

**A MESSAGE FROM
PRESIDENT /DIRECTING
GENERAL CHAIRMAN**

Reece Murtagh
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IN THIS ISSUE:

- ⇒ A MESSAGE FROM PDGC
- ⇒ MESSAGE FROM APDGC
- ⇒ MESSAGE FROM DISTRICT ST
- ⇒ ORGANIZING REPORT

Greetings Brothers and Sisters:

The second quarter was busy, and we continue to make forward progress in the Rail Industry. First, I want to recognize the members working for railroads under the NCCC. The NCCC contract was approved by 59%, and now the majority of freight Machinists will receive their first raise on time, along with improvements to vacation and health care benefits.

We continue to negotiate contracts on the freight side with Union Pacific and CPKC. We are part of coalitions with other unions at both carriers. For updates, visit our website at <https://districtlodge19.org> or contact your servicing General Chairman. We are also in contract negotiations with Long Island Railroad, Alstom (Plattsburgh), and SCFE.

This quarter, I had the opportunity to attend union meetings at Locals 612 and 696 and tour shops in Lincoln, Havelock, Alliance, Argentine, Roseville, Oakland, Stockton, Dolores, Commerce, and West Colton. I'll continue visiting shops and meeting members throughout the third quarter.

There were several successful events this quarter. District 19 held its 10th Annual Charity Golf Tournament in Chattanooga, TN, raising \$66,000. Some locals sponsored rank-and-file members to participate—thank you! We look forward to seeing everyone again next year. We also had great turnout from vendors and other rail unions. Events like this remind us that we are more than

just a union—we are a family.

The 2025 Legislative Conference was full of energy. IP Brian Bryant opened with a powerful speech that set the tone for a strong week of lobbying elected officials on Capitol Hill, sharing the stories of working people across the IAMAW. Thank you to members Joe Rumery (Local 318), Alfonso Garcia (Local 498), and retiree Mike Madden (Local 112) for doing an outstanding job representing your locals.

During the second quarter, the IAM Transportation Conference brought together delegates from the airline and railroad sectors to strategize and focus on the theme: *Building a Better Tomorrow*. Thank you to all the delegates who made the trip—it was great to see everyone.

Our Advanced Local Chairman class is scheduled for August 17–22 at the IAM Winpisinger Center. We have a large class attending and look forward to seeing you all. Special thanks to our student instructors, Andy Mackenzie (Local 612) and Mike Lemon (Local 478), for helping lead the class.

If you need training on grievance writing or Local Lodge officer responsibilities, we are here to give you the tools and confidence to protect your contract. We offer two Local Chairman's classes each year at the Winpisinger Center in Hollywood, MD. Additionally, if a member or local is unable to attend, we can provide field training upon request. A strong contract doesn't mean much if you don't enforce it—and we're here to help you do just that.

Last but not least, Josh Cox has advised the District that he will be returning back to his shop next month. We are in the process of working on assignment changes due to his

PDGC Murtagh continued:

resignation. More to come on that as we work out the details. We wish Brother Cox and his family the best.

In solidarity,

Reece Murtagh

President/Directing General Chairman



Assistant PDGC John Denny:

Greetings to all of you, I would like to start a few short articles explaining or dispelling some commonly held myths that some members hold, and maybe a little education on how things work, from investigations and arbitrations.

The first commonly held misnomer I would like to address is what constitutes a past practice.

There are three requisites to consider when looking at a past practice claim. First, there **cannot** be clear contract language in the Controlling Agreement. It does not matter if it has been done wrong for many decades, if the Agreement is clear on the issue.

The practice must have been recognized by both parties, and the proof to show this must also be provided. It also must be consistently applied. In other words, it cannot be sporadic.

The practice must have occurred over a **significant period of time**, often **years**, and not just in isolated or one-off incidents.

If you are missing any one of the above three things, you do not have a past practice claim.

I look forward to doing some more of these and as always if you have any questions on how things work on the arbitration process, please feel free to contact me.

