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Office of Proceedings
November 28, 2022
Part of
Public Record

EP 772
Union Pacific Railroad Embargos

For the Record my name is Joshua Hasenleder a Seattle Conductor for Union Pacific Railroad. I will have 9 years of service, come December 1, 2022. Of those nine years of work my seniority has gotten worse. Conductors have quit, been fired, or just left because of dreadful work conditions. Since PSR (precision schedule railroading) things have only gotten worse. Recent round of new hires who have never been on a locomotive during GCOR training (lack of employees and training), fuel conservation (under powered through freight trains), at least a total of 6 assignments abolished in Fife/Seattle which would be around 18 job positions (cutting jobs and combining work to the remaining jobs equates to 12 hours shifts and employee fatigue). and longer trains with inadequate sidings for other trains to get past.

So why Embargos? Simple. The devil is in the details. All of these small changes combined across an entire network everyone has been enduring the pinch, employees, customers, the supply chain.

Sincerely, Joshua B Hasenleder