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**NATIONAL FREIGHT AGREEMENT RATIFIED**

**Joe R. Duncan**  
**President Directing General Chairman**  
**Railroad Coordinator**

At the end of August, a proposed Tentative Freight Agreement was prepared for the District Lodge 19 membership to review and cast their vote on. The ratification vote was conducted thru the month of September and all vote results had to be received in the District Office or be post marked by September 30, 2008. I am pleased to announce that the Agreement was ratified by a final count of **2,947 to ACCEPT** the Agreement and **1,861 to REJECT** the Agreement. In accordance with our desire to keep the membership fully informed, we have enclosed a complete account of the votes cast by each Local Lodge for your review.

The Agreement is considered to be a four (4) year basic Agreement and a three (3) year wage Agreement. The moratorium on the entire Agreement will expire at the end of December 31, 2009. Further, I would like to clarify why the Agreement is considered a four-year basic and three-year wage Agreement. This is due to a 2.5% GWI received by the Machinists in the later part of 2005 Agreement, which resulted in the basic part of the Agreement being amendable effective January 1, 2005 and the wage portion being amendable on January 1, 2006.

The Rail Membership that we are privileged to represent is keenly aware of the impact that certain provisions of the Railway Labor Act, The National Mediation Board and Prior "pattern" settlements can have on our collective bargaining rights and the majority recognize that in spite of the delays created in the negotiating process by the NMB, RLA and pattern settlements of other Crafts, we extracted everything we could from the Carriers in this round of negotiations and they supported that reorganization by a strong approval of the Agreement.

I want to personally thank each and every IAM member subject to this Agreement for their support and cooperation during this process and I want to especially thank General Vice President Robert Roach, Jr., and his staff for the unwavering support they have given District Lodge 19 on this issue and many others.

Several issues are on going that we are involved with thru the TTD and etc., such as Drug Testing and arbitration of the FMLA and we are attempting to keep our membership informed by sharing information on our District 19 Web Site, therefore I suggest you view the Web Site when you can.

The Surface Transportation Board has approved the Canadian Pacific Railway's Acquisition of Control of the Dakota, Minnesota & Eastern Railroad. It should be noted that the STB specifically granted our request that New York Dock protection be applied "to all employees of applicants' railroad." This includes Soo Line, D&H, CPRC, DM&E and IC&E. Also for possible future consolidations of mechanical or dispatching functions of Soo Line and DM&E the STB said "all adversely affected employees will be protected by New York Dock conditions."

Effective October 31, 2008, General Chairman Fred Nalley will retire and I would like to take this opportunity to thank him for his many years of service to our Organization and wish him and Lynn a very long and happy retirement.

In connection with Fred's retirement, the Executive Board has approved the appointment of Brother Tommy Trent to fill the position vacated by Brother Nalley. Tommy will be located in our Paducah, KY office and will represent mostly our NLRA members. Welcome Tommy and we wish you well in assuming your new duties for our Organization.

We want to extend words of encouragement to all IAM members who suffered during hurricane IKE and I want to thank our Executive Board for approving funds to DONATE TO NOT ONLY Rail members, but other IAM members also in an effort to assist them in

**continued from page one...**

their recovery. I want to personally thank the entire staff of District 19 for doing a great job and working hard everyday at obtaining other Agreements for the benefit of our members and thanks to Secretary-Treasurer Windell Gregory and his office staff for performing a super job for the District everyday. I hope your Local Lodge was one of many that sent Delegates to the Grand Lodge Convention and I want everyone to know that District Lodge 19 was well represented and that we appreciate the large attendance of rail members. In closing, I want to sincerely thank each member of District Lodge 19 & their families for the cooperation and support that you give us each day as we attempt to provide you with the best representation in the rail industry and to be the best District Lodge in the Transportation Department of the IAMAW.

**News from..... Windell Gregory**  
Secretary / Treasurer District Lodge 19

**Dues Structure Approved At Convention**

During the last twelve months there has been much discussion concerning a new dues structure for the IAM. The Grand Lodge had proposed a 2% solution, which basically would have derived a dues payment equal to 2% of a members monthly straight time earnings. Of this amount Grand Lodge would have retained 50% leaving the other 50% to be split between the District and local lodges.