In absolute solidarity,

John Denny

Assistant President/Directing General Chairman



ST Marty Rosato:

Hello Brothers and Sisters of District 19,

The 2nd quarter has ended for us on a financial upswing. Following a brief couple of down months during the 1st quarter, the market swing has our portfolio doing well again, our savings account following some reallocation of funds has our interest giving us returns nearly 7 times more than it was previously, which for reference covers more than our office lease in full, and our 2026 convention fundraiser is in full swing and off to a good start but with room for improvement.

ST Marty Rosato continued:

Tax season is now complete, my in-person classes at W3 are done with 3 online classes still to come, and now it's time to focus even more on finding more ways to save and allocate more funds needed to best serve our members. The last year on this job has been continuously rewarding to me. I've been fortunate to have been handed over the best staff the ST office will ever have in Pam and Monica. They continue to serve our members unselfishly every day. I have had the privilege to learn from our International auditors, Brother's Diaz and Smutney, and Sister "CQ", I've had the honor of meeting our members from across the country at the W3, Guide Dog events, and multiple conventions. I owe my gratitude to you, the membership, for putting me in and trusting me in this position. My office will always be available for any membership financial questions, please don't hesitate to reach out.

Sincerely,

Marty Rosato

Secretary-Treasurer

General Chairman Heath Jacobs:

Greetings All,

I began negotiating with CPKC in mid-February and have been at the negotiating table with them every month since. The most recent round of bargaining took place on June 11 and 12 at CPKC Headquarters in Kansas City, Missouri. During this session, it was announced that the Brotherhood of Locomotive Engineers and Trainmen (BLET) had ratified an agreement with CSX. This agreement aligns with the pattern established by most Class I railroads and their labor partners.

As time progresses, this pattern agreement continues to solidify its place as the industry standard for wages and work rules. The Bargaining Coalition firmly believes that this same framework should apply to CPKC. There is no compelling reason to deviate from a well-established and widely accepted agreement that has already been embraced across the industry.

CPKC's desire to diverge from the pattern agreement lacks any supporting data, aside from a stated preference to be "special." Their proposals have consistently fallen short of the standards set by other ratified agreements and do not reflect the progress made elsewhere in the industry.

The Coalition also proposed alternative locations for future bargaining sessions, as all meetings to date have been held at CPKC's Kansas City offices. Unfortunately, CPKC has resisted these suggestions, insisting on either continuing in Kansas City or shifting to remote bargaining. Even when presented with a neutral and convenient alternative—Minneapolis, MN, where a CPKC conference room was available through their own scheduling system, CPKC cited scheduling conflicts as a barrier. Their preference for remote bargaining is not conducive to productive negotiations and is therefore not a viable option.

The Coalition remains resolute in its commitment to holding CPKC to the established pattern agreements, including those related to sick leave. There is nothing unique about CPKC that justifies a departure from the standards already accepted by the rest of the Class I railroads.

The next coalition bargaining session is scheduled for July 22 & 23.

Heath Jacobs continued:

BNSF held a call with all servicing General Chairmen at 8 am on Monday, June 16, 2025, and informed us that furloughs would take effect on Monday, June 23, 2025. I have been receiving calls from the membership asking about the number of Mechanical employees furloughed. The district had 4 machinists affected by this furlough, 3 in Kansas City, KS, and 1 in Great Falls, MT. All 4 furloughed machinists have been given the option to transfer to the Northtown Diesel Shop in Minneapolis, MN.

I keep seeing excellent participation in hosting virtual meetings from my office and plan to continue this with all the members I represent. This has been an effective way to communicate and connect with members across every shop and location. Meeting members at Local Lodge gatherings and shop tours has been challenging due to daily life obligations. By hosting virtual meetings, it has become easier for members to get involved. This has boosted participation, and meetings continue to grow.

Additionally, as local lodges change their Bylaws and have virtual meetings, I have been able to attend more local lodge meetings monthly. This has always been a struggle due to most local meetings being on the same day or week of the month. I encourage all locals to take advantage of the change in the constitution and add virtual meetings to their Bylaws. By adding this, it creates more participation in your local lodge.

As District Lodge 19 Guide Dogs of America Coordinator, we held our 10th Annual Golf Tournament at Chattanooga Golf and Country Club for GDA/TLC on Monday, June 2, 2025. What a great success the tournament was; we raised over \$65,000 for this great cause. For those individuals reading this article, I would encourage you to donate and help transform the life of a member in need. For those of you who donated, thank you for contributing to the organization. As always, if you have any questions or are interested in getting involved with GDA/TLC, please don't hesitate to contact me at 423-807-6004 or heath.jacobs@districtlodge19.com.

