



United Transportation Union Local 501  
Revelstoke, B.C. Canada



Brotherhood of Locomotive Engineers Div. 657  
Revelstoke, B.C. Canada

Jan. 31, 2002

Mr. Guy Scarrow  
Senior Vice President  
United Transportation Union  
1595 Telesat Court, Ste. 750  
Gloucester, Ontario K1B 5R3

Mr. Gilles Halle  
International Vice President,  
Canadian Director  
Brotherhood of Locomotive Engineers  
150 Metcalfe Street. Suite 1401  
Ottawa, Ontario K2P 1P1

Brothers,

On January 22, 2002 the executive committees of UTU Local 501 and BLE Division 657 met to discuss the many internal issues facing our unions. Specifically, we discussed the negative correspondence from our international offices in the past few years about the other union, the recently failed merger vote and the possible dissolution of the Canadian Council of Railway Unions for the members employed on CN Rail.

What became very clear during our discussions is that our local officers and respective members have long felt very removed from the fighting between the organizations. With the renewal of these disputes since the failure of the merger proposal and the willingness of our Canadian officers to move toward dissolving the CCROU on the CN, we feel the membership deserve much more information about these disputes and the opportunity to have our views on the subject heard.

Since the disputes in Canada are the only ones for which your offices are responsible, this letter will only deal with those and we request any replies be kept to these subjects as well. We are also in possession of brother Scarrow's letter dated Dec. 31, 2001, brother Halle's letter dated Dec. 16, 2001 and the letter from CN Vice President Richard Dixon dated Dec. 12, 2001, which was signed by both of you. These letters do little to explain how the members on the CN will benefit by being divided at the bargaining table.

The above mentioned correspondence certainly has the potential of becoming evidence to be put in front of the CIRB by any employer who wishes to divide us. Should the members on CN not vote to abolish the CCROU, would the company use these documents in a unilateral application to the board to change the bargaining certificate?

Since the both of you are the senior officers of the constituent unions in the CCROU on CP Rail, would they use them to support a similar application for our bargaining unit?

How do the CN General Chairpersons/men feel about the CCROU? Are any of them willing to instruct their membership to cross a legal picket line of the other union? Most importantly, how do the members on the CN feel about the possibility of crossing a picket line and working with scab managers?

The executive of UTU 501 and BLE 657 feel the CCROU has served our interests. Our position is that any change to this structure should not happen without extensive consultation with the membership. The opportunity to vote on a done deal is not consultation. We are not convinced that the breaking up of the CCROU on one property won't have an effect on the rest of us.

The events over the past year have made it clear that change is happening to our organizations and how we operate. What is not clear is the role the members have in managing this change. Our unions belong to each of us and if they are changing we deserve a role in defining that change.

Many of our members have long felt that our unions should be moving closer together and not the other direction. We've all received enough correspondence from our leaders telling us why the other union hasn't worked in our best interest. This animosity between the organizations is not shared in the cab of a locomotive. The individual members of our unions feel a strong sense of shared interest and solidarity with each other. The question that needs to be asked here is why doesn't this bit of common sense flow up through to those who represent us? Have we failed to express this sentiment? Have we had the opportunity to express our wishes? Do we have the wrong leaders?

Based on all of the above, we ask that the BLE and UTU consult with the Canadian members to determine the type of representation structure we want. Such consultation should include all aspects of our unions at the local, national and international levels. We also ask that all discussion and correspondence with outside parties about the CCROU be stopped until this consultation has taken place.

Yours in solidarity,

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L. DelGuercio, President  
UTU Local 501

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R. Misuraca, President  
BLE Div. 657

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B. Templeton, Vice-President  
UTU Local 501

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R. Lewis, Vice-President  
BLE Div. 657

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W. Cyronek, Local Chairperson  
UTU Local 501

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G. Edwards, Local Chairman  
BLE Div. 657

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F. Bonanno, Local Chairperson  
UTU Local 501

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D. Miskiman, Secretary Treasurer  
BLE Div. 657

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G. Penner, Treasurer  
UTU Local 501

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B. Mackie, Legislative Rep.  
BLE Div. 657

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B. Eastabrook, Secretary  
UTU Local 501

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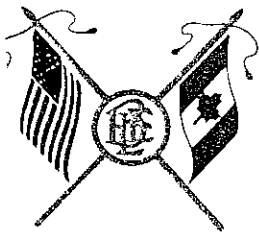
C. Becker, Local Committee of Adj.  
BLE Div. 657

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L. Fuscaldo, Legislative Rep.  
UTU Local 501

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J. Fitchet, Local Committee of Adj.  
BLE Div. 657



# **Brotherhood of Locomotive Engineers / Fraternité des ingénieurs de locomotives**

GILLES HALLÉ  
INTERNATIONAL VICE PRESIDENT & CANADIAN DIRECTOR  
VICE-PRÉSIDENT INTERNATIONAL & DIRECTEUR CANADIEN

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March 7, 2002

To BLE Officers - Division 657 and UTU Officers - Local 501  
Revelstoke, BC Canada

Brothers :

This is in reference to your letter of January 31, 2002 received in my office on February 22, 2002 concerning the discussions on the future of the CCROU and related questions.

First of all, let me tell you that I personally appreciate your involvement on this issue facing us. I also understand the concerns at the local level from the members working on both sides of the cab either at CN or CP being myself a former conductor and having a lot of friends in that craft.

I will try to be brief in answering the questions asked as requested in your letter. However I will expand if needed to make myself clear enough and prevent more questions that may be generated by my answers.

Firstly, the request made by CN is only for that Company. I do not see why CP will do the same if there is no problem there as suggested by the Union Officers involved with CP. Like we always say : "If it ain't broken don't fix it". But if CP wants to revert back to the two former organizations, sure they can use the CN example.

In regards to your questions about picket lines, I do not see any problems there. We will continue to do what we have been doing for years. We can face all kind of picket lines such as CAW or BMW or IBEW or any other in the railroad industry. If one of the running trade Union is on strike, we will have to cope with that but again I do not see any company forcing us to work with scabs or management, it will be impossible.

In regards to leadership or leaders listening to the membership, we are trying to do our best at all levels of both organizations. There is no personal fight between myself and Guy Scarrow, it is pure and simple craft distinctions that in my personal book must be maintained.

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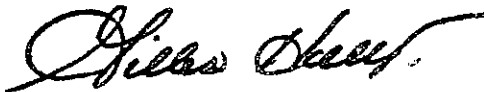
We sit with other Unions in a lot of common areas and we will continue to do it. Some good examples are the Pension Board at CN, where all Unions together were able to improve the pension plan, it was not the CCROU there, it was BLE and UTU. We did the same in regards to the new LTD at CN, where we got a good plan at no cost for the members.

I totally fail to understand, even if there are two Unions like we were before, why people will not sit as a group. We did that for years before the CCROU and other Unions are doing it without being a Council. As you certainly know, we are not a Union we are a Council made of two Unions.

Craft autonomy must be maintained and seniority must be protected, that is my bottom line. If we cannot do it through a Council than lets get out of it. The General Chairmen from both CN and CP will meet this month and they will discuss these issues. If they come up with a solution, we will certainly explore it.

Again I would like to take this opportunity to thank you for your remarks and questions.

Fraternally yours,



Gilles Hallé  
Canadian Director

cc : T.G. Hucker, VP & NLR  
General Chairmen  
Special Representatives