



INTERNATIONAL ASSOCIATION OF MACHINISTS

March 2026

**A MESSAGE FROM
PRESIDENT /DIRECTING
GENERAL CHAIRMAN**

Reece Murtagh
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Greetings Brothers and Sisters:

District Lodge 19 kicked off 2026 with a visit to the CSX System Production Mechanics in Jacksonville, Florida, during their annual safety training. A dinner was held with sponsorship from Jones/Granger and Christy/Ferguson FELA law firms, giving members the opportunity to engage directly with FELA attorneys, ask questions, and discuss workplace issues. Union updates were also provided, along with an open forum to address member concerns.

Negotiations continued at Alstom's Hornell facility (Local 2741), where rank and file members of the bargaining team played a key role in identifying necessary updates to work rules and maintaining strong communication with the membership throughout the process. The agreement has since been ratified, and work is ongoing to modernize the Skill Based Pay structure.

In Waycross, Georgia, Local 625 has officially been rechartered as Local 1, honoring the IAM's origins with the 19 machinists who founded the union in Atlanta in 1888. Thanks to the Local 1 Executive Board for their work in carrying out the transition and implementing the new charter.

While attending a staff training at the William W. Winpisinger Education and Technology Center, I,

Danny Taveras, Nate Tinsley, and Mike Lemon, visited the Amtrak Ivy City facility on second shift. The visit provided an opportunity to tour the shop and speak directly with members.

Additional field visits included time with the CSX System Production T-3 team working in Richmond, Virginia. The visit was coordinated through Field Local Chairman Nathaniel Darlington. We also toured the CSX Work Equipment Shop in Richmond alongside the IAM Communications Department, which produced a video highlighting the work of our members. This video is available on the IAM YouTube channel and the District 19 Facebook page. We plan to expand these efforts to showcase the work our members perform. Locals interested in participating should coordinate through their General Chairman.

District 19 representatives also attended the Machinists Non-Partisan Political League conference in Savannah, Georgia. The MNPL serves as the IAM's legislative and lobbying arm. Local 318 was represented at the conference.

In February, District 19 hosted a Basic Local Chairman training, bringing together participants from freight, commuter, and short line properties across the country. The training focused on strengthening representation skills and contract enforcement. An Advanced Local Chairman class is scheduled for August.

PDGC Murtagh continued:

The IAM Legislative Conference and Capitol Hill lobbying event will take place June 22 through 24 in Washington, D.C. Locals are encouraged to send delegates to advocate on behalf of railroad machinists and strengthen our collective voice.

Contract negotiations remained active throughout the quarter. Agreements were ratified by members at LS&I Railroad, Metra, and Alstom Hornell.

On the Long Island Rail Road, District 19 participated in the Presidential Emergency Board process alongside coalition partners. Commuter railroads operate under a two PEB structure, unlike freight carriers. Our coalition remains focused on securing a fair agreement that reflects the value of our members' skills. Under the Railway Labor Act, the process will allow for self help beginning May 15 if necessary. We remain committed to achieving a fair contract.

At CPKC, negotiations have entered mediation with coalition partners, with initial sessions beginning April 20. The carrier has delayed meaningful progress throughout 2025, and we will continue to move forward through the bargaining process as outlined under the Railway Labor Act.

We are also closely monitoring the proposed Union Pacific and Norfolk Southern merger. A new application is expected to be submitted to the Surface Transportation Board in April. District 19 has met with Union Pacific on multiple occasions and has pressed for meaningful job protections in exchange for any support. To date, the carrier has only offered a "jobs for life" guarantee, which lacks the strength and specificity required to adequately protect our members. While some organizations have moved quickly to endorse the merger, District 19 is taking a disciplined approach by carefully reviewing the proposal, engaging in discussions, and evaluating the STB process before taking a position. Updates will be provided as developments occur.

The newly organized workers in Plattsburgh, New York at Alstom have ratified their first contract. Welcome to the IAM Union family.

I also want to welcome newly appointed Assistant General Chairman Mike Lemon to the staff. Mike has served as a dedicated Local President and Local Chairman for the past ten years, earning the trust and respect of the members he represents. We look forward to working with Brother Lemon in his new role.

Please continue to work safely and look out for one another. District 19 remains committed to expanding organizing efforts across short line railroads and rail related manufacturing. Members with potential leads are encouraged to contact the staff.

