



# NEWS

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## Rail Labor: 'No' to single-man crews

BLET, UTU, BMWED and BRS testify against BNSF waiver request

BNSF Railway should not be permitted to operate trains with single-person crews until appropriate safety studies have been completed and regulations are in place, the Federal Railroad Administration was told by rail labor on February 23.

The Brotherhood of Locomotive Engineers and Trainmen, the United Transportation Union, the Brotherhood of Maintenance of Way Employees Division and the Brotherhood of Railroad Signalmen told FRA safety experts that a request by BNSF Railway to extend its existing special waiver to operate an experimental version of positive train control (PTC) should not be granted until employee and public safety can be assured.

BNSF is seeking to expand operation of a pilot project called the Electronic Train Management System (ETMS) over 329 miles of track on its Ft. Worth and Red Rock subdivisions in Texas. BNSF already has a waiver to operate ETMS on its 115-mile Beardstown, Ill., subdivision.

BNSF wants the FRA to grant it authority to operate ETMS-equipped trains with a single crew member.

Thomas Pontolillo, BLET's director of regulatory affairs, told the FRA, "We believe that the most effective positive train control is one that complements and supplements the work of today's two- or three-person train crew, and that PTC as a means of further reducing crew size will diminish — rather than enhance — safety." He was accompanied by BLET National President Don Hahs.

"This specific waiver request is an underhanded attempt by BNSF to confuse FRA enough to ignore the severe ramifications of single-person operations to the overall rail safety equation," said UTU Alter-

nate National Legislative Director James Stem. "The multiple safety functions of the second operating crew member are not replaced by ETMS." Stem was accompanied by UTU International President Paul Thompson, UTU Assistant President Rick Marceau and UTU National Legislative Director James Brunkenhoefer.

Also testifying in support of the BLET and UTU position were Rick Inclima, director of safety for the Brotherhood of Maintenance of Way Employees Division, and Tim DePaep, director of research for the Brotherhood of Railroad Signalmen.

"The waiver in question explicitly seeks removal of the second crew member, the important second set of eyes and ears, from the cab of the locomotive," Inclima said. "If allowed, it will remove the vitally important safety function that is fulfilled by the second person in the locomotive cab."

The FRA hearing into BNSF's waiver request came less than 24 hours after the FRA issued an 88-page report observing, "For freight trains, the conductor and engineer work as a team. One member points out situations that may have escaped the other's attention." That report, by the FRA's Collision Analysis Working Group, which includes representatives of the FRA, rail labor and carriers, followed an exhaustive review of 65 main-line train collisions between 1997 and year-end 2002.

The FRA was told by rail labor that BNSF's ETMS does not meet the core functions of a positive train control system, which is defined by the FRA as able to prevent collisions between trains, enforce train-speed restrictions, and protect roadway workers. Indeed, even the more advanced core-function PTC system in use on the Alaska Railroad is operated by

a minimum of two-person crews.

There have been no federal studies to determine the impact on public safety and homeland security of single-person crews, the FRA was told. Railroads carry some of the most deadly hazmat known to humanity. Two- and three-person crews already suffer fatigue from long hours and limited rest days. ETMS and other versions of PTC require additional attention to interactive computer screens that could add further to fatigue and make the second set of eyes more critical.

Nor has there been appropriate investigation into the effect on mainline operations of single-operator trains involved in derailments, grade-crossing accidents, trespasser fatalities and injuries, or instances of broken air-brake hoses and couplers, sticking brakes, shifted lading, dragging equipment, overheated axles or hazmat releases.

Thousands of derailments and highway-rail grade-crossing accidents — and more than 1,000 grade-crossing/trespasser fatalities — occur annually, requiring a second crew member who, among other safety- and security-related duties, notifies emergency responders, instructs rail dispatchers to halt traffic in both directions, assists the engineer who might be injured, and breaks the train apart in order to clear a blocked crossing used by emergency vehicles.

Rail labor made clear to the FRA that it fully supports development of PTC systems, which have been on the National Transportation Safety Board's most-wanted list for nearly two decades.

What labor does not support is the attempt by BNSF and/or other railroads to use experimental PTC as a Trojan Horse to reduce crew size absent appropriate studies — followed by regulations — into the public safety and homeland security implications of those reduced crews. •

## Carriers working against needed rail security legislation

The Association of American Railroads has sent a letter to members of Congress urging them not to support H.R. 4372, the Rail Worker Emergency Training Act of 2005.

This bill, introduced by Representative Stephen Lynch (D-MA), would mandate security training for railroad workers, and would address many of the concerns expressed by BLET members in the Safe Rails, Secure America surveys conducted by the Teamsters Rail Conference.

The AAR's letter states that "this legislation would mandate all rail carriers to provide extensive emergency training to a broad universe of rail employees." The AAR goes on to say that the rail security training currently provided by the railroads is adequate, even though both the survey conducted by the Rail Conference and studies by other groups indicate that rail security

is woefully inadequate.

The AAR disputes the findings of the Safe Rails, Secure America survey. However, the Rail Conference survey documents vulnerabilities on America's railways and details shocking inattention to security by the nation's largest rail corporations. The report's conclusions are that the nation's rail system is vulnerable to terrorist attack, and the rail corporations have not taken seriously the safety of their employees and the public. A copy of the report is available on the BLET website.

H.R. 4372 would require the Secretary of Homeland Security to establish wide-ranging training guidelines that would address equipment inspection, hazardous materials storage, rail-yard access and a host of other issues.

The BLET recently held high-level meetings regarding the bill with Representative Peter T. King (R-NY), Chair-

HIGH ALERT:

Workers Warn of Security Gaps on Nation's Railroads

man of the House Committee on Homeland Security. The BLET has also lobbied Rep. Rob Simmons (R-CT), a key member of the House who serves on the House Subcommittee on Railroads (Transportation & Infrastructure Committee) and heads a terrorist intelligence subcommittee on the House Committee on Homeland Security.

H.R. 4372 also would require rail carriers to file specific training plans with the Homeland Security Department within a year, and face noncom-

pliance fines if plans fall short of federal standards.

The railroads object to federal involvement in their security, even though other modes of transportation have welcomed government involvement in the process. The AAR states that they "oppose the institution of a federal approval process for the railroads' security process."

"As we have seen in the past, the

See Rail Security, Page 6

# BLET NEWS

## Greg Powell reelected to head Michigan SLB



Congratulations to Greg Powell (seated, second from left) who was reelected by acclamation as Chairman of the Michigan State Legislative Board at the First Quadrennial meeting held January 28. Other officers elected were 1st Vice Chairman Frank Battaglia (Division 1), Don Zatteau, 2nd Vice Chairman (Division 286) and Andrew Goulet, Secretary-Treasurer, Division 304.

