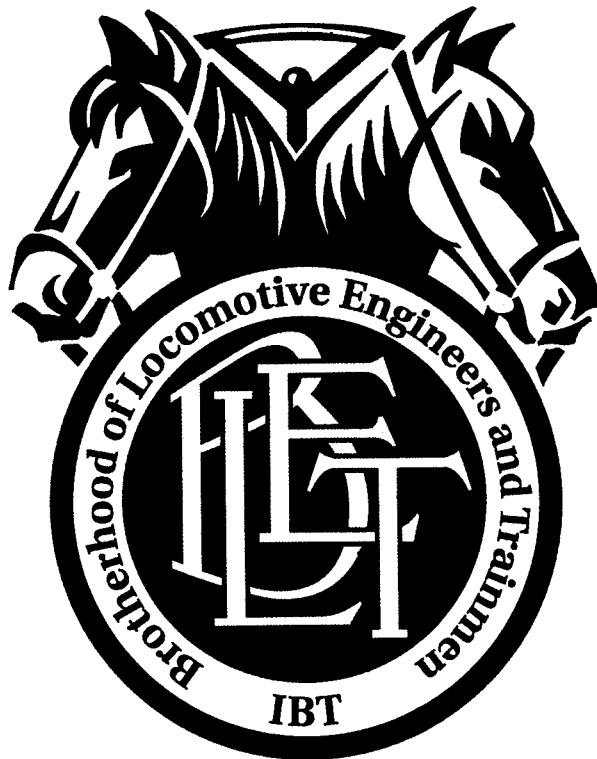




Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference-International Brotherhood of Teamsters

A-CARD INFORMATIONAL BOOKLET
PREPARED FOR LOCOMOTIVE ENGINEERS
EMPLOYED BY METRO-NORTH RAILROAD.



99000

- * NATIONAL IN SCOPE * AFFILIATED WITH THE TTD *
- * FINANCIAL STABILITY * UNLIMITED RESOURCES *
- * POLITICAL CLOUT * UNIFIED WITH THE HOUSE OF LABOR *
- * STRENGTH AND UNITY WITH 1.7 MILLION MEMBERS *



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference—International Brotherhood of Teamsters

NATIONAL DIVISION

1370 Ontario Street, Mezzanine • Cleveland, Ohio 44113-1702
Phone: (216) 241-2630 • Fax: (216) 241-6516 • www.ble-t.org

DON M. HAHS
National President

May 13, 2005

ALL ENGINEERS ON METRO-NORTH RAILROAD

Dear Brothers and Sisters:

There has been a significant showing of interest among engineers on Metro-North Railroad for union representation provided by the Brotherhood of Locomotive Engineers and Trainmen (BLET). As a result of that showing of interest, we will be circulating A-cards to engineers on Metro-North property. I hope that you will recognize the benefits of being represented by the BLET which is now a part of the Rail Conference of the International Brotherhood of Teamsters.

The International Brotherhood of Teamsters is made up of 1.7 million members. They have an enormous amount of political clout in Washington, DC, as well as in the states' political arenas. The resources available through the Teamsters far exceed the resources available from any other rail labor union. The Teamsters have already provided the BLET with assistance in various areas. The assistance provided includes organizing, legal, lobbying and collective bargaining.

Since the BLE merged with the Teamsters on January 1, 2004, the Teamsters have provided the BLET with assistance every time that we have requested such assistance. It is worthy of mentioning that when the National Carrier's Conference Committee learned that we were seeking a merger with the IBT, they began arm twisting our Executive Committee, attempting to convince us that this merger was a bad idea. The carrier's fear of our merger with the Teamsters was our first indication that this was the right move to make.

Metro-North engineers deserve better representation than that which they are currently receiving. I am confident that choosing the BLET as your bargaining agent will greatly improve the representation you are currently receiving. Small independent unions are virtually powerless in this day and age. Your current union is not even affiliated with the AFL-CIO and therefore, cannot take advantage of the resources available through the House of Labor. I hope that you will sign and return the A-card to start the process, and once again become part of the most powerful union in this country. You will not be sorry.