Sincerely,
Reece Murtagh
President/Directing General Chairman

Local 696 Field Mechanics



Secretary-Treasurer Marty Rosato:

Greetings District 19 Brothers and Sisters,

As the snow finally begins to melt here in Upstate New York, the ST's office remains very busy. As we approach our upcoming convention in August, I look forward to seeing some familiar faces as well as meeting some new ones. All delegates, please ensure you have returned your completed delegate and questionnaire form, if you haven't already. Although we were granted special dispensation to allow our Locals more time, the deadline is approaching quickly. Additionally, please look for the official notification of District 19 bylaw amendments, which will be sent out the week of April 7th. This notice will contain important details.

While our tax season is nearly complete, I will be attending the Advanced Financial Officer's class in July to further my training under the instruction of our International Auditors.

PDGC Murtagh and I recently had our quarterly meeting with Scott Financial Group regarding our Fidelity account. Our investments are performing well, with an average increase of over 6% over the last year. Given the market's volatility, we are pleased with these results and have decided on only minimal changes to further increase our gains.

Earlier this year we had to make an extremely difficult decision to furlough Monica. She is an amazing person who truly loved our members and exhausted every resource to help us; she will be greatly missed by this office.

As always, I would like to thank Pamela and Cheryl for all of the work they continue to put in and now even more so with the recent changes in staffing. This district, this office is grateful for all that you do for our members and our staff. Thank you.

Sincerely and in solidarity,

Marty Rosato District 19 Secretary-Treasurer



Assistant PDGC Kenneth Krause:

Greetings,

I hope everyone is off to a great start to the year. As a district, it looks like it will be a rocky one, to say the least. With the uncertainty surrounding the UP-NS merger, low headcounts, and possible looming furloughs, we will definitely have our work cut out for us this year.

We are fully in preparation mode for your upcoming District 19 convention. We look forward to welcoming all the delegates, executive board, and guests to this historic event in downtown Chicago.

GC Heath Jacobs is also working hard to put together a great Guide Dogs Golf Tournament to hopefully beat our goal and raise an historic amount for Guide Dogs. I hope your local is able to contribute to this truly amazing fundraising event. Thank you, Heath, for all your hard work.

I would like to take a moment to give a shout-out to GC Shaun O'Connor and thank him for all his hard work and dedication in the ratification of Alstom Plattsburgh's first contract. I would also like to welcome the over 200 brothers and sisters who work there into IAM District 19. It was a challenging fight, but well worth it.

I would like to say thank you to all the D19 team, as they have all been hard at work fighting the Carrier with claims, grievances, agreements, and cutbacks. I would also like to welcome our newest member to the team, AGC/Organizer Mike Lemon.

As last year, I ended the year on the road; the start of 2026 has been no different. Second week in January, Reece and I attended the 2026 CSX-TM startup meeting, and it was a great success.

Following that great event, I attended the Kansas State Council meetings and Rally. Lobbying at the Kansas state capital for worker rights.



Assistant PDGC Krause continued:

My next stop was a visit to our members at Chesapeake & Albemarle and the North Carolina-Virginia Railroad. It was a great visit, and I was able to reach all members while I was there.



To round out the month of January, I visited Burlington, Iowa, where I met with about 20 BNSF-TM members. It was great to catch up with them and discuss upcoming issues.



D19 kicked off February with an incredible IAM D19 Basic Local Chairman class. It was a fantastic week spent with the emerging leaders of D19. The class was excellent, and we look forward to seeing most of them return for the Advanced class. Don't miss out—sign up for the IAM D19 Advanced Local Chairman class today, as the call letter has been sent out.



GC Nate and I attended the Nebraska State Council meeting, and along the way, we stopped at the yard in Council Bluffs and visited with some UP-TM along a siding.



Nate and I also visited our members at the Colorado & Wyoming Railway locomotive shop. Keep up the great work, team!



At San Joaquin Valley Railroad, AGC Mike and I began negotiations and held a preparation meeting, with members from L620 in attendance. As the negotiations have just started, we feel confident that we will be able to reach an agreement that our members will be proud of, with the assistance of SJVR Local Chairman Joe May and his bargaining team.



I also attended the MNPL National Planning Committee meeting, where we heard from several excellent speakers. Additionally, I collaborated with IAM International, the IAM Rail Division, TCU, and BRC to develop our political plan to advocate for the rights of railroad workers and to enhance member engagement.