While visiting many locals and discussing the 2% solution, with the members of District 19, there seemed to be very little support for this method of dues calculation. After much confusion concerning how to calculate the straight time earnings, many members and officers believed that this method would have set the dues rate for our National Contract at around \$85.00, which would have nearly doubled many locals' current dues rate.

The proposed changes were to be presented during the recent Grand Lodge Convention, many alternative proposals were submitted. Local lodges stated that the only solution was "no change," some recommended a one time assessment of \$100.00, with others submitting different means of calculating Grand Lodge per capita rates. These Changes to the IAM Constitution were submitted to the IAM Law Committee, for review and recommendations to the delegates during the convention.

All Delegates had the opportunity to address the Law Committee and speak to any of the proposed changes or to simply state that the Grand Lodge should not make any changes to the dues calculation method. President Directing General Chairman, Joe Duncan and this writer addressed the Law Committee in the first session on Sunday morning of the convention with approximately fifty

delegates in attendance. After testimony concerning our views, based on concerns of the membership of District 19, after listening to many other delegates' discussions concerning the dues structure; it was clear that the 2% solution had minimal if any support.

The Law Committee after much review and consideration combined proposals to reconfigure the current Grand Lodge per capita structure. The first proposal while being discussed on the convention floor was referred back, for further review to the Law Committee, by the delegates. The following is the final recommendation by the Law Committee which was approved by the convention body.

The current Grand Lodge Per Capita Rate for 2008 is:	\$21.81
The <b>Estimated</b> weighted Average Hourly increase for 2009:	\$ 0.78
Fixed increase to G/L Per-Capita	\$4.00
<b>Total Grand Lodge Per-Capita rate for 2009:</b>	<b><u>\$26.59</u></b>

The <b>Estimated</b> weighted Average Hourly increase for 2010	\$0.80
<b>Total Grand Lodge Per-Capita rate for 2010</b>	<b><u>\$27.39</u></b>

The <b>Estimated</b> increase in the Consumer Price Index 2011	\$0.77
Fixed increase to G/L Per Capita	\$2.00
<b>Total Grand Lodge Per Capita rate for 2011</b>	<b><u>\$30.16</u></b>

The Estimated increase in the Consumer Price Index 2012	\$0.79
<b>Total Grand Lodge Per Capita rate for 2012</b>	<b><u>\$30.95</u></b>

As shown in the above examples, after 2010, the weighted average hourly calculations completed each year will be replaced by the Consumer Price Index, calculated by the Federal Government. The Consumer Price Index will be used as the calculator for increases in Grand Lodge per-capita for the years following 2012.

Should you have additional questions concerning the new Grand Lodge Per-Capita structure, you may contact the Grand Lodge or as always, this office.

# ...news from your General Chairmen

FROM THE DESK OF

**Michael A. Hill**  
Assistant President  
Directing Gen. Chairman

## **AMTRAK**

On Thursday, July 10, 2008, the Senate Appropriations Committee approved Fiscal Year 2009 legislation that would provide \$1.55 billion for Amtrak. This is \$225 million more than the FY 2008 appropriation.

In a press release from the Committee, Chairwoman Patty Murray (D-WA) stated, "In an era of record gas prices and congested highways, the committee rejects the administration's irresponsible cuts, and funds Amtrak at a level that reflects the vital role it plays in our national transportation system." Further she states, "Operating assistance is increase to ...ensure the availability of funds for the retroactive wage payments called for under Amtrak's newly ratified labor contracts."

The Amtrak funding is part of a much larger overall transportation bill that provides funding for all areas of transportation in our country. The bill must now move to the Senate floor for further action

## **SEPTA**

The first of 120 new Silverliners, purchased for \$274 million, can't arrive soon enough for SEPTA rail passengers, who increasingly have been cramped in standing-room-only commutes. SEPTA rail ridership jumped more than 12 percent in 2008 over the previous year, to a record 35 million riders. The first cars are expected to be in service in the fall of 2009.