Seated, from left: Bernard Cox, Div. 650; Chairman Powell; 1st Vice Chair Battaglia; and Ramon Hernandez, Div. 831. Standing, from left: Frank Harris, Div. 33; Dan Harris, Div. 812; S-T Goulet; Don Zatteau, Div. 286; Dave St'Amant, Div. 19; Dave Fernald, Div. 2; and Dean Selby, Div. 122.

### Locomotive Engineers & Conductors Mutual Protective Association

535 Griswold • Suite 1210  
Detroit, MI 48226-3638

(800) 514-0010 • (313) 962-1512  
FAX: (877) 633-1910

E-MAIL: lecempa1910@lecempa.org  
WEB: www.lecempa.org



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## BROTHERHOOD OBITUARIES

### Former GST Jim Voyk, 81

Former BLE General Secretary-Treasurer and International Vice-President James L. "Jim" Voyk, 81, died Monday, January 23, 2006 at the Cleveland Clinic following a period of declining health. Brother Voyk lived in Brewster, Ohio.

Brother Voyk was elected to the position of International Vice-President at the Fourth Quinquennial Convention in 1986. He was elected General Secretary-Treasurer by the Advisory Board in 1989 upon the retirement of John D. Rinehart.

Brother Voyk began his railroad career as a fireman on the Wheeling and Lake Erie in 1947 and was promoted to the position of locomotive engineer on the Nickel Plate Railroad in 1952. He joined BLE Division 360 (Massillon, Ohio) in 1949 and later transferred to Division 358 (Toledo, Ohio). He served as Local Chairman of Division 358 from 1958 to 1977. From 1977 until his election to the position of Vice-President in 1986, he was the General Chairman on the Norfolk & Western.

Voyk was born in Brewster on March 30, 1924 to the late Embro "Jim" Voykovich and had lived all of his life in Brewster.

He was a WWII Army Veteran, serving with the Army Aviation Engineers Battalion in the South Pacific. He was a member of St. Therese Catholic Church in Brewster, Brewster American Legion and the Croatian Lodge.

On July 29, 1950, he married Alice Marie "Judy" Lyons. She survives. Also surviving are two sons, James (Carol Todd) Voyk, Jr. of Wakeman and Joseph Voyk of the

home; two grandchildren, Alecia (Brian) Good and Christopher Voyk; a great grandson, Tyler Good; a brother, Edward (Pat) Voyk of Canton.

Memorial contributions may be made to St. Therese Catholic Church in Brewster, Ohio, or to the American Cancer Society.

"Brother Voyk served this organization well and with pride for many years," BLET President Don Hahs said. "I offer my condolences to his family on behalf of all the officers, staff and members of the Brotherhood of Locomotive Engineers and Trainmen."



#### As of August 31, 2005

- 4 — J. H. Bensch
- 8 — R. C. Poland
- 46 — W. H. Baldwin Jr.
- 97 — R. Hamblin
- 133 — M. Johnson
- 156 — M. K. Benson
- 156 — R. V. Murphree
- 174 — R. S. Packer
- 228 — J. J. Adams
- 228 — G. L. Burt
- 228 — H. C. Harshner
- 228 — G. W. Jensen
- 228 — L. F. Johnson
- 228 — A. A. Parker
- 228 — V. Robbins
- 228 — S. D. Smith
- 228 — D. W. Transtrum
- 238 — R. H. Edwards
- 239 — S. E. Osbourne
- 269 — N. W. Corkhill
- 269 — K. W. Correll
- 425 — C. L. Hatcher
- 439 — W. W. Viall
- 446 — J. F. Marquez
- 476 — F. E. Mast
- 499 — A. H. Green
- 504 — K. L. Neil

- 624 — R. E. Waugh
- 632 — R. B. Krouse
- 632 — J. R. Smith
- 632 — G. B. Wise
- 695 — J. D. Aiken
- 766 — D. J. Richardson

#### As of September 30, 2005

- 10 — T. Washington
- 32 — G. W. Leifheit
- 88 — R. C. Thomlison
- 213 — G. L. Shull
- 237 — C. G. Baird
- 238 — W. B. Pace
- 415 — R. J. Schulz
- 517 — I. G. Pettiford
- 622 — D. J. Luth
- 671 — C. J. Lamm
- 803 — B. I. Sammons

#### As of October 31, 2005

- 415 — A. M. Shelley
- 495 — J. C. Chattom
- 495 — R. P. Chisum
- 776 — W. B. Cole
- 781 — C. A. Baucom

#### As of November 30, 2005

- 15 — D. G. Schut
- 28 — G. W. Posey
- 53 — D. Fisher
- 57 — J. Boggs Jr.
- 106 — G. L. Dutcher Jr.
- 110 — C. L. Hopson
- 125 — L. D. Morris
- 155 — J. A. Cooper
- 157 — E. E. Moran
- 179 — D. E. Frye
- 298 — B. A. Deines
- 309 — W. E. Eason
- 364 — R. A. Ceasar
- 383 — K. E. Anderson
- 383 — L. T. Dykes
- 383 — J. M. Lawrence Jr.
- 435 — B. T. Billingsley
- 435 — A. K. Gregson
- 439 — J. R. Blackburn
- 601 — H. R. Nelson
- 610 — C. K. Forsythe
- 698 — W. T. Goble
- 698 — K. E. Tackett
- 746 — G. W. Shmorhun
- 762 — W. G. Hyde
- 846 — K. G. Brown
- 851 — R. P. Karleskind

- 910 — S. Aiena Jr.
- 914 — A. D. Woodall

#### As of December 31, 2005

- 6 — D. N. Hester
- 20 — P. T. Wojtkowski
- 34 — M. C. Singleton
- 50 — D. R. Peterson
- 56 — R. D. Alt
- 62 — G. Y. Bailey
- 156 — J. W. Davis
- 158 — D. M. Goode
- 203 — M. W. Cain
- 203 — A. L. Irby
- 251 — G. A. Harvey
- 269 — F. F. Tassinario
- 314 — J. L. Walker II
- 401 — D. G. McCoy
- 497 — H. R. Gadsden
- 597 — H. L. Durham
- 597 — M. E. Taft
- 857 — W. R. Johnston
- 858 — L. J. Blunt

#### As of January 31, 2006

- 31 — J. A. Ousley
- 97 — J. L. Nieberline Jr.