Assistant PDGC Krause Continued:

Heath and I are in mediation with CPKC negotiations. As we hope, being in mediation will force the Carrier to bargain in a timely manner; we will see. Updates to follow

I have several appeals that are still in the process and a number of cases that have moved to arbitration. Also had a number of investigations and return-to-work issues

I have had several meetings with all carriers about TM issues, and we are working hard to improve some long-overdue agreement language and ensure the carriers are complying with the agreements we have in place.

As 2026 is off to a rocket-fast pace, my schedule fills up quickly. If there is a location that needs me to come out and visit. Please give me a call, and I will do my best to make that happen.

As always, I would like to take a moment to express my gratitude to all members for your hard work at the local level. The work you do every day on the shop floor is incredibly important and does not go unnoticed. I look forward to visiting the shops and members in the field. Just know that working together is the only way we win.

"We are dedicated to transforming a good day into an exceptional one through teamwork, relentless drive, and unwavering determination. District 19 stands as the original fighting machinists, committed to excellence and success."

If you need any assistance, please feel free to contact my office.

Sincerely,

Kenneth Krause

Assistant PDGC

**General Chairman John Denny:**

Discipline and Due Process: How Arbitration Protects Railroad Workers

In the railroad industry, discipline isn't supposed to be a one-sided decision, but sometimes it can feel that way if you don't understand how the process works. That's where arbitration becomes critical. Under the Railway Labor Act, employees have the right to challenge discipline, and more importantly, to have that discipline reviewed outside of the carrier's control.

Everything really comes down to one standard: just cause. The carrier has the burden to prove that the charge is supported, that the investigation was handled properly, and that the discipline actually fits what happened. It's not enough to just say a rule was violated—they have to show it, and they have to show they handled the case the right way from start to finish.

That investigation phase is where a lot of cases are won or lost. Employees have the right to representation, to question witnesses, and to push back on the evidence being presented. If the carrier rushes it, limits testimony, or doesn't build a solid record, that doesn't just disappear; it follows the case into arbitration. And once it gets in front of a neutral, those gaps start to matter.

When a case goes to a Public Law Board or the NRAB, the arbitrator isn't there to redo the investigation; they're there to review it. They look at the transcript, the evidence, and how the rules were applied. If the carrier didn't meet its burden, or if the process wasn't fair, discipline can be reduced or even thrown out entirely. That's why the record is everything.

Arbitration doesn't mean every case gets overturned. There are plenty of times when the discipline stands. But what it does do is level the field. It forces accountability. It makes the carrier prove its case instead of just relying on authority.

At the end of the day, due process in this industry isn't just a technicality; it's protection. When someone's job, seniority, and livelihood are on the line, there has to be a system that checks whether things were handled fairly. Arbitration is that system. It's not perfect, and it can be slow, but it's one of the few places where the facts and the process actually matter.

Sincerely,

John Denny



General Chairman Heath Jacobs:

Greetings All,

I began negotiating with CPKC in mid-February and have been at the negotiating table with them every month since. I write to inform you that the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters (BMWED), the Brotherhood of Railway Signalmen (BRS), and the International Association of Machinists (IAM) have each filed applications with the National Mediation Board (NMB) to enter the mediation process for this round of bargaining. Mediation is the next step in bargaining under the Railway Labor Act after direct negotiations have stalled or reached an impasse.

After twelve months of negotiations with CPKC, with no meaningful progress achieved, the Coalition filed for mediation, and the NMB assigned a mediator, Bjarne Henderson. I met with Mr. Henderson on Thursday, March 26, to discuss the issues the IAM is facing with CPKC. The Coalition has the following dates scheduled for mediation: April 20-April 23, May 12- May 14, and June 8-June 11. I will continue to keep the membership updated as the mediation process progresses and any new developments occur.

At the beginning of February, the district held its Basic Local Chairman training at the W3 Center. The class gave the newly elected Local Chairmen all the training they needed to become successful in their role, and it also allowed the General Chairmen to meet with all the Local Chairmen. It was a great time to meet and spend time with all my local chairmen who attended the class and help them navigate their new roles.

I attended the BNSF Trainers Conference in mid-February. It was great to be able to reconnect with all the trainers from across the system. This conference allowed me to gain a vision of the tedious work our trainers do across the Railroad.

Lastly, at the beginning of March, I attended the first System LAT and regional LAT in Ft Worth, TX, for BNSF. This meeting allowed me to meet with the CMO's and hear their plans at BNSF, and also allowed me to express my concerns at BNSF.