In Solidarity,

Heath Jacobs

General Chairman James Orwan:

Greetings to all,

This past quarter, I represented members in 3 investigations, submitted seven disciplinary appeals, and five grievance appeals. I attended the Local Election Class at the W3 as well. I attended the IAM Transportation Conference. There were many informative presentations, including ones from the RRB concerning its status with the current administration, the legislative department, and their continuing support of getting the Railway Safety bill passed.



I am still negotiating with Gary Rail and LS&I for contracts for the members at those properties.

On the Evansville & Western, the membership unanimously voted in favor of a 5-year contract with no concessions and a wage increase in line with the rest of the industry.

On SEPTA, we attended a rally at the Pennsylvania State Capitol, making our voices heard, with the support of District 19, the Rail Division, and our fellow Unions, to pass the proper funding for SEPTA and public transportation in the state of Pennsylvania.

On CN, there was a furlough at the end of June that affected one Machinist and stopped all new hires in processing. I am currently conducting a manpower count to ensure that the minimum staffing is met per the Agreement. CN has changed some of their upper management, and we are observing how they will engage with the membership and organizations.

At the beginning of the next quarter, I will be attending a Mechanical Department meeting with the other shopcraft

James Orwan continued:

organizations with NS. I have met with NS once on expanding our bereavement coverage, and I have another meeting upcoming. For every proposal I make for any work rule change, they have countered with mandatory Go-Team participation. I do not believe that mandatory participation in the Go-Team is in the best interest of our members, as it grants the carrier another level of control over our lives. NS has also proposed that we re-enter their START program. There have been no further discussions as of this newsletter.

As we continue to fight and negotiate to make our workplaces better for us and our membership, remember to keep your Local Chairman apprised of all contract violations. It is our job to police the Agreements and keep the Carriers accountable. Please reach out to your Local Chairman and your General Chairman, and keep us informed of all violations and issues at your location.

Watch out for your Brothers and Sisters to make sure we all go home the way we arrived at work.

Work safely and efficiently by following all the Carriers' safety rules. Do not give any of the Carriers a reason to discipline you. Work safely by the rules.

If we are fighting ourselves, we are not fighting the important fights.

In Solidarity,

James Orwan

General Chairman Jason Gibbs:**Greetings All,**

Let me open my portion of the newsletter by reminding everyone to stay focused on all things in life during these hot days of summer. Remember to hydrate and always do things the right way while working at the railroad. Again thank you for the job you do day in and day out.

As a reminder to the CSX members that ratified their agreement earlier this year your raise will go into effect July 1 of this year.

I am the Servicing General Chairman of several BNSF locations. As everyone knows the members ratified the contract with the NCCC in this past quarter. I also service South Carolina Public Railway (Palmetto Railway). They

were also part of the group that ratified the NCCC agreement. All these members will receive their raises on July 1 of this year.

On Alstom (MARC) Baltimore, MD our coalition has had several rounds of negotiations with the carrier with not much movement from them over the whole negotiation process. We hope to receive another proposal in early July from the carrier with hopes of not having to go to mediation.

This quarter I have visited the Galesburg, IL BNSF location and met Local Chairman Jeff Fussner and many members in person. I traveled to the CSX REDI Center in Atlanta, GA. and met 5 new CSX Machinist that came from across the system. I also went to the Local 1145 CSX/AMTRAK union meeting in the Selkirk, NY, area. I met many passionate members there and watched Jason Cupp a new machinist be initiated into Local 1145. Local President Phil Pausley did the initiation and led a solid meeting.

In closing one thing that comes across my email for most railroads is members out of service. If a member is out of service for LTI please keep the carrier up to date with their documentation from the member's doctor within their time limits. If the members do not, they will lose seniority. On CSX they recently changed their policy that employees must provide updated medical documentation to the CSX Medical Department every **fifteen (15) days**, rather than the previous 45-day interval, **if:**

- They submit medical documentation without an estimated return-to-work date, or they have an estimated return-to-work date but are unable to return as planned.