- 100 — F. J. Graves
- 116 — R. J. Julick
- 122 — D. J. Halifax
- 127 — A. G. Sandberg
- 171 — R. P. Lynch
- 184 — R. W. Conrad
- 193 — E. L. Bibbins Sr.
- 206 — B. P. Newton
- 267 — T. L. Gardin
- 269 — A. F. Darragh
- 362 — H. L. Botts
- 387 — F. T. Deviny
- 387 — W. J. Goodacre
- 394 — W. H. Baldwin Jr.
- 421 — D. K. Burdell
- 578 — T. P. Contreras
- 582 — F. M. Boam
- 597 — X. L. Traylor
- 599 — F. D. Crayton
- 599 — R. Swan
- 607 — J. L. Voyk
- 683 — C. E. Scott
- 713 — P. F. Petersen
- 781 — G. E. Bennett
- 815 — A. A. Hewitt •

## Burlington Northern Santa Fe



Burlington Northern Santa Fe Corporation recorded quarterly earnings of \$1.13 per diluted share, a 24-percent increase over fourth-quarter 2004 earnings of \$0.91 per diluted share.

Fourth-quarter 2005 freight revenues increased \$527 million, or 18 percent, to a quarterly record of \$3.45 billion compared with 2004 fourth-quarter freight revenues of \$2.92 billion. This resulted from a 3 percent increase in units, a 6 percent increase in price and a 9 percent increase in fuel surcharges. Revenue for the fourth quarter of 2005 included fuel surcharges of \$424 million compared with \$150 million in the fourth quarter of 2004.

During the fourth quarter, BNSF experienced double-digit revenue increases in three of the Company's four business groups, as compared with the fourth quarter of 2004. For 2005, BNSF achieved operating revenues of nearly \$13 billion, a 19-percent increase over 2004. This includes double-digit increases in three of the four business groups.

BNSF's quarterly operating ratio improved to 76.8 percent. •

## Canadian National Railway



CN reported its financial and operating results for the fourth quarter and year ended Dec. 31, 2005. Fourth-quarter 2005 financial highlights include: Diluted earnings per share of C\$1.56, an increase of 21 percent over diluted

fourth-quarter 2004 EPS; Net income of C\$430 million, up 14 percent; Operating income of C\$720 million, an increase of 19 percent; Record fourth-quarter operating ratio of 61.8 percent, a 3.2-percentage point improvement over the year-earlier quarter; and Record full-year 2005 free cash flow of C\$1.3 billion.

Revenues for the fourth quarter of 2005 increased nine percent over fourth-quarter 2004 to C\$1,886 million, with intermodal, metals and minerals, and automotive commodity groups registering double-digit revenue gains. Forest products, petroleum and chemicals, coal, and grain and fertilizers revenues also improved.

CN's 2005 revenue performance was driven largely by, among other things, increased freight rates, an important part of which was due to a higher fuel surcharge resulting from increases in crude oil prices. •

## Canadian Pacific Railway



**CANADIAN  
PACIFIC  
RAILWAY**

Canadian Pacific Railway reported that strong revenue growth propelled net income to a record \$543 million, a 32-percent increase over 2004. Net income in 2005 included a \$72-million after-tax decline

in foreign exchange gains on long-term debt and a favorable \$35-million after-tax reduction in special charges for labour restructuring and environmental remediation, compared with 2004.

Excluding foreign exchange gains on long-term debt and other specified items, CP's operating income broke through the billion-dollar mark for the first time, increasing 27 percent to \$1,001 million. For the fully year 2005 compared to full year 2004, the railway's diluted earnings per share increased 45 percent to \$3.30 and revenue grew 13 percent to \$4,392 million, with increases in six of seven business lines. The railway's full-year 2005 operating ratio improved 2.6 percentage points to 77.2 percent.

For the fourth quarter, CP's operating ratio improved by 3.1 percentage points to 74.1 percent over the same quarter of 2004. •

## CSX Transportation



CSX reported fourth quarter 2005 net earnings of \$237 million, or \$1.03 per share, a 45 percent increase in earnings per share from continuing operations versus the same quarter in 2004.

The company's net earnings were driven by stronger Surface Transportation operating income, higher real estate sales and lower interest expense. Surface Transportation, which includes rail and intermodal operations, achieved:

- the eighth consecutive quarter of both revenue and operating income growth;
- revenue of \$2.2 billion, which represents a quarterly record for the company;
- record fourth-quarter operating income of \$415 million, up 32 percent from the same period last year; and
- an operating ratio of 81.3 percent, an improvement of 4.3 points from the same quarter last year.

"We enter 2006 with a strong foundation and an economic environment that favors rail transportation," said Michael J. Ward, CSX chairman and CEO. •

## Kansas City Southern



Kansas City Southern said its quarterly net loss nearly tripled, hurt by the effects of hurricanes Katrina and Rita.

The net loss for the fourth quarter totaled \$4.1 million, or 5 cents, compared with a net loss of \$1.4 million, or 2 cents a share, a year earlier.

The company said the two hurricanes reduced operating income by \$12.8 million. Operating income for the quarter was \$46.6 million, compared with \$27.4 million a year earlier. Katrina resulted in the rerouting of some connecting rail traffic away from the Gulf region, leading to congestion along parts of the railroad's system, as well as disrupting locomotive and freight car positioning and availability.

Twenty chemical plants and refineries were closed for varying periods in the quarter and virtually all of the Gulf Coast plants served by Kansas City Southern operated at less than full capacity throughout the quarter.

Consolidated revenue rose to \$388.2 million for the quarter, compared with \$174.6 million in the same period in 2004. •

## Norfolk Southern



Norfolk Southern Corporation reported record fourth

quarter net income of \$362 million, or \$0.87 per diluted share, an increase of 37 percent compared with \$264 million, or \$0.65 per diluted share, for fourth-quarter 2004.

For the fourth quarter 2005: railway operating revenues increased 16 percent to a record \$2.3 billion; Income from railway operations rose 29 percent to a record \$594 million; Net income set a fourth-quarter record of \$362 million, or \$0.87 per diluted share; and the railway operating ratio improved 2.6 percentage points to 73.7 percent.

Net income for 2005 was a record \$1.3 billion, an increase of 39 percent compared with net income of \$923 million for 2004. Net income for 2004 included a \$53 million gain on the Conrail corporate reorganization. Excluding both of these items, 2005 full-year net income would have been \$1.2 billion, or \$2.88 per diluted share, 36 percent higher than 2004 net income of \$870 million, or \$2.18 per diluted share. •

## Union Pacific Corp.



Union Pacific Corp., the nation's largest railroad operator, said its profit nearly quadrupled in the fourth quarter from results weighed down by a hefty charge a year ago. The increase was a more modest 27 percent excluding the charge.

Union Pacific earned \$296 million, or \$1.10 per share, for the quarter ended Dec. 31, down from \$79 million, or 30 cents, in the year-ago period.