As the District 19 Guide Dogs of America/Tender Loving Canines Coordinator, I have recently mailed the official

letter and flyer for our upcoming golf tournament, which will be held on Monday, June 1, 2026. I would encourage everyone to donate and help transform the life of a member in need. To those of you who have donated, thank you for contributing to the organization. As always, if you have any questions or are interested in getting involved with GDA/TLC, please don't hesitate to contact me at 423-807-6004 or heath.jacobs@districtlodge19.com.

I hope you all have had a great start to the new year. I look forward to seeing and meeting everyone at shop visits, local, and virtual meetings.

In Solidarity,

Heath Jacobs

**General Chairman James Orwan:**

Greetings to all,

This past quarter, I have handled 25 new discipline cases while continuing to progress cases from 2025. I helped, along with all the District 19 staff, have a productive and successful Basic Local Chairman class at the W3 Learning Center. Education and knowledge are some of the many tools that we must use as representatives of our members. I am proud of the participants and all the hard work and long hours they put into their education.

Gary Rail negotiations are slow, and we are still trying to work in a coalition.

On LS&I, we have a 2nd Tentative Agreement, and it will be presented to the membership for ratification by the end of this quarter.

On SEPTA, we served our Section 6 Notice and have our first negotiation meeting scheduled for April.

On P&L, I visited their shop facility and assisted the Local Chairman in an investigation.

On Conrail – Nothing to report at this time.

On New Jersey Transit, we are starting to prepare for next year's Section 6 Notice.

General Chairman James Orwan continued:

On CN, I am seeing more discipline concerning the conduct of employees and verbal confrontations.

On NS, I have attended the Mechanical Department Shop craft meeting in February in Chattanooga Tn. NS Mechanical Leaders stated that they are increasing discipline for absenteeism charges and Blue Flag violations. They also said there is a hiring freeze currently, but were optimistic and hopeful to start hiring again in July. They have no plan to hire ahead of attrition. There was no new news concerning the merger.

As we continue to fight and negotiate to make our workplaces better for us and our membership, remember to keep your Local Chairman apprised of all contract violations. It is our job to police the Agreements and keep the Carriers accountable. Please reach out to your Local Chairman and your General Chairman, and keep us informed of all violations and issues at your location.

Watch out for your Brothers and Sisters to make sure we all go home the way we arrived at work.

Work safely and efficiently by following all the Carriers' safety rules. Do not give any of the Carriers a reason to discipline you. Work safely by the rules.

If we are fighting ourselves, we are not fighting the important fights.

In Solidarity,

James Orwan

**General Chairman Jason Gibbs:**

Greetings Sisters and Brothers,

As we start out the year 2026, thank you to all of District 19 members and the work you do in the environment you do. It seems to get tougher and tougher but thank you for staying focused on your job day in and day out.

On CSX, the members in Local 318 Waterville, ME, that were affected by CSX Master Transfer Agreement have either transferred to Cumberland or took the separation package. This is and was a very trying time for this location so please keep these individuals in your thoughts and prayers.

Over the last quarter General Chairman Heath Jacobs and I went to the 1st Quarter BNSF LAT meetings in Ft. Worth, Texas. This was the first LAT meeting that I had been to, and it shed more light to how BNSF Mechanical looks at things.

I had shop visits at CSX Cincinnati, OH, CSX Jacksonville, FL, CSX Waycross, GA, BNSF Haslet, TX and Evansville, IN.

I was able to make it to the Local 1 Charter Presentation with Special Assistant to the International President Josh Hatford and PDGC Murtagh in late February at the local meeting. This was a very important time for the local and the district to bring Local 1 back into the fold. In March I was fortunate enough to also be to attend the Local 1 36th Annual Awards Banquet. This was a special time to see how the local puts the effort to recognize current working members and retired members. This event was a great event MCed by President/Local Chairman Jamie Crews.

We are still currently having negotiations in coalition with Alstom in Baltimore, MD. These members are in Local 1299. Thank you to Local Chairman Greg Rawlings for the help in negotiation information that he can provide.

I have conferenced 4 cases to be scheduled for arbitration. I have written 6 appeals and handled many claims to resolution.

General Chairman Jason Gibbs continued:

There has been an uptick in the Rule G violations on the locations I service. If you are in need of assistance, please contact me or the district and we will help you get the help you need.

In closing, thank you to the Local Chairmen and the Officers at the locals that help me day in and day out to serve the District 19 members the best we can.