If there are questions, contact your local chairman or me on return to work information.

Thank you and God bless,

Jason Gibbs



Assistant to the PDGC Kenneth Krause:



Hope everyone is having a wonderful year. Please know that we are busier than ever at the district, advocating for our members.

First, congratulations to our National Agreement members for ratifying another historic contract. This was a hard-fought agreement that includes significant wage increases front-loaded, improved vacation time, and enhanced healthcare provisions with a 15% cap, among other benefits. The contract was ratified before the first wage increase, eliminating the need for retroactive pay or "true-up," making it a truly historic achievement.

We are actively working as a district to reach an agreement with Union Pacific that reflects the true value of our members and the skilled labor they perform every day. Additionally, we are negotiating with South Central Florida Express and have sent out membership surveys to San Joaquin Valley Railroad and Cedar Rapids and Iowa City Railway as we prepare for upcoming negotiations. Please check our Facebook page, website, and text blasts for updates as we progress.

My efforts extend beyond the National agreements. I am currently working on a side letter aimed at enhancing our members' existing agreements, such as including a Guaranteed Wage Increase (GWI) for per diem and improving travel mileage, among other aspects. There is much work to be done, and we will continue to advocate with the Carrier to enhance our agreements.

I have started holding quarterly Zoom calls with all Traveling and Road Mechanics within your respective Carrier's. If you are not receiving the Zoom invite, please contact me so that I can add you to the list using your personal email.

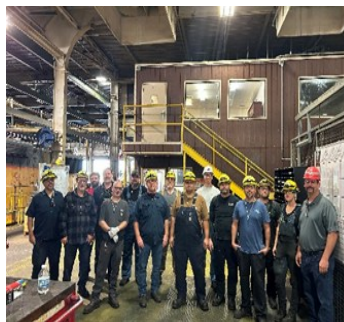
Along with all the negotiations and side agreements, I have also hit the road and gotten out in the field. My first stop was the satellite shop, followed by a field visit to CSX-TM in Chicago. Thank you to Tom Modica and the entire CSX-TM team in the Chicago area.

I held a meeting and shop visit at the LL 263 NS Roadway Shop, Charlotte, NC. Special thanks to Robert Stroud and his entire team.



Reece and I visited several Union Pacific locations in California. The trip started with a shop visit to the Roseville Locomotive Shop.

Made a stop at our UP location at the Oakland Diesel Shop.



Followed up by a stop at the Stockton Yard location

Thank you to Frank Kerkhoff and his team at LL 1209 for their hard work and dedication.



Assistant to the PDGC Krause continued:



We also made a stop at the UP Dolores Locomotive facility



Reece and I, while in California, stopped for a shop visit at UP West Colton Locomotive



Also made a stop at the UP-Commerce facility.

Thank you to Jorge Estrada and the LL 620 team for their hard work and dedication.



To round out the California trip, we made a stop and saw the locomotive team at SJVR. Thank you, Joe May, and your team for all your hard work and dedication.



Still on the road, I stop by our team at the UP Portland Albina Yard. Thank you to Jesse Nathan, an LL 1333, for all your hard work and dedication.



Assistant to the PDGC Krause continued:

I also attended the IAM legislative conference, where we spoke with legislators to encourage their support for important issues such as the Rail Safety Act. Unfortunately, the act has not yet passed, highlighting the need for continued efforts in Washington, D.C. It's essential that we support our MNPL team. Please reach out to my office to learn how you can assist our MNPL team on Capitol Hill.

I have several appeals that are still in the process and a number of cases that have moved to arbitration. Also had a number of investigations and return-to-work issues.

I would like to take a moment to express my gratitude to all members for your hard work at the local level. The work you do every day on the shop floor is incredibly important and does not go unnoticed. I look forward to visiting the shops and members in the field. Just know that working together is the only way we win.

If you need any assistance, please feel free to contact my office.

In Solidarity,

Kenny Krause

the Northeast Division. Recent discussions have also focused on the Skilled Development Technician position. We are prepared to move forward with this initiative, provided it is implemented in a way that is fair and equitable for our membership.

