



United Passenger Rail Federation
BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES DIVISION
International Brotherhood of Teamsters

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Lee,

Years ago, I stopped the general chairman's call which used to be monthly, then quarterly when we found nothing ever got done, and there was a better use of time. I am open to restarting that call to address ongoing problems, but only if you can make yourself available for the meetings. As part of restarting discussions, I have a list of issues that I would like to be addressed:

1. Training – Weeks ago I was called on the need for an operator for a high-speed tamper. I made calls until 9:30 PM on a Friday night. I have no issue helping from time to time, but I made it clear that none of us should ever be in this position again. I stated that an advertisement for training for this machine should go up first thing on Monday morning due to the importance of this high-speed tamper. The fact that we only have six members qualified is shocking. When I dug deeper it seems like always the production managers love using our equipment trainers as operators instead of training. This in my eyes is a violation of the consent decree and it needs to be investigated immediately. The same thing happens only a few weeks later with the PK 1 crane and again we have extra training and have got nowhere. Situations like this will continue to occur until we provide the appropriate training and qualify the workforce. Specifically, the following list of machines only has a handful of qualified operators:
 - PK-1 Crane (Portal Crane)
 - Romper Wagon
 - GRM Tamper
 - Road Master 2000 Tamper
 - American Crane
 - Kirow Crane
 - Plasser 09/4S Tamper
 - Plasser 09/4S-2X
2. The ADE of Philadelphia; we have all worked together for quite some time I have never heard anything like the complaints that have come in against this one manager, whether it's lying, setting up people, lying in bushes with binoculars, banging on people's windows with a flashlight, moving Ted machines to get a better view on who's clocking in and out, the barrage of insults, the accusation of sexual assault, an HR investigation that no one ever really was investigated. When I contacted Amtrak to do a joint investigation, as I had done when Amtrak asked, I was declined. This is a person who walks around with recording devices and worse. The kicker is that he doesn't only do this to BMWED members, but he also does it to managers and supervisors.

3. Safety Adversary Committee: contractually we are supposed to meet quarterly to review safety concerns and even call in the safety liaisons to get their input of what they're seeing in the field. Calling the liaisons historically has happened at least once or twice a year. We haven't done this in years. In fact, Amtrak has had these meetings with the liaisons and neglects to invite BMWED. Safety Adversary Committee in my eyes is one of the important committees that Amtrak has. Over the years it went from input on both ends and liaisons input to the safety department scheduling an hour meeting and reading 59 minutes of statistics with a rushed minute response from BMWED. I would like to restart these meetings as they have traditionally occurred.
4. Mentorship/Training for new foreman, we are adding foreman in record numbers over the past few years and with the help of the Appendix A deal. With the CRISI being awarded a long time ago, we would like an update to where Amtrak is what improvement and the form of training. As always, the BMWED is willing to participate in any training planning and looks forward to discussions surrounding the progress.
5. Quarterly meetings with workforce management and the AVP's and training to review where we are short and where we need to advertise training.

I look forward to your response and to beginning discussions to immediately address these issues.

Yours truly,



Anthony Sessa
General Chairperson

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