The new Silverliners will replace 73 railcars that were built for SEPTA in the 1960's. With the retirement of the old cars and the addition of the new ones, SEPTA will have about 400 by 2010, up for the current 348. The prototype Silverline V will be brought to Suburban Station for public examination sometime this fall, SEPTA officials said. The parties continue to meet to discuss a CO-OP program.

FROM THE DESK OF

**Robert Moore**  
Assistant to the President  
Directing Gen. Chairman

## **INDIANA HARBOR BELT RAILROAD**

We met with the Carrier on Sept. 11, 2008 to discuss several outstanding issues related to working conditions and the classification of work. The carrier had previously held that the maintenance, repair and rebuild of air dryers

is not craft specific. Our position, that it is, was made quite clear and we anticipate that this matter is resolved.

## **ELGIN, JOLIET & EASTERN RAILWAY**

On June 19, 2008 the organization met with Labor Relations Officers of the Canadian National Railway in the interest of reaching an implementing agreement thus protecting the affected Machinist employees of the EJ&E. We have successfully negotiated an agreement and only have to await the approval of the STB for it to become effective upon acquisition.

The organization was served notice by the Carrier on August 29, 2008 advising of their intent to formulate a "Spin Off" railroad which is commonly referred to as the Gary Railroad. This transaction is in conjunction with the transaction currently before the Surface Transportation Board relative to the above stated acquisition. It is anticipated that this will affect five (5) members currently employed by the EJ&E. We are in the process of arranging a joint meeting between the Carrier and other interested organizations affected by this notice.

## **NORTHEASTERN ILLINOIS REGIONAL COMMUTER RAILROAD (METRA)**

We are currently in the midst of updating the Agreement between the IAM&AW and this Carrier which would bring all the amendments and changes into one Agreement and thus make it easier to apply and interpret. We hope to have this completed in the very near future.

## **TOLEDO, PEORIA & WESTERN RAILWAY**

We met with Rail America corporate negotiators on Sept. 3, 2008 for the purposes of settling the outstanding Section 6 Notice on this Carrier. The Carrier has expanded their offer and it is now being considered for release to the membership for ratification.

## **ORGANIZING**

A meeting was held in Chicago, IL on September 3 & 4, 2008 for the purposes of negotiating a first time agreement affecting the newly organized members employed by the North Carolina-Virginia Railroad and the Indiana Southern Railroad. The parties exchanged various information and proposals during our session and we anticipate meeting again in mid November in the interest of forwarding our discussions and exchanging other proposals. We welcome these new additions to District 19.

As of the date of this newsletter, we have had little in the form of new leads received in this office from any of the Local Lodges in District 19. By action taken at the recent Grand Lodge Convention, it will be necessary for

# ...news from your General Chairmen

each Local Lodge to form an Organizing Committee and actively seek out leads and make contacts. I urge everyone to be active in this very important endeavor, as the growth of this organization does impact the dues structure, political prowess, overall strength and influence at the bargaining table. The days of apathy must end and action must take its place. With the elections coming soon we must become proactive in our communities both on the political front and on the labor front to take back our ability to attain justice on the job and stop the bleeding we have experienced in the job market.

FROM THE DESK OF

**Fred D. Nalley**  
General Chairman

## **CANADIAN NATIONAL RR**

We are currently handling two (2) discipline cases, both from the Woodcrest shop.

## **UNITED INDUSTRIES Progress Rail Joliet**

We recently handled two dismissal cases from the Joliet facility. The Arbitrator denied both cases. We are currently handling another dismissal at the same shop. We expect to hold the arbitration hearing some time this month.

FROM THE DESK OF

**Mike Perry**  
General Chairman

## **NORFOLK SOUTHERN**

Negotiations continue with the Carrier on a consolidated working Agreement. Brian Orwan is spear heading these negotiations. Substantial progress has been made; however there are a few issues that still need to be worked out. The New Student Agreement is now in place. If there should be any questions about the New Student Agreement please contact your Local Chairman.