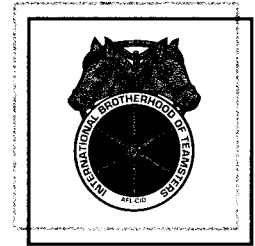
The signing of an A-card and the voting in a representation election are strictly confidential matters. No one will know that you signed an A-card and no one will know how you voted.

Fraternally yours,

President

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

AFL-CIO



OFFICE OF
JAMES P. HOFFA
GENERAL PRESIDENT

May 16, 2005

TO: ALL ENGINEERS ON METRO NORTH COMMUTER RAILROAD

Dear Future Teamsters:

As General President of the International Brotherhood of Teamsters (IBT) I would like to take this opportunity to invite you into the Teamsters through the A-card drive currently being conducted on your property by the IBT's Brotherhood of Locomotive and Engineers and Trainmen Division (BLET). I hope that you will sign an A-card and vote for the BLET in an upcoming representation election. Doing so will bring you into the Teamsters organization and provide you with the best and strongest union representation available.

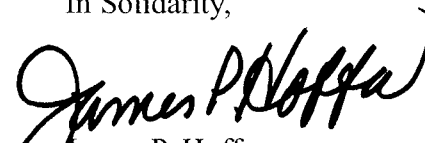
When the BLE and the IBT merged in 2004, the BLET obtained resources never before available to its officers and members. The BLET is part of the Rail Conference of the IBT. The Rail Conference is made up of the former BLE and the former BMW. Other rail unions are considering joining the Teamsters through the Rail Conference.

Currently, your union does not have a National office or an International Office to provide assistance in contract negotiations, legal assistance, lobbying for crucial legislation, or wielding influence in state and federal government. You will have all of these if you choose the BLET as your union representative.

There are those in the railroad industry who feel that rail unions should not merge with the Teamsters Union because the Teamsters Union represents truck drivers. There are 1.4 million Teamsters, including workers in many different crafts in many different industries. Trucking is only one such industry, but we are striving toward a goal of having a union that represents workers in all crafts and facets of transportation. This diversity will make all of us stronger.

Please do not pass up the opportunity to become part of the largest transportation union in the country. In today's political climate, our size and strength is more important than ever. The International Brotherhood of Teamsters is not only a very large union but a very powerful one. The IBT provides top-notch services to its affiliates, including the BLET. Are you satisfied with your current union representation? If not, come join us.

In Solidarity,


James P. Hoffa
General President

JPH/dw



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference-International Brotherhood of Teamsters

May 2005

To my Fellow Engineers:

When I hired out a very wise Engineer told me the best way to get along with my co-workers, was never to discuss religion or politics. As you will realize after reading this letter, I did not always heed his sound advice. There are just times when one believes so strongly on an issue that it implores them to take a position. Thank you in advance for indulging me and reading this letter.

Two questions came to mind when the discussion of A-cards was raised. Should the A-cards be sent out at all, and when would be the right time? With the present level of discord, I am asking everyone to please sign the A-cards and allow an Engineers representation vote on Metro North Railroad.

We presently have a divided membership. By allowing this vote to happen, it will resolve this matter once and for all. We all vote privately at home, and mail back these A-cards. The level of rhetoric will cease, and that in itself would be beneficial for all. Too many of our co-workers have become ill or passed away these last few years to still be belaboring this issue for another five years.

The issue is whether our roster is content with belonging to a small independent association outside of the house of labor, or wishes to move forward belonging to an International labor organization? This issue has nothing to do with personalities. The vote is about which organization would better represent our roster in the years ahead, the BLET or ACRE?

I have heard some disparage the Internationals. The truth is there were union leaders that devoted their lives to the betterment of others, for very little or no pay. They believed that by helping others they were helping themselves. That is why Internationals are known as fraternal organizations. Looking at the roster, many have been hired that never worked with an International union representing them. Our International prior to the inception of ACRE had a Vice-President assigned to our property. The Vice-President never came on the property unless invited by the General Chairman. The General Chairman represented the International on the property. The Vice-President was just adhering to the BLE Constitution. Internationals are very good with big initiatives, like the

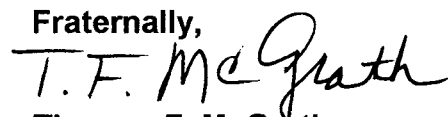
changes made to Railroad Retirement in 2001. This provided for full retirement at age 60 with 30 years of service.

