

was necessary. **We prevailed in arbitration so now you are in fact paid to make this type of move.** Since engineers are already on straight time and you get paid an additional straight time arbitrary for the time consumed making the movement from the yard to the platform.

We negotiated clarifications in Rule 14b payments

Prior to forming our own General Committee and the formation of Division 127, no payment was ever received under Rule 14b. We have not only established numerous understandings on 14b payments we won a board award which garners 14b payments when making up your outbound consist.

We negotiated Health Club Memberships and a Flexible Spending Account

The program calls for the Carrier to pay the up-front cost to join an area health club at a significantly reduced annual rate, and individual members pay monthly through interest free weekly payroll deductions. We also have established a medical and dependent care flexible spending account so that you can put away pre-tax dollars (tax free) to pay for medical expenses and dependent care.

We increased life insurance coverage from \$10,000 to \$100,000 beginning next year have doubled the amount of dental coverage per dependent.

This is the record of Division 127 and your General Committee. It is not based on speculation, or 'what if' scenarios. The success in achieving your goals is a demonstrated fact born out of your yearly gross wages, benefits, work rules, and ever increasing Vanguard Accounts. It is based on our negotiations with Metro-North and the simple fact that Metro-North only cares about the way Metro-North trains run. Metro-North doesn't care about the Internationals, how big they are or what goes on anywhere on the freight railroads.

If the Internationals have the benefit of their size and numbers why do the agreements they've negotiated lag so far behind ours? Their obvious failures with their Amtrak negotiations are glaring enough but even more glaring are their failures when you consider the Internationals negotiate mainly with freight railroads that have been making record profits for years. Clearly, they are doing something very wrong and clearly their size doesn't matter.

When International representatives meet with you to try and convince you to stay with them, ask them what properties they represent and ask them about their rates of pay, Vanguard accounts, ask them about their sick time agreement and vacation schedule, and ask them about their working agreements. **If their contracts are not as good as the one you work under, what can they possibly tell that you don't already know?**

Soon the choice will be yours. **You can maintain the representation you currently enjoy with ACRE or you can chose new leaders to represent you.** We can only hope you consider our track record and **cast your vote for the Association of Commuter Rail Employees.**