GC Gibbs, LC Charles Walker L 791 Haslet, TX, GC Jacobs



1 Charter Presentation Meeting Waycross



Local , GA Shop tour

God Bless,

Jason Gibbs

**General Chairman Danny Tavares:****Amtrak Update**

As we move through this quarter, the Organization continues to actively push forward in our efforts to secure a fair and equitable agreement for our members. Discussions and ongoing issues across the property remain a priority, particularly as the Company continues to implement operational changes that directly impact our members' work and quality of life.

We are closely monitoring these developments to ensure that all agreements currently in place are honored—regardless of changes in equipment, operations, or management direction. The Organization will not accept any attempt to circumvent the Collective Bargaining Agreement.

Our focus remains clear: protecting our members' jobs, enforcing our agreements, and continuing the fight for improved wages, benefits, and working conditions. We will continue to challenge any actions that undermine our membership and will keep you informed every step of the way.

Berkshire & Eastern Update

Our members at Berkshire & Eastern continue to demonstrate resilience and professionalism as they work under a relatively new carrier. While progress has been made, challenges remain, particularly regarding the proper administration of agreements and the fair treatment of our members.

The Organization is actively addressing ongoing concerns related to time off, vacation usage, and the consistent application of contractual provisions. We will continue to hold the carrier accountable and ensure that our

General Chairman Danny Tavares continued:

agreement is followed as written. We remain committed to improving conditions on the property and continuing the fight to ensure our members receive the respect and fairness they deserve.

Keolis Update

The Organization continues to remain fully engaged in protecting our members' interests as developments surrounding the commuter rail contract and future operations continue to unfold.

With contract bidding and potential transitions always posing risks, we are closely reviewing all activity to ensure that our members' jobs, seniority, and contractual rights are fully protected. We will not allow any erosion of hard-earned protections.

At the same time, we continue to push for improvements in wages, benefits, and working conditions. Our fight is about securing long-term stability and a better quality of life for our members, both now and in the future.

Metro-North Update

The Organization remains engaged in ongoing efforts to secure a new collective bargaining agreement with Metro-North. The current bargaining environment continues to present challenges, particularly with financial constraints being used to justify limitations on progress.

At the same time, Metro-North has increased its focus on reducing overtime and adjusting work practices. We are closely monitoring these actions to ensure full compliance with the Collective Bargaining Agreement and to prevent any violations of our members' rights.

We will continue to challenge any improper actions and remain steadfast in our fight to secure a fair agreement that reflects the value and contributions of our members.

Closing Message

As we move through this quarter, our members across all properties continue to face ongoing challenges — from

contract negotiations and operational changes to work-force pressures and increased demands on the job. Despite these challenges, your dedication, professionalism, and commitment remain the backbone of this organization.

The Organization remains fully engaged and committed to continuing the fight for a better quality of life for all our members. That means fighting for fair wages, stronger benefits, safer working conditions, and the respect every member deserves on the job. We will not back down in holding carriers accountable and enforcing the agreements that protect our rights.

This fight is not just about today — it is about securing a stronger future for every member and the next generation that follows. Progress does not come easy, but through unity, persistence, and solidarity, we will continue to push forward.

We encourage all members to stay informed, stay involved, and stay united. Your voice and your strength are what drive this organization forward.

Together, we will continue the fight — and we will win.

In Solidarity,
Daniel N. Tavares, III
General Chairman

**General Chairman Shaun O'Connor:****First Contract Ratified at Alstom Plattsburgh**

I am proud to announce that members at Alstom's Plattsburgh facility have ratified their first collective bargaining agreement, marking a historic milestone.

The agreement was approved with an overwhelming **89% YES vote**, demonstrating strong solidarity and confidence in the gains achieved.

This landmark contract delivers:

- **Over 15% in wage increases across a three-year agreement**
- **Union protections for the first time at the facility**

General Chairman O'Connor Continued:

- Clear rules governing wages, working conditions, and job security

Reaching a first contract is never easy. It requires unity, persistence, and a willingness to stand together and demand respect on the job. This agreement establishes a strong foundation that members will build on in future rounds of bargaining.

Alstom Hornell Members Ratify Agreement with Key Gains

Following that success, members at Alstom's Hornell facility have ratified a new agreement delivering meaningful improvements across wages, protections, and future economic structure.

Competitive Wage Increases

The agreement includes increased current wages to ensure competitiveness within the industry, recognizing the skill and productivity of the workforce while strengthening recruitment and retention.

Stronger Protections

Members secured expanded time limits for filing grievances, ensuring fair access to the grievance process and reinforcing due process protections.

