

# NATIONAL RAILWAY LABOR CONFERENCE

251 – 18<sup>th</sup> STREET, SOUTH, ARLINGTON, VA 22202 / TELEPHONE: 571-336-7600

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November 1, 2024

## VIA FEDERAL EXPRESS AND ELECTRONIC MAIL

Mr. Reece Murtagh  
President Directing General Chairman  
District Lodge 19  
3204 Cutshaw Avenue  
Richmond, VA 23230

Dear Mr. Murtagh:

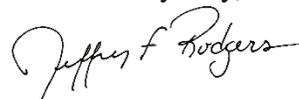
The rail freight carriers represented by the National Carriers' Conference Committee (NCCC) for the 2025 wage, rules and benefits round of collective bargaining intend to bargain on a concerted national basis with respect to their employees represented by your organization, as has been the case generally in all past bargaining rounds since the 1930's. Those carriers have authorized NCCC representation by duly executed powers of attorney and are listed in Attachment A hereto. That list will be supplemented from time to time as additional carriers authorize representation by the NCCC in national handling with respect to your organization.

Attachment B comprises a notice served nationally on your organization on behalf of these carriers pursuant to Section 6 of the Railway Labor Act. It is served upon you as the national representative of your organization and the carriers propose it be handled nationally and concurrently with any Section 6 proposals that may be served by your organization.

We believe that national handling represents the best opportunity for your organization and the freight railroads to manage our way to and through the next round of collective bargaining in a manner that serves the mutual interests of our respective constituents and their separate interests as well.

For convenience and expedition, we propose that initial conferences be waived on our notice and any notices that may be served by your organization. Please contact me so that we can schedule a date and time to meet.

Yours very truly,

  
Jeffrey F. Rodgers

Attachments

cc: All NCCC-represented carriers

**CARRIERS REPRESENTED BY NATIONAL CARRIERS' CONFERENCE  
COMMITTEE WITH RESPECT TO  
INTERNATIONAL ASSOCIATION OF MACHINISTS & AEROSPACE WORKERS**

The Belt Railway Company of Chicago  
Bessemer and Lake Erie Railroad Company d.b.a. C.N.  
BNSF Railway Company - 3  
Consolidated Rail Corporation  
CPKC- 1  
    Kansas City Southern Railway  
    Louisiana and Arkansas Railway  
    MidSouth Rail Corporation  
    SouthRail Corporation  
Delaware & Hudson Railroad Company d.b.a. CPKC - 1  
Grand Trunk Western Railroad Company d.b.a. C.N.  
Illinois Central Railroad Company and Chicago, Central & Pacific Railroad Company d.b.a. C.N.  
Indiana Harbor Belt Railroad Company  
New Orleans Public Belt Railroad Corporation - 2  
Norfolk Southern Railway Company  
    The Alabama Great Southern Railroad Company  
    Central of Georgia Railroad Company  
    The Cincinnati, New Orleans & Texas Pacific Railway Company  
    Georgia Southern and Florida Railway Company  
    Interstate Railroad Company  
    Tennessee, Alabama and Georgia Railway Company  
    Tennessee Railway Company  
Northeast Illinois Regional Commuter Railroad Corporation d.b.a. Metra - 1  
Palmetto Railways - 2  
Soo Line Railroad Company d.b.a. CPKC - 1  
Terminal Railroad Association of St. Louis  
Wisconsin Central Ltd. d.b.a. C.N.

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**Notes:**

- 1 - Health & Welfare and Supplemental Sickness only
- 2 - Wages, Health & Welfare and Supplemental Sickness only
- 3 - Does not extend to any employees working under the on-property Montana Rail Link Agreement

**NATIONAL SECTION 6 NOTICE**

America's freight railroads are the backbone of the U.S. economy, and railroaders can take pride in the essential role they play moving the goods and raw materials that make modern-day America possible. By combining a talented work force, ongoing innovation, enormous capital investment, and an unwavering commitment to safety and service, the freight rail industry has adapted for generations to meet our country's changing needs while at the same time offering some of the best and most rewarding careers in industrial America.

Today, average compensation in the rail industry is higher than in industries that employ 92% of all other workers. In addition to strong wages, railroaders have access to world-class health and welfare benefits, advanced training opportunities, and substantial paid time off. The most recent round of national collective bargaining yielded historic pay increases and stronger benefits for rail employees and, in the period since those agreements were reached, individual carriers and unions have collaborated extensively to address railroaders' quality-of-life concerns.

Just as freight rail jobs must continue to deliver for employees and their families, rail carriers must be positioned to deliver for customers. To compete in today's dynamic transportation environment, freight railroads must have the operational and financial flexibility needed to provide timely, reliable, and affordable service. This flexibility allows railroads to respond to fluctuations in demand and take advantage of opportunities for growth.

Reaching prompt collective bargaining agreements provides freight rail employees with certainty about their compensation and carriers with certainty about their business plans. In recent months, Class I freight railroads and unions have, through voluntary non-Section 6 bargaining, reached multiple agreements that provide for an early resolution of the bargaining round. These agreements, the terms of which are materially identical, increase pay by 18.8% over five years,

and, based on the latest inflation projections, will result in significant real wage growth for the railroaders that they cover. They also include several enhancements to vacation entitlements and healthcare benefits, all with no offsetting increase in the existing structure for employee contributions to health care costs or material changes in plan design. With thousands of unionized railroaders now covered by their terms, these agreements constitute a pattern for resolution of the round by the remainder of the industry.

The railroads propose to promptly adopt agreements consistent with that existing pattern. Should an agreement on the pattern terms not be promptly reached, and without prejudice to their right to rely on the pattern principle in any appropriate forum, the railroads reserve the right to offer proposals in any or all of the following areas:

1. **Compensation.** Adjust compensation to ensure fair and competitive compensation packages that account for existing benchmarks, current economic conditions, the general labor market, and the competitive nature of the transportation marketplace. Where appropriate, align compensation with work actually performed and the needs and goals of railroad operations.

2. **Health and Welfare.** Continue to modernize all aspects of the health care plans to ensure consistency with mainstream and benchmark norms. Additionally, ensure that plans are structured so that member utilization choices and decisions reflect a heightened awareness of treatment efficiencies and cost-effective and clinically appropriate alternatives that are designed to foster improved health.

3. **Improve Service and Productivity.** Revise work rules that impact or inhibit the railroads' ability to provide customers with timely, reliable, and affordable service, impede productive utilization of employees, and/or prevent the railroads from utilizing efficient means of safely accomplishing necessary work. Additionally, simplify and modernize agreements to ensure

greater alignment with mainstream business practices and standards in American transportation industries.

4. **Additional Work Rules.** Revise work rules to enhance employee quality of life, improve retention, increase safety, promote efficiency, and ensure railroads' ability to meet customer service and operational requirements. Additionally, make all necessary changes in contracts, rules, and practices to improve operational efficiency and productivity, simplify and streamline existing contracts and contract language, enhance safety, advance the use of technology, and otherwise reflect the competitive and financial needs of the industry while balancing the mutual interest of the carriers and their employees in responsible, stable, enduring and fair rules, rates of pay, and working conditions.

5. **Duration and moratorium.** Ensure that any agreement is of sufficient duration to facilitate labor stability and predictability during the moratorium period.