The Carrier, by email announced the Agreement reached between them and BLET to all NS employees. We have had several questions about this Agreement. In the Carrier's email they only touched on portions of the Agreement. We received a copy of this Agreement, and found it to be a complicated Agreement, with a lot of ifs, ors, and whens in the Agreement. Certain goals have to be met in this Agreement to reap the benefits of the Agreement. Do not compare this Agreement to the IAM National Freight Agreement. The BLET Agreement has special language that is not applicable to the Machinist Craft and the work we do. When you compare these two

Agreements, you are not comparing apples to apples and oranges to oranges. The announcement of the BLET Agreement to all Norfolk Southern employees was inappropriate.

## **CSX-T**

The recent Vice President change of the Mechanical Department, along with the recent Asst. CMO change is bringing changes to the locomotive shops and service centers. We are monitoring closely the changes that are being made in the Mechanical Department. During this transition period there will be a very low tolerance of non compliance with Carrier work rules and policies. We have seen an increase in discipline cases. We encourage you to be fully in compliance with the Carrier's policies and work rules. All charge letters are now being issued by Kenny Judd, Director Locomotive Operations. This leads us to believe that local management has little or no input when it goes to handling discipline.

Several Cases were presented to PLB 7073 in January of this year. In August of this year, we received a decision on all of these cases, but one. We expect a decision soon on this last case. It is my understanding that the NMB is low on funds and cases will be heard on a limited basis. Ron and I are preparing several more cases to present to the PLB in the first part of next year. We will keep the claimants advised as their case progresses.

## **DISTRICT COMMUNICATOR: MIKE PERRY**

In our mailings of the Tentative Agreement, and other correspondence we have found that contact information is not being updated. This created some havoc during the mailing of the Tentative Agreement to Local Lodges and work locations. We had agreements returned to us because of no forwarding address, we had Locals that did not receive the first mailing, because of an Officer change and/or address change in which we were not notified. Updating Officer and contact information changes, such as address, phone and email addresses are very important. We want to make sure that all our members get correspondences from the District in a timely manner. The District office staff had to scramble to get Tentative Agreements out to the members so they could have ample time to review the Agreement and get questions answered and be informed before they voted.

Local Lodges that have members from more than one Carrier and/or work locations of some distance can be a problem in communicating to them. I have asked before, and ask again. If you have members from more than one Carrier, or you have work locations that are outside of the reach of personal contact, please provide us with a con-

# ...news from your General Chairmen

tact person and his/her information. We will send the pertinent correspondences and/or information directly to them. This will be a cost and time savings to the Local Lodges. Your help in this matter is greatly appreciated.

The web site is up and running. I am updating the site as often as possible and try to get information on the Web as soon as it becomes available. I would like to put pictures and information of our members on the web. Please provide me with pictures (along with the member's information) of members at events, retirement and special interest or hobbies of these members. Also, please provide me with pictures of Local Lodge meetings and events. I want to make this a Web site that promotes the pride of District 19 Machinists.

If you would like help in setting up a Local Lodge Web Site, please contact me at the District Office or the Transportation Department Communicator, Joe Tiberi at the Grand Lodge.

I am in the process of setting up a District store. The process is slow, but I am making headway. The store will provide T-Shirts, polo shirts, hats and other items that will have the District Logo on them. Purchase of these items will be made through the Local Lodges and be sold at cost. I will be posting my progress on the District Web Site.

## FROM THE DESK OF

**Rich Nadeau, Bob Moore, & Don Hall**  
General Chairmen

## **UNION PACIFIC RAILROAD**

The Union Pacific Railroad recently purchased a locomotive repair facility in South Morrill, Nebraska from Progress Rail; Union Pacific is starting operations with approximately 60 employees. Due to the hard work from the servicing General Chairman, roughly 40 machinist positions are established and almost all of the Progress Rail employees will remain employed. The machinists are now Union Pacific employees, and therefore, fall under the Railway Labor Act and the National Agreement.

The FRA has established new regulations concerning direct observation drug testing. The IAMAW has joined forces with the AFL CIO in an effort to fight this issue. Please see the District 19 web page for full details. Do not refuse to participate if you are required to take a direct observation test, this will greatly jeopardize your employment and inhibit a successful appeal for your return to work.

We have received some calls about the Carrier's automated vacation system in that the number of people off per day has been reduced for 2009. We have instructed all the UP Local Chairmen to get with local management

to work on this number and get back with the respective General Chairman. In the mean time, we have contacted Labor Relations to protest Omaha from adjusting such numbers and have requested a meeting if the problem persists.