Everyone knows that I believe it was a huge mistake to leave the Internationals. My vote would be for their return, but the votes that count come from the younger members on the roster. Anyone with over thirty years of service has their railroad service behind them.

As I stated previously, this vote is not about personalities. If the Internationals return, the present officers of ACRE have every right to run for office. I will list a few reasons why I am not an advocate of ACRE.

1. There should never be full time release jobs paid by the company to union officers in the railroad industry.
2. In any organization there must be checks and balances, someone to mind the store. If Mother Teresa was running the union, someone would have to watch her. Not an Executive Committee made up of the same General Chairman that represents the crafts.
3. Denis Hughes represents the AFL-CIO in NYS (www.nysaflcio.org). He has a fine staff with offices in Albany and New York City. The BLET belongs to the Transportation Trades Department (www.ttd.org), in Washington. Log on to these two sites and see the good work these people do. Why would anyone not want to be associated with these fine organizations?

In closing, I have had a wonderful life working as a Locomotive Engineer these last 34 years. There has been a lot of changes. One thing about getting older, you realize that change is inevitable. With all we read about Amtrak and Metro North in a possible merger with the Long Island Railroad, more changes are coming. I truly believe we all would be better served having the Internationals representing our interests. I will leave you all with one last quote from that wise senior engineer...Always remember that unions should try to leave it better for the ones that come behind.

Fraternally,

Thomas F. McGrath
Engineer- Harlem Division



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference-International Brotherhood of Teamsters

May 2005

To my fellow brother and sister engineers:

Speaking for myself and on behalf of the membership of Division 127 of the Brotherhood of Locomotive Engineers and Trainmen (BLE&T), I ask you to institute changing from an Independent Association to a Union that has the backing and support of an International. Metro-North Locomotive Engineers have been out of the house of labor long enough. I ask you to choose a union whose officers are dedicated to the interest of its members over an Independent Association dedicated to their own special interests and the interest of the carrier. We need to vote and restore our union, so that we as union members will have inalienable rights. A union in which only the members of each Local Division will nominate and elect their own Local Chairman. Every union member needs to have and will receive a current contract book and know his or her rights. A union that is open and honest where officers do not hide behind innuendo, patronage or intimidation. Vacation changes affecting the membership are based on the need of a particular member, not on the patronage of the Association or its officers. A place where nothing is left to chance or to the whims of our General or Local Chairman, when a thank you is all that is needed. We must once again level the playing field between the carrier our union and the membership.

Contracts need and must be well thought out and kept in the best interest(s) of the entire membership and future needs of our craft. Genuine concern must be shown not only for our present but also future Locomotive Engineers that have to live and work under these contracts and work agreements. We cannot accept any more sign and fill in the blanks later as we go along contracts. We must maintain a bargaining position and stance fortified from a position of strength for what our craft and certified position means to the carrier and riding public. We must have officers with the integrity to mail out complete contract ratification packages, including all signed side bar agreements for the membership to review, understand and question, prior to the casting of their ballots. We must not be placed in a bargaining position dependent upon what the carrier will do for our officers, or a select few that represent and serve our current Association. The two master principle does not work on Metro-North Railroad. Fiscal responsibilities must be met so our members can enjoy the best possible contracts that can be negotiated. Contracts need to be done with the input of the membership, labor lawyers and actuaries ensuring our current needs and long-term goals, nothing can be left up to chance or the carrier. This is the only way that we can accomplish a better way of life not only for us but also for our families.

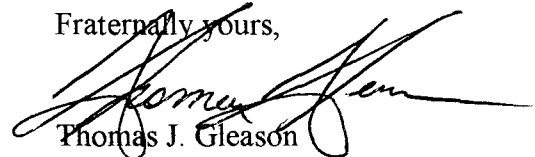
I ask you to please read all of the enclosed literature, then sign and return the enclosed "A" card for a new union, a fresh beginning and a bright future. Five years ago Mike and his team wrote to us "with this letter, the process has begun. You will soon be presented

with the fabled "A" card. This is merely an authorization card that expresses to the National Mediation Board (NMB) your interest in having a representational election (it is not an election itself, that will come later). Obviously, though the NMB protects your right to be represented by the bargaining unit of your choosing, they need some mechanism for you to demonstrate your wishes. That's all the "A" card does. We hope you will immediately fill them out when they are presented to you. Remember, they merely propose an election. The "A" cards do not obligate you to vote in any way once the NMB conducts the secret balloting".