In the fourth quarter of 2004, Union Pacific logged a charge of \$154 million, or 58 cents per share, related to unasserted asbestos claims. When the asbestos charge is excluded, net income grew 27 percent.

Revenue totaled \$3.62 billion, up from \$3.22 billion a year earlier and topping the consensus target of \$3.52 billion.

The company said it generated a company record \$1,428 in revenue per rail-

car during the fourth quarter. It saw a 1 percent increase in revenue carloads to 2.4 million, but revenue ton-miles declined 1 percent to 136.3 million. Average fuel price surged 42 percent to \$2.08 per gallon.

The record revenue per car is a result of the railroad's fuel cost recovery program, which allowed UP to charge higher rates on about 90 percent of its business when fuel prices rose. About 13 percent of UP's business will be up for repricing in 2006, so railroad officials expect to be able to add fuel price protections to more contracts and increase rates to match the current market.

Several catastrophes hit UP last year. West Coast storms hampered operations in January and cost UP about \$55 million in operating income. Then in May two derailments on the line that serves Wyoming's coal-rich Powder River Basin slowed coal deliveries. Hurricanes Katrina and Rita cost Union Pacific more than \$30 million in August and September. And then storms in Kansas forced the railroad to temporarily close four key lines.

Operating ratio for the fourth quarter of 2005 was 85.3 percent, an improvement over the 93.7 percent posted in the fourth quarter last year. For the full year, UP's operating ratio was 86.8 percent, compared to 89.4 percent for the full year 2004. •

# PASSENGER RAIL NEWS

## Negotiations remain at a standstill for Amtrak General Committee

Amtrak's scarce funding allocation coupled with the lingering effects of David Gunn's anti-labor ideology continues to plague the Amtrak property today and has resulted in labor/management relations becoming virtually non-existent, according to General Chairman Mark Kenny.

"Equally important, despite repeated attempts toward resolution, we have been wholly unsuccessful in moving Amtrak's Director of Labor Relations, Joseph Bress, from his insolent position with respect to negotiating a fair agreement for our members and bringing our six-year CBA battle to an

end," Kenny said. "Worse still, with the directionless course Amtrak is currently following, there appears to be little opportunity, if any, for us to end that process without making our case before a PEB.

"Amtrak's meager FY 06 budget is barely enough to keep us hobbling

**"Amtrak's meager FY 06 budget is barely enough to keep us hobbling along on our continuing 30-year cash starvation diet."**

— General Chairman Mark Kenny

along on our continuing 30-year cash starvation diet," he said. "The departure of David Gunn and his callow Operations VP, Ed Walker, may provide some marginal relief and opportunity for change.

"But, Amtrak's over-bloated and thoroughly incompetent management staff, whose ignorance is only exceeded by their arrogance, continues to thwart any measurable change in the condition between labor/management relations. Unfortunately, we find ourselves between a rock and a hard place."

President Bush is no longer threatening to shut down Amtrak trains that carry 68,000 passengers a day, but the BLET and other critics say the passenger railroad still is not getting enough money to become a strong alternative to airplanes and automobiles.

Bush proposed giving Amtrak \$900 million for the fiscal year starting Oct. 1. That is \$900 million more than he proposed last year, when an outraged Congress ended up giving Amtrak \$1.3 billion.

This time, Bush administration officials say they are funding the nation's passenger rail service because it is on a self-improvement track.

Of the \$900 million in proposed federal money, \$500 million would go toward improving tracks, wires and other infrastructure along the Washington-to-Boston Northeast corridor, one of a handful of Amtrak's moneymaking routes where the railroad owns most of the track. Freight companies own just more than 21,000 miles of track elsewhere in the United States, and Amtrak runs its trains on those rails.

Bush officials want to give the remaining \$400 million as grants to operate the trains, but there is no guarantee Amtrak would get all of it. The checks would not be cut unless Amtrak shows it is turning things around. Amtrak and the administration are working on criteria to judge progress.

"The GCA is forced to devote our time, energy and resources toward securing federal funding for Amtrak," Kenny said. "However, when it comes to repaying that assistance in the form of a new collective bargaining agreement for our highly-skilled and dedicated work force of Passenger Engineers, Amtrak management refuses to retreat from its totally unreasonable position for even greater labor reform and substantial economic off-sets to pay for the cost of a new agreement.

"The time has come for us to change that way of thinking by whatever means necessary," Kenny concluded. •

## Election Supervisor's Fourth Report to BLET Members

**Delegate Nominations Complete** — All BLET General Committees of Adjustment have completed nominating delegate and alternate delegate candidates for the 27th IBT International Convention.

**Election and Certification of Delegates** — GCAs that have contested delegate elections will conduct voting by mail ballot in March and April 2006. To find out about the nomination meeting results and whether there is a contested election in your GCA go to [www.ibtvote.org](http://www.ibtvote.org) and follow the links. The information on these pages is updated regularly.

**As delegate election results are certified, the name and GCA affiliation of each elected delegate will be posted to the list of Certified Convention delegates and alternate delegates. Each certified delegate and alternate will receive a confirming letter from the Election Supervisor.**

Any member may contact a delegate or alternate delegate to the IBT Convention. A member needing contact information for a delegate may ask the delegate's GCA, or may obtain that information from the Election Supervisor's office.

**Voter Participation** — If you believe that you are eligible to vote and have not received a mail ballot packet within fourteen days of the date that ballots must be received at the return post office address for counting, contact your GCA and ask to have a ballot mailed to you. To be eligible to vote, you must have your dues paid up through the month before the month of the election. For your ballot to be counted, you must be eligible to vote and your ballot must be received at the post office box for voted ballots on or before the date of the election.

**Campaign Rights** — Delegate candidates are campaigning now, and will continue through at least April 30, 2006 when the election period ends. All union members have the right to campaign actively for delegate and alternate delegate candidates and candidates for IBT international office, without fear of reprisal or retaliation. Basically, the *Rules* protect the rights of candidates and their supporters to distribute information, and the rights of members to receive campaign information. The *Rules* provide candidates with the right to distribute campaign material using the GCA's mailing list (at the candidate's expense), to display literature on tables or bulletin boards at local division meeting halls, to get information about collective bargaining agreements and worksite locations, and to campaign in employer parking lots. **Violation of candidate or member rights protected by the 2006 Rules can be protested, and may subject the violator to sanctions.** Read Article VII of the *2006 Rules* for a complete description of the political and campaigning rights of members and candidates.