On August 26, 2008 we convened with Public Law Board 6006 to arbitrate 7 cases, for a total of 130 cases now brought before such board. As of the writing of this article, no decisions have been rendered on the 7 new cases.

## FROM THE DESK OF

**Mark Schmidt**  
General Chairman

## **QUALITY RAIL SERVICES**

Steward John Martin reports the arrival of a new tanker at Lincoln. Operating this tanker should be less labor intensive than others since it is equipped with an auxiliary motor and remote controls.

## FROM THE DESK OF

**Dell Babcock, Mark Schmidt, & Jeff Doerr**  
General Chairmen

## **BNSF RAILWAY**

Negotiations relevant to the updating of the ATSF Schedule Agreement are expected to resume in the near future. We anticipate receiving a final draft to review and submit for approval.

Eight discipline cases were adjudicated by Public Law Board No. 6701 on Aug. 27, 2008. Involved parties will be promptly advised as soon as decisions are rendered in these cases.

The Transportation Trades Department of the AFL-CIO, working in behalf of IAM members, has petitioned the DOT to reconsider the imposition of new and extremely intrusive drug and alcohol testing procedures governing the manner in which direct observation testing is conducted. The TTD has requested the DOT to reconsider these provisions of the final rule and suspend their implementation until the concerns of transportation employees are fully addressed. The BNSF Railway is also on record as opposing these more intrusive testing procedures. The BNSF Railway, along with a coalition of rail labor unions, has filed a petition which seeks to set aside various amendments on constitutional and statutory grounds.

Our thoughts and prayers are with our Railroad brothers and sisters affected by Hurricane Ike. Those members needing assistance in the aftermath of Hurricane Ike are

# ...news from your General Chairmen

Strongly encouraged to contact their respective servicing General Chairman.

FROM THE DESK OF

**Jeff Doerr**  
General Chairman

## **MONTANA RAIL LINK**

Representing District 19, I along with the MRL General Chairman's Association met with the Carrier on Sept. 3, 2008 for talks over several issues of importance identified by all the Crafts in attendance. We reached a tentative agreement with the Carrier over the issue of Health Care Coverage for Late Reported Injuries. The Carrier had contended that an employee who reported an injury late was not entitled to Health Care Coverage and we strongly disagreed with them. We have tentatively agreed that an employee injured on duty that late reports does indeed have Health Care coverage and will also be offered the Carriers Wellness Program. We also convinced the Carrier that employees injured on duty have the right to be treated by a doctor of their choosing without having to obtain pre-authorization as long as they inform the Carrier of that decision. I'm happy to inform you that the Carrier is now in agreement with us that an employee does not have to use paid time off when using FMLA. We reviewed the Carriers new disciplinary program that has stirred up so much concern amongst MRL employees and we insisted that they review the program to ensure that it will be applied consistently across the Company. There have been many concerns over this new program and I want you to know that District 19 is and will be keeping an eye on the application of this program. Finally, we discussed the Carriers light duty program. All of the crafts had concerns about the program, primarily the cross utilization of Light Duty Employees to perform the work of any other Craft without that Crafts prior approval. As of right now, I and the General Chairman's Association at MRL intend to publish a joint letter further detailing these discussions.

## **STOCKTON TERMINAL & Eastern Railroad**

We had a minor issue over the computation of back pay, but I'm happy to report that the Carrier was quick to correct the problem and we've had no other issues to report.

## **PROGRESS RAIL - South Morrill, Nebraska**

The sale of the South Morrill Facility to the Union Pacific Railroad was completed in August. I would like to take this opportunity to thank the Officers and Members of Local Lodge 19 for their support throughout this difficult

situation. It was a very stressful summer for everyone involved and I'm extremely proud of the professional manner in which these Machinists, and particularly their elected leaders handled themselves. I think if we learned anything during this sale it is that in the future we must fight to negotiate "successorship clauses" into agreements on properties such as this one. For the most part this sale was a success for the majority of our members as their wages and benefits will be greatly enhanced. Unfortunately without having a "successorship clause" all of the employees were required to go through the UP hiring process and few were not offered employment. Fortunately for them we were able to foresee this possibility back in June when the tentative sale was announced and we negotiated a Severance Package from Progress Rail Services for anyone not offered employment by the UPR. These new Union Pacific Machinists will now be represented by the Assistant to the President and General Chairman Robert Moore who services the Union Pacific membership in that region. I wish these Machinists the best of luck in the future and want to sincerely thank them for the privilege of representing them.