The members of BLE&T Division 127 and I only ask for the very same courtesy that was extended to Mike five years ago. After all, why would ACRE, the self proclaimed, most democratic, user friendly, cost efficient organization in the country have to fear about "A" cards and the BLE&T International, unless of course, they have not lived up to their promises, propaganda and billing.

I thank you for your time.

Fraternaly yours,

A handwritten signature in black ink, appearing to read "Thomas J. Gleason", written in a cursive style with a long horizontal flourish extending to the right.

Thomas J. Gleason



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference-International Brotherhood of Teamsters

May 2005

We the members of Local Division 127, working under the representation of the Association of Commuter Rail Employees (ACRE), initiated and totally support the A-card drive that is currently being undertaken by the Brotherhood of Locomotive Engineers and Trainmen (BLE&T). We believe the time is right and has come for the ACRE organization and their officers to account for the many promises, actions and contract agreement which have occurred and had a direct impact on our livelihoods and working conditions, concerning current and all future Locomotive Engineers on Metro-North Railroad.

This A-card drive and subsequent representation vote (if the majority of members agree with and sign and return A-cards), will allow for everyone to express their opinions and points of view. We only ask and request that everyone remain civil and keep any discussions or debates focused on the facts. Only through open, polite, civilized discussions can any real communication take place and be accomplished.

Some issues and points of interest that we would like for the membership to consider would include:

1-Accountability- System of checks and balances:

- Officers' adherence to a salary structure set in the Local by-laws that would be developed by the membership.
- Members from each Local Division will elect their own Local Chairman.
- Local 127 by-laws to be reviewed and if necessary amended by the membership.
- Members will establish the voting methods for issues pertaining to the Local.
- Local 127 will remain autonomous. General Chairman and Local officers will handle all contract negotiations unless they request assistance from the International.
- With an International, individual members will have a higher authority and right to appeal. The International is an outside authority that can ensure differences are resolved and uphold the enforcement of individual members rights.
- Union meetings scheduled when the majority of members can attend and minutes posted. All members will be informed as to what occurred at union meetings, regardless of attendance.
- All members will have a vote on all major issues that affect the membership, not just the members in attendance at union meetings, (i.e.: dues increase).
- Members will have a voice in future contracts.
- No secrets, private deals or documentation withheld from the membership.

2-International provides assistance for the Local, its officers and the membership:

- Vast benefits that everyone takes for granted and/or does not even realize exist under an International. Just log onto their web site and see what they offer.
- Officers trained through the International by attending seminars, conferences, schooling, etc.
- Advantages of being affiliated with the AFL-CIO and becoming a National in Scope union again.

3-Legislation:

- There is no question concerning the need for a strong legislative department in dealing with the Federal, State and Local governments. Policies and decisions are made in Washington, and then get passed down to all State and Local governments. Metro-North is a bi-state agency. Members need to have a vast legislative department to accomplish the unions' goals and be able to gain access to various politicians on all levels of government. In politics, the size of the membership and scope of the union definitely matters.

4-Dues Structure:

- Membership will set the dues structure. We have developed a dues structure and concluded that Local 127 can operate and survive with an \$80.00 per month per member dues payment. Student engineer trainees will not have to pay union dues until they mark up.
- International will provide financial assistance to get Local 127 financially sound. (Our former officers drained all of the Locals' funds and stuck Division 127 with an IRS tax liability).

5-Let the BLE&T International speak for themselves:

- ACRE spends more time reporting (in their opinion) of what is going on and happening with the BLE&T than they do informing us of what they are doing for the ACRE membership in their newsletters.
- Allow and provide the opportunity for ACRE members to speak directly with and question BLE&T officers concerning past history and current issues.

We thank you for your time and believe you will indeed sign and return the enclosed A-card for a chance to begin the process to re-affiliate with the BLE&T and take advantage of one of our most valued democratic principles, the right to vote and have your voice heard.

Fraternally yours,
Division 127 Members