**Protest and Appeal Procedures** — If you believe that any of the campaigning and political rights guaranteed by the *2006 Rules* or the procedures for conducting delegate elections have been violated, or if you have been retaliated against for exercising political rights related to the election of IBT convention delegates, you can file a protest with the Election Supervisor. Protests must be in writing, and must be filed within two (2) working days of when you become aware that a violation has occurred. You can file a protest via regular mail, fax or email. Protest decisions of the Election Supervisor and the Election Appeals Master from the current IBT international officer election, and from the 2000-2001 IBT international officer election are available and searchable at [www.ibtvote.org](http://www.ibtvote.org). For additional information on the protest and appeal procedures, please read Article XIII of the *2006 Rules*.

**Do You Want Your Own Copy of the 2006 Rules?** — Contact the Election Supervisor's Office in Washington, D.C. and request your copy of the *2006 Rules*. Rules booklets are available in English, Spanish and French. Call toll-free 888-IBT-2006 (888-429-2006) or send your request by email to [ElectionSupervisor@IBTVote.Org](mailto:ElectionSupervisor@IBTVote.Org).

Richard W. Mark  
 Election Supervisor  
 Office of the Election Supervisor  
 for the International Brotherhood of Teamsters  
 1725 K Street, N. W.  
 Washington, DC 20006  
 888-IBT-2006 (Toll Free)  
 202-429-0030 (Facsimile)  
[www.ibtvote.org](http://www.ibtvote.org)

# BLET NEWS



## 2006 IWC Golf Tournament

Wednesday, July 19, 2006  
Red Rocks Golf Course



### FEES AND DETAILS

\$85 per golfer includes transportation, green fees, lunch and tournament entry.

### 8:00 a.m. START — MODIFIED SCRAMBLE, SHOTGUN START

If you have a group you would like to golf with, please list the names below and we will do our best to accommodate you. This will be a modified scramble shotgun start. We will start promptly at 8:00 a.m. Wednesday, July 19, unless otherwise notified. There will be various hole and pin prizes along with trophies for the winners.

Your Name & handicap:	1. _____	x\$85= _____
Team Member	2. _____	x\$85= _____
Team Member	3. _____	x\$85= _____
Team Member	4. _____	x\$85= _____

### MAKE CHECKS PAYABLE TO "BLE-T Division 94, 2006 IWC"

Mail this form and check to:  
5001 Raven  
Gillette, WY 82718

**Total Due:**

## 66th annual IWC in Rapid City, S.D.

BLET Division 94 is proud to host the 66th annual BLET-GIA International Western Convention in Rapid City, S.D., from July 17-23, 2006.

IWC Host Chairman Steve Halbrook reports that Rapid City is in the beautiful Black Hills of South Dakota, home of Mount Rushmore and a host of other quality attractions.



Tentative events include a "chuck wagon" dinner in conjunction with a stunning nighttime viewing of Mt. Rushmore. A trip to the gaming community of Deadwood is also in the works. Deadwood is a historic gold rush town that hosts a variety of medium sized casinos set in an old west atmosphere.

Division 94 is also working with the Gillette AVA Community Arts Center to host a traveling art exhibit titled "Art in Locomotion." The exhibit will host a viewing throughout the convention culminating in an auction of select pieces at the IWC's closing ceremonies.

In addition to the art auction, the closing ceremonies will feature a semi-formal dinner, a raffle, and a mystery theater put on by the Balck Hills Payhouse.

And if that isn't enough, the 2006 IWC will also feature a ride on the historic 1880 train through a portion of the Black Hills. Entertainment plans also include the annual IWC golf tournament, and for the non-golfers a hosted tour to several attractions in the Rapid City area.

In addition to the entertainment venue, the BLET will offer a number of educational programs, including Local Chairman, Secretary-Treasurer, Legislative Representative and Presidents workshops. The IWC will also offer a luncheon featuring FELA representatives to inform and educate us on many issues facing our industry. Speakers will be featured from various offices such as Railroad Retirement Board and the Federal Railroad Administration.

"Things are really coming together on this event, with the cooperation of our members and officers this should be a convention to be remembered," Chairman Halbrook said.

Guests will stay at the Rushmore Plaza Holiday Inn in Rapid City. Use the booking code "BLE" when making reservations online. Reservations can also be made by phone at: (605) 348-4000.

Brother Halbrook advises members to book their rooms as early as possible as rooms will go fast.

Email: [halb94@bresnan.net](mailto:halb94@bresnan.net)  
Phone: (307) 682-2456  
Cell: (307) 660-1854 •



## IWC 2006 Registration Form

66th International Western Convention

Rapid City, S.D. • July 18-22, 2006

Chairman: Steve Halbrook & Division 94



### HOTEL RESERVATIONS

Contact the Rushmore Plaza Holiday Inn by calling (605) 348-4000, or online at: [www.rushmoreplaza.com](http://www.rushmoreplaza.com) (use booking code BLE) • The BLET room rates are \$89 for a king leisure or standard room, \$99 for a king executive room, or \$119 for a plaza suite. Deadline for the BLET rate is June 18, 2006. After that, room rates go up considerably and availability is limited.

### REGISTRATION INFORMATION

The registration fee is \$85 per BLET member. There is no registration fee required for spouse of BLET member.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Zip/Postal Code: \_\_\_\_\_

Division: \_\_\_\_\_ BLET Title: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

### I plan on attending the following workshops (all workshops scheduled for Saturday, July 22):

Local Chairman       Secretary-Treasurer       Legislative Representative  
 Presidents       Website/Arbitration Research       Nuclear Waste Transport

### Calculation of fees (Registration fee does not apply to spouses; all other fees do):

	Total
Registration fee (BLET members only): .....	\$85.00/member X No. of Members = \$ _____
Rapid City Tour (July 19, members & spouses): .....	\$17.00/person X No. of People = \$ _____
<small>(Includes transportation, Journey Museum, Air &amp; Space Museum, lunch, Dahl Fine Arts Gallery, South Dakota School of Mines and Tech. Museum)</small>	
Deadwood Excursion (July 20, members & spouses): .....	\$18.00/person X No. of People = \$ _____
<small>(Includes transportation, dinner, casinos and all the fun you can handle)</small>	
Mt. Rushmore Trip (July 21, members & spouses): .....	\$20.00/person X No. of People = \$ _____
<small>(Includes transportation, bar-b-que, sightseeing and night lighting ceremony)</small>	
1880 Steam Trip (July 22, spouses): .....	\$18.00/person X No. of People = \$ _____
<small>(This trip will be Saturday, July 22, during the workshops and is mainly for GIA and spouses; includes transportation, ride on the 1880 train from Keystone to Hill City, free time for shopping and lunch)</small>	
Dinner (July 22, members & spouses): .....	\$25.00/person X No. of People = \$ _____
<small>(Closing ceremonies: Includes dinner w/ semi-formal attire, raffles, mystery theater, art auction)</small>	
<b>Total Amount Enclosed (in U.S. Funds): .....</b>	<b>\$</b> <input style="width: 100px;" type="text"/>

Please mail this form, along with check or money order payable to "BLET Division 94, 2006 IWC," to:  
BLET Division 94, 5001 Raven, Gillette, WY 82718

For additional information: Contact IWC Chairman Steve Halbrook at: [halb94@bresnan.net](mailto:halb94@bresnan.net) or call  
Home Phone: (307) 682-2456 or Cell: (307) 660-1854

# BLET NEWS



## 2006 EUMA Golf Outing

**Wednesday, June 14, 2006**  
**The Links at Brigantine Beach**



**FEES AND DETAILS**

\$80 per golfer includes: Green fees-carts with GPS yardage system. Lunch buffet: Roast beef w/ gravy, sausage w/ peppers and onions, hot dogs and hamburgers, cole slaw, baked beans, potato salad, macaroni salad and beverages.