## **PROGRESS RAIL—ROCKLIN, CALIFORNIA**

We've experienced a rash of discipline at this location this spring and summer. We feel that Management has been heavy handed with the issuance of discipline and have filed several grievances. We have discussed these issues with the Companies Officers; we're hopeful that they've heard our concerns and will in the future act to work with the Union instead of against us.

## **COLORADO & WYOMING RAILROAD**

The Carriers top Officer, Mark Dabney left the Company this summer. Local chairman Jerry Vargas and I had arranged a meeting with his replacement in September but due to the Tentative National Agreement my schedule prevented this meeting so we're rescheduling it for October.

## **"Thank you, Locals"**

I would like to thank all of the Locals that I service who sent Delegates to the 37th Grand Lodge Convention. You sent your representatives and your voices were heard by all in our Union. I'm certain that the Delegates you sent will tell you that they worked hard tackling some serious issues and that our Union will be able to represent your best interest well into the future.

# ...news from your General Chairmen

FROM THE DESK OF

**Ron Fink**  
General Chairman

## **CSX-T**

I previously attended a meeting in Nashville with the Shop Crafts Coalition and CSX Mechanical Dept. Several issues were discussed concerning Safety, PI-82's, Smoking Policy, Blue Flag Policy, Mechanical Rules and Instructions, IRC issues. The Smoking Policy goes into effect Oct. 1, 2008 and it is completely different from the previous policy. It would be advisable for all smokers to read it very carefully. If there are any questions concerning it, make sure you ask them.

CSX Mechanical is in the process of putting Mechanical Rules and Instructions out to all Crafts, it will be similar to the Transportation Rules that individuals will be tested on some time at the beginning of each year. We are currently waiting to see what the final draft is going to look like. As we get more information regarding this, we will pass it along to you. Additional meetings are being scheduled to further discuss the Blue Flag and IRC issues.

As Mike Perry has stated in his article concerning Discipline, I'd like to agree with him, it seems that it is on the rise in rules compliance issues. All members should be very careful in complying with the Carriers' Rules and Regulations.

## **DISTRICT EDUCATOR—Ron Fink**

We have made a Training CD, for use by the Local Lodge Educators, containing the Presentations that are on the District Web Site. They are in a PowerPoint Format along with a Adobe PDF Format.

Any Local that would be interested in receiving a copy should send an E-Mail to Ron Fink District 19 Educator, at [iamrfink@highland.net](mailto:iamrfink@highland.net). Please include the Local Lodge Educators: Name, Address, City, State, Zip Code, Phone # and E-Mail Address.

FROM THE DESK OF

**John Lacey**  
General Chairman

## **PAN AM RAILWAYS**

On March 14, 2008 District 19 and the Machinist Bargaining Committee consisting of Local Chairman, Gerald Michaud of LL 409, and Local Chairman, Patrick Chiapputi from LL 481 met with Pan Am Labor Relations Dept. in No. Billerica, MA to begin contract negotiations. After many rounds of talks an agreement was reached and ratified by the membership. Terms of the contract are as follows: 5 yr. contract (July 7, 2008 3% GWI, zero HW contribution) July 7, 2009—3% GWI, zero HW contribution) July 7,

2010—4% GWI, employees contribute 2% of monthly HW premium—4% GWI, employees contribute 2% of monthly HW premium )2011—4% GWI, employees contribute 3% of monthly HW premium (2012—4% GWI, employees contribute 8% of monthly HW premium, no work rules changes.

