

BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

GENERAL COMMITTEE OF ADJUSTMENTS
Canadian National/Wisconsin Central Ltd.
Fox Valley 7 Western Ltd
The Sault. Marie Bridge Company



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To All BLET Membership
Canadian National/Wisconsin Central

I am writing to give you an update on the status of call window assignments that had been abolished on the CN/WC Property on March 20, 2010.

The Carrier notified this office of specific call window assignments they were going to be abolishing. These abolishments were said to be due to Hours of Service Law changes and difficulty of making train connections with other Chicago Railroads, which were resulting in call window assignments to be out of cycle and making it difficult for the Carrier to crew trains. This office informed the Carrier they would be in violation of Article 8, Section 1, Paragraph A, which references that no less than seventy-five percent (75%) of regular freight service shall be regular assignments. The Carriers responded they were in compliance with the Collective Bargaining Agreement.

On March 23, 2010, UTU General Chairman Ken Flashberger and I met with General Manager Klaus, Superintendent Bierman, and Superintendent Hackett in Fond du Lac, Wisconsin. We requested the meeting in order to express our concerns and to find a resolution to the issue.

As a result the Carrier agreed to consider our suggestions, but for the time being they would be leaving the call window assignments abolished. The Carrier said we would revisit the issue on May 1, 2010 and hopefully they would be in the position to reestablish the call window assignments at that time.

On April 6, 2010 UTU General Chairman Ken Flashberger and I met with the General Managers of Operations and CMC to discuss appropriate changes that would need to be made in order to keep the call window assignments in cycle. During this time we had also met with Chicago's General Manager Cary and General Superintendent Tassin. During this meeting we had proposed suggestions to eliminate the delays in Chicago.

Conference call follow-ups were conducted on three (3) separate occasions with General Manager Klaus and Superintendent Bierman concerning the job abolishments. The Carrier suggested different options other than call window assignments, such as suspending call windows and using pool service or calling crews other than first in and first out in Chicago. We advised them that we would be altering the intent of the Agreement if we complied with their suggestions.

On May 5, 2010, General Manager Klaus agreed to reestablish a call window assignment in Stevens Point and the possibility of establishing more positions in the future.

Upon much consideration it was decided the only available option was to submit claims on behalf of all active engineers to the Carrier for violation of Article 8, Section 1, Paragraph A which references that no less than seventy-five percent (75%) of regular freight service shall be regular assignments. This office has since submitted claims on behalf of the membership's active engineers.


Enclosed with this letter is a duplication of a claim this office had submitted on behalf of the engineers who were affected by the violation of Article 8, Section 1, Paragraph A.

I have also enclosed with this letter an outlined process of how the grievance claims are progressed from the beginning to the end.

I am asking all engineers to please fill out and submit the BLET/UTU Trip Report form and return the form to your Local Chairman. This report is a very important reinforcement in the support of our grievance claims.

This office will keep you informed of any new information that arises concerning the issues stated in this letter. If you have any questions concerning this letter please contact your Local Chairman, as he has been informed of the situation and should be able to answer any questions you may have.

Fraternally and Solidarity,



John W. Reynolds
General Chairman – CN/WC, BLET