Clear Leave Procedures

The contract establishes a fixed call-in procedure for bereavement and medical leaves, eliminating confusion and inconsistent enforcement.

New Scope Work Secured

A major gain includes new scope work for a Robotics Technician classification tied to advanced robotic welding equipment—ensuring that bargaining unit members perform this high-skill work.

Looking Ahead: Wage Progression MOU

The parties also agreed to a **Memorandum of Understanding (MOU)** to work collaboratively toward a new wage progression system in the next round of bargaining, setting the stage for continued economic progress.

Historic Agreement at Metra

At the same time, IAM members, working in coalition, secured a historic agreement at Metra in Chicago—the largest contract in the history of the property.

This record-setting deal delivers:

- **35.42% in general wage increases over a 7-year term**
- **Addition of the Juneteenth holiday**

Vacation accrual improvements—allowing members to qualify two years earlier

This agreement sets a new benchmark and demonstrates the power of coalition bargaining in achieving industry-leading results.

Together, these agreements represent a powerful trend:

- **Plattsburgh establishes a historic first contract with strong wage gains and protections**
- **Hornell builds on that momentum with competitive wages, expanded protections, and future structure**

Metra raises the bar with the largest agreement in property history

These victories are proof that when members stand united and stay focused, they win.

In Solidarity,

Shaun O'Connor

**General Chairman Nate Tinsley:**

Spring is here, bringing a season of fresh ideas and new momentum. In our line of work, with pressures from both the job and home, it's easy to become complacent. Let this be a reminder to look out for your union brothers and sisters. All we have is each other!

Please accept this as my summary of the first quarter of 2026. In early January, I hit the road, to visit Machinists at the Union Pacific shop in Roseville, CA. Local Chairman Frank Kerkhoff guided me through the shop and introduced me to the

General Chairman Tinsley Continued:

members of Local 1209. As a new General Chairman, it is imperative that I build a strong working relationship with all of the Locals I represent. This visit was very productive. Thank you to every member of Local 1209 for your active participation and camaraderie.

Later in the month, to better represent District 19 members, I attended a communications class at the W3 Center. Upon returning from W3, I traveled to the UP North Platte, NE shop to represent a member in an investigation and to meet with members of Local 180. Newly elected Local Chairman Chris Paulsen was there to assist in the investigation and to show me around the shop.

In February District 19 staff conducted the annual Basic Local Chairman class at the W3 Center. The feedback from all of the Local Chairmen, and aspiring Local Chairmen was that the class was a huge success. We look forward to the Advanced Class in August! In February APDGC Krause and I traveled to Omaha to meet with UP Labor Relations to conference claims, discipline cases, and discuss issues, such as qualifying for holiday pay. We also attended the Nebraska State Council meeting in Lincoln, NE. After Omaha and Lincoln I visited the Colorado and Wyoming Machinists in Pueblo, Colorado. Local Chairman Joshua Cole from Local 1338 showed myself and APDG Krause around the shop and introduced us to members. I presented a member of Local 356 with an IAM Disaster Relief Fund Check.

The UP/NS acquisition has been in a holding pattern since UP's failed application attempt. The carrier stated that they will reapply in April '26.

The 42nd International Convention is just around the corner, committees have begun the planning process. I was selected to be a part of the Host Committee. The Host Committee that consists of approximately 30 members met in March at the Southern Territory office in Arlington, TX.

March was a very busy month. I attended the Foundational Skills class at the W3 Center. The same week, after class, I had the pleasure of visiting Local 1299 Amtrak shop in Washington D.C., along with

Chairman Gregory Pines showed us around the shop and introduced us to members. In March I also attended the Local 356 monthly union meeting, where I gave a report and engaged in productive conversations. It was great to be back at my home Local after being on the road for a while. I represented a member in El Paso, TX during an investigation and affectively negotiated to bring the member back to work.

BNSF and UP continue to race to the bottom when it comes to safety, decency, and respect for the craft. Both Class 1 carriers appear to be beholden only to major shareholders and hedge fund managers. We continue to see a decline in hiring to cover attrition, leaving our members at great risk of injury, and forcing them to work alone when, historically they worked in pairs or groups. This sacrifices safety and quality for greed and appearances. Instead of hiring to cover everything from attrition to vacation, these carriers seem comfortable shifting work to other crafts or non-crafts, pitting unions against each other and creating a hostile working environment. For years, through PSR, attrition, and greed, we have been beaten down and have been operating with skeleton work forces. It's not time to cut more; its time to bring back the furloughed and hire.