Attorney, Mike Wolly and Carla Siegel from the IAMAW Legal Dept. have been in close contact with District 19 concerning the Surface Transportation Board ruling on the recent transaction between Pan Am Railways and Norfolk Southern (Pan Am Southern). Mr. Wolly representing District 19 has argued that the Board should impose the New York Dock Conditions on all aspects of the transaction, that allows them to set up Pan Am Southern LLC to acquire the Springfield Terminal and Boston & Maine properties. He expressed to the Board our concern that Pan Am Southern might rely on the Section 10901 acquisition exemption to evade existing agreements and protection for our members, particularly if it terminated its contract with Springfield Terminal to run the operations over the acquired lines. Attorney Wolly has notified District 19 I that the Applicants have now conceded that they will not rely on Section 10901 if they do that and acknowledge that the Board could confirm that commitment in its final decision, encompass the acquisition transaction, within the overall transaction, and apply New York Dock to all elements of the overall proposed transaction.

## **MASSACHUSETTS BAY Commuter Railroad**

The MBCR Coalition consisting of the IAMAW, IBEW, TCU and TWU will meet in Boston, MA. October 21, 2008, to continue contract talks with MBCR Officials in the hopes to finally getting a Wage and HW proposal from the Carrier. In previous meetings the Carrier has refused to discuss Wages and HW and speak only of work rules and give backs. A meeting is set for all MBCR Railroad Unions on Sept. 30, 2008 to discuss forming a Health and Welfare Coalition in efforts to battle Carriers never ending demand for employees to pay towards their Health Care Coverage.

## **LONG ISLAND RAIL ROAD**

LIRR Labor Relations Dept. has contacted District 19 to discuss a new welding agreement which would make it mandatory for all welders to be recertified every six months. Also, included in their proposal, it would have all present and future employees holding a welding position to receive an additional \$1.50 per hour. An October meeting is being set to review and discuss this agreement.

## **NEW JERSEY TRANSIT**

Together with Local Chairman, Mike Kerner and Vice

Pres. Charlie Lombardi, the District met with Local Supervision to finally resolve a long over due issue in S. Kearney, NJ. It was agreed upon that the bid sheets for the MMC Component Shop, would specify the major duty to be either Wheel & Axle or Truck Shop. For years, Local Management refused to separate the two in order to utilize its work forces as it felt fit whether there was work in each dept. or not and disregarding seniority. It was agreed on that the Carrier still would be able to move people, but only after starting with the Junior Qualified Machinist.

### **FELA 100TH ANNIVERSARY**

**Weldon Granger**, General Counsel  
District 19, IAMAW

Please join me in celebrating the 100th year anniversary of the enactment of the Federal Employer's Liability Act. FELA, as all of you know, was enacted to protect the rights of employees of rail carriers when injured on the job. In my 35 years of representing the IAM members, I have witnessed the attack by Carriers in an effort to change or completely remove FELA as protection for injured workers. Most recently, in an effort to exclude rail workers with asbestos related diseases from coverage under the Act, the Carriers and Congress, lead by the Republicans, failed to accomplish their mission. Support from rail labor and designated legal counsel, as well as Congressmen who have labors' interest, defeated the move. As this financial crisis

worsens, don't be surprised to see a move by Republicans in Congress to remove FELA from Amtrak funding as a ploy to begin the process of eliminating FELA as a right for all rail workers. We will continue the fight and I ask you to join me in celebrating the 100th year Anniversary of FELA. It has brought about fair compensation and served as a deterrent to unsafe practices, as well as continually creating an incentive to improve the safety of the workplace. It is a privilege to represent the members of District 19. Please contact me at 1-800-231-3359 if I can be of assistance to any of you or your members.

### **JULY 2008 AMTRAK Ridership Sets All-Time Monthly Record ....from Mike A. Hill**

Amtrak ridership in July '08 increased to 2,750,278, nearly a 14 percent increase, marking the most passengers carried in any single month in Amtrak's 37 year history. Total ridership for the Fiscal Year to date—October 1, 2007—July 31, 2008, reached 23.7 million, topping the 21.3 million from the same period last year. Total ticket revenue for the fiscal year to date reached \$1.4 billion, a 14.1 percent increase over the same period in FY07. For the month of July, ticket revenue increased by 18.6 percent to \$168 million.

**International Association of Machinists  
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