**9:00 a.m. SHOTGUN START — FOUR-MAN SCRAMBLE**

**TEAM MEMBERS**

	Name:	E-mail
1.	_____	_____
2.	_____	_____
3.	_____	_____
4.	_____	_____

**MAKE CHECKS PAYABLE TO "EUMA 2006"**

Mail this form and check to:  
 Sonny Kertesz, EUMA Golf Chairman • 2 Debbie Drive • Brick, NJ 08724 • Questions? Call: (732) 458-7642

## 68th annual EUMA in Atlantic City

BLET members will converge in Atlantic City, N.J., for the 68th annual Eastern Union Meeting Association (EUMA), June 12-16, 2006.

Members will stay at the Tropicana Hotel Casino & Resort on the famous Atlantic City Boardwalk. A room rate of \$97 per night has been secured.

To register, please contact the Tropicana at (800) 247-8767 and ask for the BLET-EUMA room rate. The deadline for hotel registration is May 29.

The annual EUMA golf outing is slated for Wednesday, June 14, at The Links at Brigantine Beach. The golf registration fee includes green fees and golf carts with GPS yardage systems.

For those non-golfers in the group, the EUMA is considering a fishing trip. A sight-seeing/shopping trip to Cape May, N.J., is also scheduled for June 14.

Brother R.J. "Bob" Chapter is the 2006 EUMA Arrangements Chairman. Individuals with questions should contact Brother Chapter at: 1770 Woodside Road, Forked River, NJ, 08731, or by phone, (732) 453-4666, or via the Internet, [rchapter@comcast.net](mailto:rchapter@comcast.net).



## EUMA 2006 Registration Form

### 68th annual Eastern Union Meeting Association

**Atlantic City, N.J. • June 12-16, 2006**



**HOTEL RESERVATIONS**

Contact the Tropicana Hotel Casino & Resort, Brighton and the Boardwalk, by calling (800) 247-8767. Be sure to ask for the BLET-EUMA rate of \$97.00 per night. Hotel registration deadline is May 29, 2006.

**EUMA REGISTRATION INFORMATION**

Pre-registration fee is \$110.00 (if paid after June 1, the fee is \$130.00). The fee for children under 12 is \$75.00 (if paid after June 1, the fee is \$95.00). If you are NOT going to the banquet, deduct \$20.00 per person.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Division: \_\_\_\_\_ BLET Officer/Title: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_ GIA Title & Auxiliary No.: \_\_\_\_\_

Number of children attending: \_\_\_\_\_ Ages: \_\_\_\_\_

**I AM INTERESTED IN THE FOLLOWING WORKSHOPS:**

Local Chairman \_\_\_\_\_ Nuclear Waste Transport \_\_\_\_\_

There will be a Welcome Reception Monday evening, breakfast Tuesday-Friday, a luncheon Tuesday, and the banquet on Thursday with open bar and DJ for your dancing enjoyment.

**PLEASE MAKE MEAL SELECTION FOR BANQUET AND HOW MANY OF EACH:**

Filet Mignon \_\_\_\_\_ Chicken with Lobster Florentine Stuffing \_\_\_\_\_

For those not attending the golf tournament on Wednesday, June 14, we are considering an afternoon fishing trip (depending on interest). Trip will include: equipment, lunch and refreshments. Cost will be \$30 per person to be paid at registration. If interested, show number to attend: \_\_\_\_\_

There will also be a sight-seeing/shopping trip to Cape May, N.J., on Wednesday, June 14, at no additional cost. If interested, show number for Cape May trip: \_\_\_\_\_

**Please mail this form, along with check or money order payable to "EUMA '06" to:**

R.J. "Bob" Chapter, 2006 EUMA Arrangements Chairman  
 1770 Woodside Road • Forked River, NJ 08731

**For additional information:** Call Brother Chapter at (732) 453-4666; or email <[rchapter@comcast.net](mailto:rchapter@comcast.net)>

## Rail Security

*Continued from Page 1*

railroad industry doesn't always do such a great job at holding itself accountable for the safety of its employees and the public," BLET National President Don M. Hahs said. "We have seen this evident repeatedly in the case of remote control technology, crew size reductions and lack of infrastructure investment — they are willing to put profits above the lives of people. The underlying and unspoken factor in their opposition to this legislation is that it would cost them money. And safety is a low priority when it comes to lining their pockets.

"The AAR wonders in its letter why railroad workers are singled out in this legislation. But they can find the answer right on their own website when they say: 'Railroads are the vital link to our economic future. More than 40 percent of all U.S. freight moves by rail - more than from any other single mode of transportation.' Rail workers need government involvement in their training simply because of their importance to the nation's economy and the types of goods that are moved by the rails.

"The government saw fit to single out railroad workers in 1926, with the enactment of the Railway Labor Act, which recognized that railroad workers were different than other workers and needed special regulations to govern their work.

"As I have said before, this bill goes a long way towards addressing the woeful lack of security training given to railroad workers. It recognizes that these men and women are our first line of defense against terror on the railroads and addresses the need for training, so this defense may be more effective." •

## 79th annual SMA hosted in Chattanooga

Hosted by Travis L. Reed and the members of BLET Division 198 and Division 205, the 79th annual BLET-GIA Southeastern Meeting Association will be held at the Chattanooga Marriott from June 4-9, 2006.

Named one of Outside Magazine's Top 10 Cities in which to Live Big, Play Hard, and Work (If You Must), one of America's Top Five Family Vacation Cities by FamilyFun Magazine, and one of NPR Morning Edition's Great Cities, Chattanooga offers an assortment of exciting attractions, scenic beauty, incredible history, and romantic escapes.

Activities at the 2006 SMA will include a dinner cruise; a trip to the hands-on Discovery Museum for the kids; a Casino Night at the Chattanooga Trade Center Atrium; the annual golf tournament; the SMA Harley Davidson ride; a sight-seeing tour of the Tennessee aquarium (the world's largest

freshwater aquarium), Rudy Falls and Rock City; and the annual banquet and dance.