In these trying times we can not rely on the carrier to keep us safe, we must watch out for each other and document everything. D19 will continue to work with the Locals on these issues and put pressure on the carriers to do the right thing.

Since the beginning of January, I have been working closely with several Local Chairmen on cases where members were not paid for the holiday, even though they worked the required hours to qualify for holiday pay. Unfortunately, the carrier did not properly interpret the recently ratified side letter pertaining to this, which led to a dispute. After several months, I am proud to say that, with the help of the UP Local Chairmen, we were able to resolve the issue.

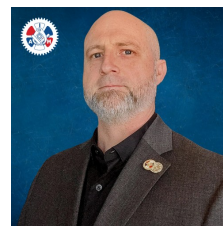
General Chairman Tinsley Continued:

This resulted in a substantial amount of holiday backpay being paid out to members. Thank you all for your help!

The beginning of this year has brought no slow down in the number of disciplinary actions affecting members and the grievances being filed. I continue to handle each case with due diligence and fierce advocacy for every member.



Fraternally & in Solidarity,
Nate Tinsley



Assistant GC/Organizer Mike Lemon:

Greetings, District 19 family.

On February 1, 2026, I was appointed to the newly created position of District 19 Assistant General Chairman and Organizer. It is an honor to step into this role, and I want to take a moment to introduce myself and share what I've been working on these past few months.

My name is Mike Lemon, and I am a proud member of LL478 out of Chicago. For over 10 years, I have served as LL478 President and Local Chairman for Union Pacific Railroad, where I have been employed for 20 years. I have also had the privilege of serving multiple terms on the D19 Executive Board and was recently appointed as a D19 Assistant EAP Representative.

On February 1st, President Reece Murtagh appointed me to fill the Assistant General Chairman position previously held by Brother Nate Tinsley. Since stepping into this role, I have been working closely with Assistant to the PDGC Kenny Krause. Kenny has taken me under his wing and provided invaluable guidance on the responsibilities and expectations of a General Chairman. After more than a decade as a Local Chairman, I assumed the transition would be straightforward—but I quickly learned that managing multiple carriers and agreements across the country is a far more complex task. Kenny's organization, recordkeeping, and approach to grievance handling have set a high standard, and I am grateful for the opportunity to learn from him.

I have had the privilege of helping train our new and upcoming Local Chairmen during the Basic Local Chairman class at the W3 Center. This was a rewarding experience for both the new leaders and myself. I firmly believe that in person training at the William W. Winpisinger Center provides the strongest foundation for developing the next generation of workplace leaders.

I also traveled to Union Pacific headquarters to learn the art of conferencing cases—an essential skill in helping return our members to work and resolving ongoing grievances.

In February, I attended the BNSF Trainers Conference in Kansas City, an informative event for trainers and management across the system. A major takeaway was BNSF's focus on business growth. However, it was concerning to hear discussions about adopting certain PSR tactics similar to those used by Union Pacific. Time will tell how this impacts our BNSF brothers and sisters.

In March, I joined Kenny in Fresno, California, for the San Joaquin Valley negotiations. We spent several weeks

preparing, and I believe that thanks to Kenny's meticulous preparation and strong negotiating skills, our members will soon see a fair and respectable tentative agreement.

Later in March, I returned to the W3 Center to attend the Foundational Skills Class, which covered the essential skills for conducting union business effectively. We learned from international auditors, legal counsel, and experienced instructors who helped deepen our understanding of our responsibilities.

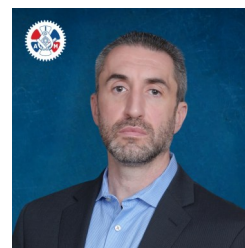
I also attended the MMPL Conference during the last week of March. It was eye opening to see how political processes influence the working environment for our brothers and sisters. While politics is not my strongest area, I recognize its importance in improving our members' lives.

Looking ahead, I am excited about my April assignment, in which I will be shadowing Danny Tavares. We have trips planned each week to visit various Amtrak locations and other properties Danny represents. I expect this to be another valuable learning experience as I continue working toward becoming fully self sufficient in my new role.

Thank you all for your support. I look forward to continuing to serve District 19 and our membership with dedication and integrity.

Sincerely and Fraternally,

Mike Lemon



DLC FELA Attorney Weldon Granger:

I found the article below to be very telling in light of the thousands of railroaders that have gone through our Asbestos Screening Program originated by the IAM forty plus years ago. It has been a privilege to have been designated by the Grand Lodge President, Bill Wipinsinger and endorsed by every president to date.

