



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference-International Brotherhood of Teamsters

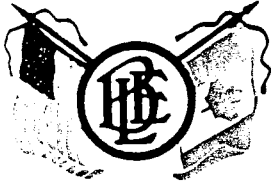
March 24th, 2005

To All Division 127 Members,

I am pleased to announce the appointment of Tom McGrath to the position of COORDINATOR for PENSIONS and BENEFITS for Division 127.

Tom's past service to members of the BLE and other unions seeking information concerning pensions or health and welfare issues is well known. His appointment to this position will help ensure his continued involvement in this area.

Fraternally,
John Lawrence
President Division 127



Robert M. Evers, General Chairman

Brotherhood of Locomotive Engineers

General Committee of Adjustment
Long Island Rail Road

99 Railroad Station Plaza, Suite 200
Hicksville, NY 11801
516-932-7130 • Fax: 516-932-7388

May 16, 2005

Edward Rodzwick, Vice President
Brotherhood of Locomotive Engineers & Trainmen
1370 Ontario Street
Cleveland, OH 44113-1702

Dear Ed,

Please be advised that in the event the MTA merges the Metro North and Long Island Rail Roads, the Engineers on Long Island will continue to be represented by the Brotherhood of Locomotive Engineers and Trainmen as will the Engineers on the New York & Atlantic Railway.

Fraternally yours,

Robert M. Evers
General Chairman

RME:cas

cc: F. Kelly, Metro North



NEW YORK
STATE
SENATE

ROOM 509, LOB
ALBANY, NEW YORK 12247
(518) 455-2231
FAX: (518) 426-6906
INTERNET ADDRESS:
SPANOC@SENATE.STATE.NY.US

SENIOR ASSISTANT MAJORITY LEADER
FOR CONFERENCE OPERATIONS
CHAIRMAN
SENATE INVESTIGATIONS &
GOVERNMENT OPERATIONS COMMITTEE



NICHOLAS A. SPANO
SENATOR, 35TH DISTRICT

May 16, 2005

Mr. Peter Kalikow, Chairman
Metropolitan Transit Authority
347 Madison Avenue
New York, NY 10017

Dear Chairman Kalikow:

It has been brought to my attention by the relevant Metro-North unions (SEIU Firemen & Oilers, Railway Supervisors, Teamsters, Machinists, TWU, IBEW, TCU, and Sheet Metal Workers), that there has been a deadlock between Metro North and the union coalition for 14 months. The unions are now are filing to be released from mediation. Release begins a process that could result in a job action.

I understand that the deadlock stems from the fact that for more than a year Metro North/MTA has insisted that "the ACRE deal must be the pattern." If true, this concerns me as a Westchester public official and New York State Senator. To me, the needs of Metro-North riders must be paramount. ACRE represents only about 27% of the Metro North workforce, mostly the most senior and highly paid. ACRE is a union whose officers are on the Metro North payroll. Many believe that ACRE was created with the support of Metro North management. If so, arguably ACRE's very existence is symptomatic of the state's need for public authority reform, which my colleagues and I in the State Senate are working on. For these reasons, this does not seem to me to be an ordinary collective bargaining conflict. I would not seek to intervene in ordinary collective bargaining. However, in this case, an underlying political obstruction that must be removed. If the anomaly is removed, normal collective bargaining can begin.

In my estimation, allowing the present position of Metro North management: "the ACRE deal must be the pattern" to stand could harm the public interest:

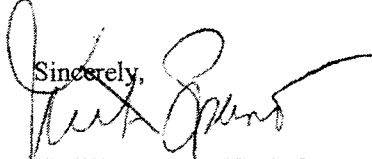
1. The contemplated merger of the LIRR and Metro North accentuates the gap between Metro North workers and LIRR workers. The interests of junior, lower-wage workers are not met by the ACRE pattern. Two groups of workers doing the same work for one employer -- but receiving different compensation -- is a formula for trouble. Chairman Kalikow, I admire the long-run view that you are taking with respect to adequate funding for the MTA Capital Plan, necessary if the whole system is to remain in a state of good repair. This displays enlightened stewardship focused on economic development. Possibly, a similar longer-run view of managerial self-interest may be in order at Metro North.
2. Intransigence from either side heightens the chance of unnecessary labor disputes and service interruptions on Metro North. Federal law gives these railroad workers the right to strike. Under provocation, they have exercised that right in the past. Good faith dialogue and constructive labor relations always work best, and would best serve the interests of the communities I represent.

3. A substandard contract would be unfair to Westchester County and other parts of the Lower Hudson Valley, consigning our region to lower wages and lower incomes in a major industry employing more than 5000 people. The inequality between regions worsens over time. This is not small change. I am reliably informed that the parts of the ACRE agreement covering health and welfare benefits, if spread to all 5000 employees, will mean a direct loss of \$20 million a year to the Metro North service region. With the usual multiplier effect, the full negative economic impact of such a pattern agreement would be even greater.