Members can make hotel reservations at the Chattanooga Marriott by calling (800) 228-9290 or on the Internet at [www.marriott.com/chadt](http://www.marriott.com/chadt). When registering online, be sure to use Group Code "BLEBLEA." Room rates are \$97 per night (\$110 for a double). The deadline for this room rate is May 14.

The SMA is offering an early-bird registration of \$65 per person for those who register and pay-in-full by April 30. After that date, the SMA registration fee will be \$75 per person.

The city of Chattanooga offers a host of outdoor leisure time activities, including: Whitewater rafting; hang gliding; caving; rock climbing and rappelling; canoeing; kayaking; horseback riding; hiking; cycling; and bird watching. •



The Southern Belle Riverboat nearing the Walnut Street Bridge in Chattanooga, Tenn. BLET members can enjoy this and many other entertainment options during the 2006 SMA in Chattanooga. (Photo courtesy the Chattanooga Area CVB.)



### SMA 2006 Registration Form

#### 79th annual Southeastern Meeting Association

#### Chattanooga, Tenn. • June 4-9, 2006



#### HOTEL RESERVATIONS

Chattanooga Marriott, Two Carter Plaza, Chattanooga, Tenn., (800) 228-9290. Be sure to ask for the BLET room rate of \$97 per night (\$110 for double room). Make online reservations at [www.marriott.com/chadt](http://www.marriott.com/chadt) (group code is "BLEBLEA"). Registration deadline for the BLET room rate is May 14, 2006.

#### REGISTRATION INFORMATION

Early Bird Registration costs/activity fee is \$65.00 per person registering and paying-in-full by April 30, 2006 (registration after April 30 is \$75.00 per person). All BLET members must also pay \$20 SMA dues. There is a \$60.00 per person golf tournament fee.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Division: \_\_\_\_\_ BLET Officer/Title: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_ GIA Title & Auxiliary No.: \_\_\_\_\_

**If you are interested in any of the following activities, please indicate the number attending so we know how many plan to participate:**

- |  |  |
|--|--|
| 1. _____ Dinner cruise (June 5)                    | 5. _____ Sight-seeing tour, aquarium, Rudy Falls, Rock City (June 7) |
| 2. _____ Casino night (June 6)                     | 6. _____ Shopping trip (June 8)                                      |
| 3. _____ Creative Discovery Museum (kids) (June 5) | 7. _____ Banquet/dance (June 8)                                      |
| 4. _____ Golf Tournament (June 7)                  |  |
- (Please note that these activities are subject to change based on funding and participation levels.)

**Please indicate which of the following workshops you would like to attend:**

- |   |  |
|---|--|
| 1. _____ Local Chairman Workshop (June 6)             | 3. _____ Redblock class (June 5)             |
| 2. _____ Secretary-Treasurer Workshop (June 6)        | 4. _____ Radiation Safety class (June 6 & 8) |
| 3. _____ Legislative Representative Workshop (June 6) |  |

Number of children attending: \_\_\_\_\_ Ages: \_\_\_\_\_

Will you be using the baby sitting service that will be available at a minimal fee? Yes \_\_\_\_\_ No \_\_\_\_\_

#### REGISTRATION FEES

- Early Bird Registration fee (before April 30, 2006): \$65.00 (All attendees 13 or older must pay the activity fee)
- Regular Registration fee (after April 30, 2006): \$75.00 (All attendees 13 or older must pay the activity fee)
  - SMA Dues: \$20.00 (All BLET members must pay SMA dues)
  - Golf Tournament: \$60.00 per person (Includes green fees and meal)

**Please mail this form, along with check or money order payable to "Travis L. Reed, SMA Chairman" to:**

Travis L. Reed, SMA Chairman  
4601 Maria Street • Chattanooga, TN 37411

**For more details:** Contact Brother Reed at: (423) 304-3313 (home); or email: <[tlreed1@bellsouth.net](mailto:tlreed1@bellsouth.net)>.

Please print your name and division number as clearly as possible on this form so that your name tag will be correct.

#### 2006 SMA Tentative Agenda

##### Sunday, June 4, 2006

- 9 a.m.-4:00 p.m.: Registration
- 3:30 p.m.-6 p.m.: Reception; Light Hors d'oeuvres served; Dinner on your own

##### Monday, June 5, 2006

- 9 a.m.-5 p.m.: Registration
- 7 a.m.-9 a.m.: Breakfast
- 8:30 a.m.-9:45 a.m.: Opening ceremony
- 9:50 a.m.-11:30 a.m.: BLET open mtg.
- 11:45 a.m.-1 p.m.: Lunch
- 1:15 p.m.-2:55 p.m.: BLET closed meeting
- Open: GIA open business meeting; All spouses & family welcome
- 3 p.m.- 5:15 p.m.: Red Block
- 5:30 p.m.: Busses load for Dinner Cruise
- 5:30 p.m.: Discovery Museum for kids

##### Tuesday, June 6, 2006

- 7 a.m.-9 a.m.: Breakfast
- 8:30 a.m.-9:45 a.m.: BLET closed mtg.
- 10 a.m.- 4 p.m.: Workshops (Local Chairmen; Legislative Representatives; Secretary-Treasurers; Radiation Class; and DLC Legal Fair)
- Noon-1 p.m.: GIA luncheon
- 1 p.m.-4 p.m.: GIA workshop
- 6:30 p.m.- 9:30 p.m.: Casino Night (Chattanooga Trade Center Atrium; Heavy hors d'oeuvres served)

##### Wednesday, June 7, 2006

- 7 a.m.-9 a.m.: Breakfast
- 8 a.m.-5 p.m.: Golf tournament
- 8 a.m.-5 p.m.: Harley Davidson ride
- 8 a.m.-5 p.m.: Sight-seeing tour (Tennessee Aquarium, Rudy Falls, Rock City)

##### Thursday, June 8, 2006

- 7 a.m.-9 a.m.: Breakfast
- 8:30 a.m.-11:30 a.m.: BLET closed mtg.
- 11:30 a.m.-12:45 p.m.: Lunch
- 1 p.m.- 2:30 p.m.: BLET closed mtg.
- Open: Radiation safety class, DLC Legal Fair
- 9 a.m.-5 p.m.: Shopping trip
- 7 p.m.-11 p.m.: Banquet/dance

• • •

**For more details, members may contact Chairman Travis L. Reed:  
E-mail: [TLReed@bellsouth.net](mailto:TLReed@bellsouth.net)  
Phone: (423) 304-3313.**

# BLET NEWS

A message from Teamsters General President Jim Hoffa

## Safety and security



### Homeland Security and Unions

Our nation's homeland security has again been a major topic lately with the scandal over foreign control of our ports, but what has been continuously ignored is the threatened economic security of America's working families. Workers are facing unprecedented attacks on their wages and pension, skyrocketing health care costs and fuel prices and jobs leaving for foreign shores. In my mind, this assault on the American Dream is damaging our country as much as any foreign threat.