Workplace Issues and Safety Concerns

In parallel with these negotiations, we are actively addressing several key workplace matters. We've been working to bring clarity to Paid Time Off (PTO) policies, ensuring consistency and transparency across the system. Additionally, we are engaging with Amtrak regarding Blue Flag procedures to uphold the highest standards of safety and clear operational understanding for our members.

Disciplinary Trends and Member Protections

We are also closely monitoring a concerning rise in disciplinary actions across the Amtrak system. Protecting our members' rights remains a top priority. We are committed to ensuring that due process is respected and that all disciplinary measures are fair and consistent with established standards.

Lastly, we remain concerned about Amtrak's financial outlook for the current and upcoming fiscal years. Budgetary pressures are evident, and we are seeing early signs—such as reductions in overtime—that reflect these constraints. We will continue working with Amtrak, as well as with relevant state and federal agencies, to secure the funding necessary to keep operations running at the highest level possible and to protect the jobs and futures of our members.

B&E

Our members at B&E continue to demonstrate professionalism and dedication as they navigate the recent carrier transition. One recent example of their commitment came during a diesel spill incident in the shop. Our members responded quickly and effectively, taking immediate action to contain the leak and repair the fuel tank.

Their quick thinking and teamwork not only prevented further damage but also earned recognition from the carrier through a newly introduced program called On Track, which highlights exceptional performance and commitment to safety and service.

We commend our members for their continued excellence during this period of transition.

Keolis

As our members continue to benefit from the gains se-

General Chairman Daniel Tavares:

Amtrak



Layoffs in Oakland and Contract Changes in Connecticut

Due to Amtrak's loss of the State-Run contract in Oakland, California, we are anticipating significant layoffs in that region. Layoff notices are expected to be issued around mid-June. We recognize the serious impact this will have on our members and their families. The union is actively working to support those affected by exploring all available options, including potential transfers, reassignments, and other assistance through the appropriate channels.

In addition, Amtrak has opted not to submit a bid for the Connecticut C-Dot contract. While the full impact of this decision is still being evaluated, changes are expected in that area as well. We will remain fully engaged throughout the transition to protect our members' interests and ensure transparency every step of the way.

Ongoing Contract Efforts and Classification Improvements

We continue to work closely with Amtrak to secure an increase in the differential, including advocating for the inclusion of the Work Equipment and bridge Mechanics in

GC Danny Tavares continued:**Keolis**

cured in their latest contract, we acknowledge that challenges still lie ahead. However, we are pleased to report that some of the major concerns from earlier this year have shifted in a positive direction.

Most notably, the proposed unbundling of the contract has been set aside in favor of a more practical and unified approach. The current plan will keep Mechanical, Operations, and Engineering under a single, cohesive contract. Additionally, new construction projects will be allocated to other union organizations within the building trades, ensuring that union labor remains at the center of all future development.

This marks a significant step forward in protecting our jurisdiction and preserving the integrity of the work our members perform every day. We will continue to engage with Keolis leadership and our partners in labor to ensure that any changes are implemented in a way that reflects the priorities and protections our members deserve.

Solidarity, unity, and constant vigilance remain key as we continue building on this progress and addressing any new challenges that may arise.

Metro-North

Negotiations with Metro-North remain in a holding pattern. Despite ongoing discussions, we are not seeing meaningful progress toward the improvements our membership rightfully deserves. This continued stagnation is frustrating and unacceptable. We will remain persistent and unwavering in our push for a fair and respectful contract. In addition, we've observed a noticeable reduction in overtime opportunities, which appears to be part of broader budgetary constraints currently affecting Metro-North. We will continue to monitor these developments closely and advocate for our members' interests as the situation evolves.

On a positive note, we are pleased to report that we have secured new elevator work at Grand Central Terminal. Elevator T01E22 and NE01 have now been added to our responsibilities. This success is a direct result of the commitment and hard work of Local Lodge 226. Special thanks go to the Executive Board for their leadership and dedication in helping to expand our jurisdiction and secure this additional work.

We will continue to fight for fair treatment, job security, and opportunities for growth for all our members at Metro-North.

As we move further into the year, our focus remains on strengthening contracts, advocating for fair compensation, and ensuring workplace safety. While challenges such as funding concerns, contract negotiations, and operational changes continue to arise, we are committed to standing

firm in our efforts to protect and improve the livelihoods of our members.