Based on my conversations so far, I am persuaded that the solution may be "the LIRR deal, plus protection for the older workers." This means the typical wage settlement on the other MTA properties: a) four yearly wage increases -- a \$1000 lump sum, then 3%, 3%, and 3 %, and b) 5 years of pension credits for the Metro North workers hired between 1983 and 1988. This would satisfy the requirements of all the legitimate Metro North AFL-CIO unions.

I know these union leaders. They are reasonable people. They know that to reach parity with LIRR workers, a laudable goal, may take several bargaining rounds. They are only asking not to fall further behind. Most importantly, several of these union leaders represent members on both LIRR and Metro North. Their Long Island experience teaches them that a different kind of industrial relations, based on accommodation and mutual self-interest, not wasteful strife, is possible. If it exists on Long Island, my region deserves no less.

I look forward to discussing these concerns with you as soon as possible.

Sincerely,

NICHOLAS A. SPANO
Senator

Cc: Senator Joseph Bruno
Ms. Katherine Lapp
Mr. Peter A. Cannito
Mr. Ray Burney
Mr. Gary Dellaverson

ACRE officers signed the following documents during their contract ratification negotiations with MTA Metro-North. ACRE officers neglected to include these items in their contract ratification package or mention them in their cover letters or question and answer sheets that were sent out to the ACRE membership for a vote. What and how many other sidebar letters or verbal agreements have ACRE officers agreed to with MTA Metro-North, which directly affects the working agreements of the ACRE membership and the Association's relationship with MTA Metro-North that we do not know about? ACRE officers have intentionally violated the trust of the ACRE membership.

Peter A. Cannito
President



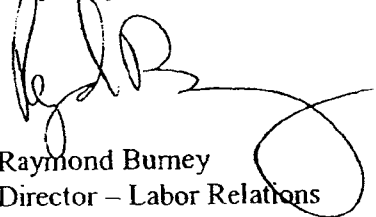
January 15, 2004

Mr. Michael Doyle
General Chairman - ACRE - Div. 9
420 Lexington Avenue, Suite 215
New York, New York 10017

Dear Mr. Doyle:

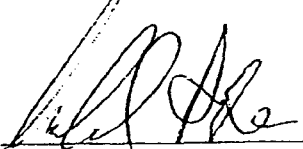
This letter will confirm our discussions during the recently completed negotiations for a new collective bargaining agreement regarding the MTA's proposed corporate restructuring. We agree that the proposed restructuring provides potential opportunities for the MTA to operate more efficiently. We also agree that the best way to maximize those efficiencies is through cooperative efforts and good faith discussions which acknowledge the legitimate concerns of the workforce regarding seniority, earnings, job security and the like. We commit to using our best efforts to ensure that these discussions take place in a harmonious atmosphere and reach a timely and mutually acceptable conclusion.

Very truly yours,



Raymond Burney
Director - Labor Relations

I Concur:



Michael Doyle, General Chairman
ACRE - Division 1

Peter A. Cannito
President



January 15, 2004

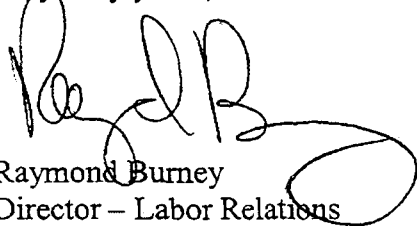
Mr. Thomas Ryder
General Chairman - ACRE - Div. 166
420 Lexington Avenue, Suite 215
New York, New York 10017

Re: **Pay for Union Business**

Dear Mr. Ryder:

This will confirm that Metro-North will examine the legal and practical implications of establishing a procedure wherein active, full time Metro-North employees who are bonafide Union Officials will receive pay from Metro-North while on Union Business and the Union will reimburse Metro-North for all of the payroll costs incurred by Metro-North. This arrangement will not change the current rules or practices that determine when an active employee who is a Union Official is entitled to receive compensation from Metro-North.

Very truly yours,



Raymond Burney
Director - Labor Relations

From: Raymond Burney
To: Chris Donaldson
Date: Fri, Dec 17, 1999 11:48 AM
Subject: Release Time for Engineer M. Doyle

Please arrange, until further notice, for the paid release of Engineer M. Doyle, Emp. #103401, from his regular assignment E-341. Mr. Doyle should be paid the earnings of that assignment and to that end may be coded on the payroll as being on light duty. His position, E341, may be filled in the ordinary course of business, effective immediately.

CC: George Walker, Marijanka Badurina, Maurice J. Ki...