"Most jobs present some level of risk to employees. However, most occupational risks are well known, which gives prospective employees the ability to make the decision whether the job is worth the potential risk involved. However, that isn't the case with all dangerous jobs. In fact, railroad workers experience cancer diagnoses at a much higher rate than those in many other professions, yet, this isn't a risk that's commonly discussed or well-known to applicants. As a result, thousands of railroad workers have developed incurable—and often fatal—cancers. For example, one study found that there were over 4,800 lung cancer deaths among railroad workers over a 38-year period.

If you worked for a railroad and developed lung cancer or any other type of cancer, your diagnosis may be the result of your employment. As we've discussed in previous articles, workers who suffer serious injury that is related to their job may be eligible for compensation. While the workers' compensation system covers most industries, there are special rules for railroad workers under the Federal Employer Liability Act ("FELA"). Those interested in learning more about their rights under FELA should reach out to a dedicated [railroad cancer lawyer](#) for assistance.

What Dangerous Substances Are Railroad Workers Exposed To?

Depending on their job and location, railroad workers may be exposed to many dangerous substances, some of which are classified as carcinogens. For example, the following are all dangerous substances that railroad workers are frequently exposed to and are known to cause cancer: Asbestos, Herbicides, Creosote, Diesel fumes, Lead paint, Rock dust, Silica dust, Solvents, and Welding fumes

While some of these substances are only capable of causing cancer following long-term exposure, that isn't always the case. For example, one study found that the length of time a worker was employed by a railroad company did not affect their chances of developing lung cancer, which may mean that workers may develop certain cancers even after short-term exposure to carcinogenic substances.

Which Types of Cancer Are Most Common Among Railroad Employees?

Railroad workers face an increased risk of developing certain types of cancer based on the substances they are exposed to through their employment. Some of the cancers and other serious health conditions that occur more often in railroad employees include: Bladder cancer, Chronic obstructive pulmonary disorder, Colon cancer, Interstitial lung disease, Kidney cancer, Laryngeal cancer, Leukemia, Lung cancer, Mesothelioma, Mixed dust lung disease, Pancreatic cancer, and Silicosis.

Which Railroad Workers Are Most at Risk of Getting Cancer?

Certainly, some types of railroad jobs put workers at a higher risk of developing cancer than others. However, the data suggests that all railroad employees experience a higher-than-average risk of cancer, including the following positions: Brakemen, Carriage maintenance crews, Conductors, Engineers, Firemen, Pipefitters, Sheet metal workers, Shopworkers, Trackmen, and Yardmasters.

The reason for this is that some of the dangerous chemicals that are present in the railroad industry are omnipresent, meaning they are not limited to one section of track. Of course, certain occupations have a higher risk of developing specific cancers.

Can Railroad Workers Who Are Diagnosed with Cancer Sue a Railroad Company?

Railroad workers who are injured as a result of their employment, including cancer diagnoses, may be eligible for compensation through what's called a FELA claim. FELA, or the Federal Employers Liability Act, is similar to the workers' compensation system in that it provides a way for injured workers to obtain compensation for their injuries. However, there are a few major differences between a FELA claim and a workers' compensation claim.

First, a railroad worker who brings a FELA claim must be able to establish that the railroad company was at least

DLC FELA Attorney Granger continued:

partially responsible for their injuries or, in this case, a cancer diagnosis. This can be shown by presenting evidence that the railroad company was aware of the exposure risks workers faced but failed to warn workers and take the necessary precautions to minimize their exposure.

Second, unlike in a workers' compensation claim, railroad workers who are eligible to bring a FELA claim do not need to give up their right to sue their employer. This means that a railroad worker who develops cancer may be able to sue their employer, provided the worker was not 100 percent at fault for their injury. In the context of a cancer diagnosis, it is highly unlikely that a railroad worker would be found to be 100 percent at fault, even if they smoked.

How Long Do Workers Have to File a FELA Claim?

Under FELA, railroad workers have up to three years from the "date of injury" to file a claim. However, in the context of a cancer diagnosis, it is nearly impossible to determine when the cancer began to develop. Therefore, courts usually allow workers to bring a claim within three years of their cancer diagnosis. However, there is nothing to be gained by waiting; those who believe that they developed cancer related to their work as a railroad employee should consult with an attorney as soon as possible."

Please contact our offices in the event one of our members is interested in participating in the program.

J. Weldon Granger JONESGRANGER

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