We appreciate the hard work, dedication, and unity of our members. Your participation and support are what make these successes possible. We encourage everyone to stay engaged, attend meetings, and reach out with any concerns or suggestions.

Thank you for your continued support and commitment to our collective goals.

In Solidarity,
Daniel N. Tavares III

GC Shaun O'Connor:**Long Island Rail Road**

Negotiations with the Long Island Rail Road remain locked down at the National Mediation Board (NMB). Despite multiple mediation sessions, the carrier continues to hold firm on its original proposals and has shown little interest in reaching a fair agreement. In response, District 19 has formally requested a **proffer of arbitration** from the NMB, signaling our intent to move these negotiations toward resolution. The carrier's refusal to bargain in good faith is unacceptable, and we are prepared to take the necessary next steps under the Railway Labor Act. Our coalition partners continue to stand in full solidarity with us. We urge all members to remain engaged and ready as we navigate this critical phase of the process.

METRA – Chicago

Negotiations have officially opened with METRA in Chicago. District 19 is bargaining as part of a coalition, ensuring a united front at the table. We have begun discussions on both economic and non-economic issues that impact our members. Our priorities remain clear: securing fair wage increases that keep up with the rising cost of living, protecting affordable and comprehensive healthcare, and strengthening contract language that ensures safety, dignity, and respect on the job. The bargaining team is fully engaged, and regular updates will be provided as talks continue. Member solidarity will remain key to achieving the strong agreement our members deserve.

Alstom Plattsburgh – New York

GC Shaun O'Connor continued:

At Alstom Plattsburgh, first contract negotiations for our newly organized members are progressing. Establishing this first contract is crucial to securing a strong foundation for wages, benefits, and enforceable workplace rights. We are focused on building an agreement that recognizes the skills and dedication of these members while setting industry standards for future negotiations. The team remains committed to ensuring fair treatment and meaningful improvements for these new IAM members as they build power in their workplace.

Alstom Hornell – New York

Preparations are underway at Alstom Hornell as we gear up for the next round of bargaining. Field negotiation prep training will take place in the upcoming months, ensuring our bargaining committee is fully equipped with the knowledge and tools to advocate effectively at the table. Formal negotiations are expected to begin after the first of the new year. Member input and involvement throughout this preparation period will be critical to achieving a fair and comprehensive agreement that reflects their needs and priorities.

Union Pacific

Union Pacific members also remain at the bargaining table, fighting for the fair contract they deserve. District 19 is committed to supporting our Union Pacific members throughout this process, ensuring their voices are heard and their dedication to keeping freight moving across the nation is recognized and respected in their next agreement.

I want to thank each of you for your continued support and dedication. Together, we will continue to fight for the rights and well-being of all our members.

In Solidarity,

Shaun O'Connor

Assistant GC/Organizer Nate Tinsley:

Greetings and solidarity to all! As I write this, I am in the fourth month of my assignment with District 19. We are all very busy with investigations, claims, appeals, subcontracting disputes, and negotiations on various topics, ranging from apprenticeship agreements to Class 1 railroad negotiations, along with numerous visits to shops and union meetings. Kenny Krause and I continue to work as a

team. In addition to the daily duties of a General Chairman, ie, meetings, phone calls, emails, appeals, claims, grievances, and investigations, etc., we have traveled across various states and locations throughout the United States over the past few months to address and discuss issues with members. These locations include: Grand Forks, ND, Jacksonville, FL, Chicago, IL, Kansas City, KS, Lincoln, Alliance, and North Platte, NE, Washington, DC (SCFE negotiations), Chattanooga, TN, Houston, TX, West Colton, Commerce, and San Joaquin, CA. Section 6 surveys have gone out to the Machinists at the Colorado and Wyoming Railroad. Negotiations begin in February of 2026. From April 28th to May 2nd, I attended the 2025 Legislative Conference, where delegates from various sectors of the IAM gathered from all corners of the USA to lobby on Capitol Hill for our members. Two key pieces of legislation that could significantly enhance our lives on the railroad are the Railway Safety Act, alongside the full funding of the RRB Administration. The IAM Lobbyists, along with District 19 and the Rail Division, are diligently advocating for us on Capitol Hill. I urge you to reach out to your federal legislators and demand their support for the passage of this act and to ensure the RRB receives the full funding it needs!

