staffed; in that that didn't want to pay for them sitting home. Unless of course if they needed them at a moments notice. Gradually they cut these boards smaller and smaller over the years. Which started the creation of man power shortages.

About 4 years ago the BNSF served us an article 9 notice. Which eliminated all of those pools and what we now refer to as the good old days. Which really wasn't all that good anyways with the way they ran the railroad. BNSF created a SUPER POOL. Which entailed all the pools being one. Anyone could go anywhere. This is both unsafe and ridiculous. No way can one engineer or conductor know all that 1500 miles of railroad. Let alone stay qualified on it. Nor could they keep us qualified on it. Calling everyone any direction they wanted would not provide for a TY&E to necessarily mean that we would go on every route in a given year. Creating more of a man power shortages when one of us has to take time to qualify another. They would have to send one engineer/conductor to qualify another. 2 TY&E at one time on one train. It could be 2 crews on one train if one or the other or both wasn't qualified. 1500 miles plus is way to much to know. Especially of PTC PR Trip Optimizer went or goes out. Without that they wouldn't be able to do it anyways. In creating this they ultimately created a very horrible work place and environment. As well as RIDDED OF EVERY COLLECTIVELY BARGAIN AGREEMENT WE HAD. Which they didn't follow the best to begin with anyway. In that the constantly violated and would not pay claims. Those claims might include servicing and industry amongst others. The BNSF is trying to reinvent the wheel to save money and PSR. THE BEST WAY WAS ALREADY IN PLACE. In doing what they did (SUPER POOL) they already manipulated our pay and this way they really took advantage of manipulating it. It in no way has stayed the same. It's lowered. We are getting paid what has already been collectively bargained for. They have picked away at our pay and any kind of raise we ever have got by using the other to counter balance. I know you are here to collectively bargain. So I will stop with the pay. This new super pool has created man power shortages. They believe this super pool will have us at their disposal in that anyone can go any direction. Not realistic.

One good thing they created was the short or the low pool. List of guys that do all short work. Go get DOL trains. Take an entire train to spot up at an elevator or sand pit or deliver a train

somewhere in between. Shuttle a train out of the yard to around the yard and in and out of yard. I can elaborate alot more on this subject of boards, extra boards, pools, super pool if STB is interested.

FIRST MILE LAST MILE. As far moving trains. In addition to what I talked about above to help....they could order trains when they should and not wait till last minute. Have the outbound crew standing there waiting for inbound crew. This has always been a problem. Under law we are to be at the terminal in 12 hours. Rather it be in van or on a train. In the least...a plan is to be in place. They have no plan. In the excess hours we rest because of working over 12 hours trains are sitting waiting in a crew. 12 equals 10 hours undisturbed rest. Anything over 12 we have to rest additional minute for minute. Hour to hour. 14 hours on duty equal 14 off. GET US OFF TRAINS AND TO TERMINALS IN 12 HOURS.

The same day as BNSF was in front of the board I was the 3rd crew on train from Quincy(100 mile) and handed it off to a 4th crew to take on into Galesburg yard. BNSF has laid off all the inside hostlers. Creating more work for outbound hostlers. No way can they do both jobs. BNSF has cutoff 2nd shift rip Carman. NO cars gett8ng repaired 2nd shift. BNSF only does major repairs to cars and locomotives in one certain spot rather than speed about system. Creating more cars and locomotives on rails getting them there. Rather than a Locomotive getting fixed on its inbound at Galesburg, it gets outbanded again to KC. Same way w certain cars., HIVIZ. The numbers the BNSF given you were no where close to what the truth is. Maybe those executives are being lied to. I am in the short pool. I can work 4 days and take 2 off. They can't tell what those 2 days are or what time I'm going to work. But they consider me in assigned service. Therefore I can't layoff. If I do I can lose loose 7 to 10 points out of 30. It makes it really difficult to go to or schedule a Dr appointment for myself let alone another family member. Both parents these days have to work. Like I said the railroad doesn't pay enough for only one parent to work these day. Let alone choose which kids Birthday, game, first communion, dance recital to try and make. The numbers they gave are since February 1st when hiviz started. Most layoffs now are people using their vacation or personal days while they can before real vacations start and we won't be allowed any time off. I'm sure alot are using them also before they quit and or get fired because of Hiviz strenuous rules. The most of our employees get 24 hours off.....bologna. tell me where I got almost 30 years seniority I'll bump them. About every your of duty is at least 10 hours. Most are at least 12.

We spend alot of time waiting on vans also. And you don't wanna know what they pay them poor people. So they are in same situation us railroaders are. I wonder where the van companies learned it?

I had better close this up. Thanks for listening. I can elaborate plenty more if needed.

Because there is plenty more that can be done.

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