Our country is only as strong as its citizens. That is why I find it so abhorrent that our government caters to, and defends, corporations at the expense of working Americans. Our democratic government was setup by our founding fathers to defend us from the tyranny of the "moneyed" interests. But instead of defending us, our elected representatives cater to Big Business and those who make the biggest contributions to their campaigns.

Just as our nation is only as strong as its citizens, our union is only as strong as its members. Thankfully, as union members, Teamsters are better able to weather the current anti-worker environment sweeping over our land. Union workers are better able to hold onto their benefits than their nonunion counterparts. Today, 86 percent of union jobs provide health insurance benefits, compared with 59 percent of nonunion jobs. Last year, nearly 50 million American went without health care as the percentage of workers who receive insurance dropped from 69 percent to 60 percent between 2000 and 2003.

### Safety on the Job

Unions guarantee better safety and health for workers on the job. The recent deaths at the Sago Mine and others in West Virginia reminded us of risks people must take in this country to feed their families. But those risks are greatly reduced when workers—not just the corporate bottom line—determine safety standards. It's no coincidence that 17 of the 18 coal miners killed since January 1 worked in non-union mines. Truly, the union difference can be a matter of life and death.

Teamsters have continued to lobby Congress on behalf of our rail members and further safety protections. It may take Congress forcing the rail corporations to educate their employees about evacuation procedures and other safety and security measures. You are the most valuable asset the railroads have for security and they should honor that. After all, the railroads success has been the result of your and some of your families' decades hard work.

This year, Teamsters succeeded in convincing Congressional legislators that it was in the best interests of the employees of the Class 1 railroads to bargain with our Rail Labor Bargaining Coalition, and not go into federal mediation. The rail carriers wanted to avoid bargaining with our Coalition because, for the first time, several rail unions are bargaining as one. The Rail Labor Bargaining Coalition, consisting of seven rail unions, has brought a renewed strength to rail labor. The rail carriers may not like our solidarity, but it's the best way to get the strongest contract.

Keep Fighting!

**James P. Hoffa**  
General President

## MARCH 2006 CALENDAR & EVENTS

### JUNE 4-9, 2006... 79th Annual BLET-GIA Southeastern Meeting Association (SMA)

Hosted by SMA Chairman T.L. Reed and the members of BLET Division 198 and Division 205, the 79th annual SMA will be held at the Chattanooga Marriott at the Convention Center in Chattanooga, Tenn. See Page 7 of this issue for registration form and other details.

### JUNE 12-16, 2006... 68th Annual BLET-GIA Eastern Union Meeting Association (EUMA)

Hosted by EUMA Arrangements Chairman R.J. Chapter and the members of BLET Division 157, the 68th annual EUMA will be held at the Tropicana Casino & Resort on the Boardwalk in Atlantic City, N.J. See Page 6 of this issue for registration forms and other details.

### JUNE 19-22, 2006... BLET National Division Convention, Las Vegas, Nevada

The First National Convention of the BLET National Division will be held at Bally's in Las Vegas.

### JUNE 25-29, 2006... 27th Teamsters International Convention, Las Vegas, Nevada

The 27th International Convention of the International Brotherhood of Teamsters will be held at Bally's in Las Vegas.

### JULY 18-23, 2006... 66th Annual BLET-GIA International Western Convention (IWC)

Hosted by S.V. Halbrook and the members of BLET Division 94, the 66th annual IWC will be held at the Holiday Inn Rapid City—Rushmore Plaza in Rapid City, S.D. See Page 5 of this issue for registration forms and other details.

### AUGUST 20-24, 2006... 71st Annual BLET-GIA Southwestern Convention Meeting (SWCM)

Hosted by A.L. Williams and the members of BLET Divisions 182, 278, 585, 858 and GIA Auxiliary 37, the 71st annual SWCM will be held at The Peabody Little Rock in Little Rock, Ark. Contact Chairman A.L. Williams by e-mail at: ALWMS1@sbcglobal.net; or Vice Chairman Norman Baker at: (501) 835-0858. More details to come later.

## Advisory Board January Activity

In accordance with the BLET Bylaws, summaries of BLET Advisory Board members' activities are published monthly:

**National President Don M. Hahs**—National Division office: General supervision of BLET activities; General office duties; Rail labor legislative meetings, Washington, D.C.; Rail Labor occupational disability meetings, Washington, D.C.; IBT Convention delegate conference call; Advisory Board conference call; Rail Labor Bargaining Coalition-National Carriers Conference Committee wage/rule negotiations, Washington, D.C.

**First Vice-President & Alternate President Edward W. Rodzicz**— Assisted President in general operation of National Division Office; Vice President assignments; Special Representative assignments; Organizing department; Shortline department; Passenger department; Various correspondence & phone calls.

**National Secretary-Treasurer William C. Walpert**—General supervision of BLET financial, record depts.; ND office; BLET Education & Training Dept.; Internal Organizing, Mobilizing & Strategic Planning Dept.; Safety Task Force; Meetings with vendors and financial institutions; Secretary-Treasurer workshop, Dallas.

**Vice-President Paul T. Sorrow**—CSX Western Lines GCofA mtg.; Mtgs. w/ CSX General Chairmen regarding dual track bargaining; Public Law Board 1063, NS; CSX Family Day event, Greenwood, S.C.; Mtg. w/ President Hahs; Assisted Grand Trunk Western GCA for planning session with upcoming negotiations and day-to-day issues; Assisted CSX, NS and GTW committees and performed general office duties.

**Vice-President Richard K. Radek**— ND Office; BLET Decertification Helpline services; Director of Arbitration Dept; National Railroad Adjustment Board (NRAB); Illinois Central; Wisconsin Central; Indiana Harbor Belt; METRA; Belt Rwy. of Chicago; Paducah & Louisville; Chicago Central & Pacific; Sec. 3 agenda/settlement conf. mtg., Metra, Chicago (arb. strike lists w/ S. Powers); Contract negotiations, CN-WC, Rosemont & Schiller Park.; Arbitration assistance, CN-WC, Green Bay; PLB 6881, 9/17/05 Metra derailment mtgs., BRC/Metra, Chicago; Div. 34 LCA mtg., CSX, Cleveland; NRAB, various, Chicago; EJ&E, Metra contract negotiations, