

214885



SENT VIA FACSIMILE

October 11, 2005

RE: STB F.D. 28676 SUB 5
 Review of award NYD protections
 September 1979 GTWRR-BRCA

Honorable Vernon Williams
 Secretary
 Surface Transportation Board
 1925 K street, N.W.
 Washington, D.C.

ENTERED
 Office of Proceedings

OCT 12 2005

Part of
 Public Record

This is new and ongoing information for the scrutiny by the Surface Transportation Board (STB) concerning the present case Finance Docket 28676 sub 5 before the Board. This information, scrutinized honestly will show the following:

ANALYSIS - Of Richard Gerrow Letter 10-2-2005 attachment #1

1. - This letter is from a Local Chairman working at GTWRR in Flint, Mi. to J.V. Waller his General Chairman JPB # 200. This same Local Chairman, Richard Gerrow is also the Local Chairman who was supposed to be representing Tim Black and Tom Sorge. Until "NOW" Gerrow has not helped Black and Sorge. It is significant that Gerrows letter supports everything I have presented to this Board with more detail and documentation in possession of the STB.
2. - Notice that this appears the CN wants to incorporate all railroads owned and/or controlled by CN to be under the "same" Carmen agreements, (CBA). Even this when the IC merger agreement does not include the GTWRR Carmen from a point in I believe Franklin, Indiana (EAST) and without STB approval for such control and action in the merger agreement STB F.D. 33556 by STB. Also move GTWRR Carmen to the ICRR.
3. - Notice the statement that the Carmen on GTWRR have had their job's cut since the 2001 CBA and that the Carrier has worked over one year below the 160 agreed to number (2001 CBA) and the UNION would not file claims in the members behalf and still will not. (WHY)? Ulterior motive not to? GTWRR has about 133 Carmen now. FRA should be policing that Railroad right now. The Safety on the rails are put in jeopardy when there are not enough Carmen inspecting freight cars and allowed to give air test and repair bad order cars as required under FRA Rules. (As I have been told in Pontiac). I have been told a Forman in Pontiac shops and yards, (Dale Turner) rips bad orders from the inspected cars and sends them to his "BROTHERS CONTRACT SHOP" somewhere in Illinois. I believe Woodhaven, Illinois. That would be nepotism and that Forman belongs to the TCIU also (supervisors UNION.) Turners response when

questioned by Carmen about that , states (I was told be a Carmen) “ **I have to get it set up where I can work after retiring from the GTWRR**”. My opinion that is the same as laundering money !!!

(4) Notice Gerrow states “we” want all “ACTIVE” employees/Carmen , on GTW/CN “PROTECTED” as the numbers stand today (approximately 133, FORGET Black, Sorge , the Port Huron Carmen and others). Gerrow wants ALL protective agreements in place including all sale and lease agreements . (This is the ICC Mandated 28676 and Thornton’s January 10, 1996 CBA side letter # 2 , he is referring to.) He knows Black and Sorge were and are protected employees and he knew it when they were illegally furloughed. There is NO furlough of adversely affected Carmen on the GTWRR. They go directly to the extra board .

(5) Notice Gerrow now complains about the Carrier using the 2001 CBA to close down points and move CARMEN “**all over the ICRR**” or “**FORCED THEM TO RESIGN OR FURLOUGHED WITHOUT PROTECTION!**” We do not want this to happen again.” So Gerrow knows the “UNION” and “Carrier” have ignored even their 2001 CBA agreed to number of 160 Carmen. Gerrow knows and knew the Carrier and UNION forced the Carmen to resign (accept severance pay) or face “furlough” without “Protection”. (SEE Mike Watkins letter in exhibits). Notice Gerrow knows and knew Lang Yard , Toledo was closed down by the non compliance of their 2001 CBA .

This STB needs to know Gerrow is speaking for the Carmen at , Flint, Mi., Battle Creek, Mi. Lansing, Mi. Flat Rock, Mi., and Toledo, Ohio . This covers about 80% of the Carmen on the GTWRR. There is only one other local chairman , in Pontiac, Mi. on the GTWRR. There were SIX when I was General Chairman .

All of these Carmen deserve rep[resentation in which they pay for but do not get . The UNION refuses to file claims against that Railroad in behalf of the membership , allows the contracting out of their work knowing the Carrier violates even the agreed to number , 160, in their sham 2001 CBA. Even Gerrow knows the PDS (Port Huron, Mi. Carmen) were denied their labor protections. So does all the other Carmen . They know Black and Sorge should be on the extra board NOW! Thank you for reading and accepting this further information (ongoing) that should result in reinstating the labor protections denied all these people by the UNION and Carrier. This should be forwarded also to another investigative agency as well as STB consideration. Sincerely

Larry Thornton
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Clyde, Mi. 48049



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Sent by Facsimile to Carrier Attorney
Andrew J. Rolfes, October 11, 2005

Brother Waller you have stated that the over all number of Carmen that the CN has stated was 100 under the current number of active Carmen on all of the US /CN Railroads. I would hope that you and Brother Johnson are not going to negotiate our jobs away when I've told you that the CN has many Carmen that are going to retire with in the next few years and they can get there number they want by retirements in the future.

We want to know what the number of Carmen the CN wants to have working on the GTW before your meeting with the CN on the 6th of October.

Its time to stand up to the CN and make them pay for the jobs we have lost since the 2001 agreement .

I have mailed this letter to Brother Johnson if he does not receive this letter before the 6th please let him review yours.

Thank you for your time.

Fraternally

Richard Gerrow

Richard Gerrow, Local Chairman 6327
CC
J.H. Wright ASST GC
Brian Crowley Local Chairman 6318

STB 28676
FD
Sub 5

ATTCH
#1