From May 11th to May 16th, I participated in the Legislative Seminar at the Winpisinger Center. The week included presentations from various departments within the IAM. Currently, the IAM is advocating for or against over 20 issues, and we actively brainstormed and discussed each one. For more information about the current issues affecting our sisters and brothers in all sectors of the labor movement, please visit goiam.org.

I have been collaborating with the Local Chairman in the West on various issues involving BNSF and UP, including claims and investigations, forced overtime, ongoing challenges to our work, and the carriers' efforts to impose discipline for "efficiency" or "work standard practices." Kenny Krause and I are actively negotiating with the carriers to address these issues and others.

Organizing: I actively follow up on all leads and targets. This includes Social Media targeting and an organizing website. I continue to work with the WabtecKC workers. If you know anyone interested in starting a union, please contact me! I am excited about the opportunity to work together with you!

Communications: I've been thrilled to receive the positive feedback on the increased information shared on the IAMAW District 19 Facebook page. Connecting with our members is a top priority for me, and I am dedicated to continuously enhancing our communication. As a

Assistant GC/Organizer Tinsley continued:

Communicator, I want there to be a sense of openness and accessibility—I want everyone to feel welcome to share their thoughts and know that I'm here for them. My aim is to reach all members and provide as much information as I can, ensuring that you feel informed and supported.

During these first four months, I have learned a lot, and I look forward to continuing the fight for the Machinists of District 19!

In Solidarity,

Nate Tinsley



One of the most important roles played by your designated legal counsel (DLC) in the handling of FELA cases is to support any efforts to combat the elimination of FELA or change that would alter the legislative intent of the law. For that reason as one of the Founding Members of the Academy of Rail Labor Attorneys and it's second President it is important for you to understand our role in the many task we take on as your DLC. As your DLC we are on a weekly basis bombarded by Congressman and politicians as well as labor unions requesting donations in support of candidates that support the many issues labor supports, i.e.(safety, crew consist, hours of service) etc. There are a large number of new members of Congress, many that are oblivious to the existence of FELA. As part of our commitment to our labor organizations, we not only contribute substantial amounts to educate and advocate on behalf of the members but we participate in political rallies and events that support these political figures that support our agenda to help our friends in labor.

District 19 under the leadership of President Reece has committed to support our designated list of lawyers handling FELA cases knowing very well the work done on behalf of not only FELA but the legislative agenda that DLC supports. I come to you hat in hand and ask that you do not hesitate to refer any of your members to your list of lawyers by contacting Cheryl Lane who will make certain that the member is properly given advice to protect his rights through our DLC program.

On a second note, please advise the district office or my office if your locals are not being covered by our list of

lawyers and we will make certain that one of the firms makes itself available to service that location.

If we don't know we can't fix the problem if it does exist.

Hope that this finds all of you in good health and spirits.

It is and has always been a privilege and pleasure to serve as your Coordinating Counsel for Designated Legal Counsel (DLC) in District 19

Please refer to the District 19 website for a list of Designated Legal Counsel FELA Attorneys

Districtlodge19.org

In Solidarity,

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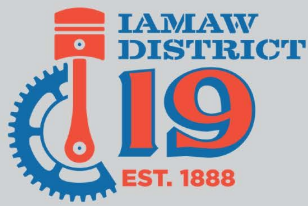
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District 19 Quadrennial Convention

Custom Rifle Raffle

**\$7,500
value**



— This fundraiser will help to support our 2026 District Lodge 19 Convention. The value of this rifle is approximately \$7500. It was designed and built by Carper Custom Gunsmith located in Washington PA. The rifle is a 7mm equipped with carbon fiber wrapped muzzled barrel, a Leupold Scope 3-15x44, lightweight stock, and case with multiple locks. Shipping costs will be covered but not FFL fees. Only 1,000 tickets will be sold to better the odds of winning. The cost is \$20 each. The raffle will be drawn on December 15th.

\$20
per entry

To purchase tickets, visit
iam4.me/d19-2026convention-raffle
or scan the QR code below



Enter to Win

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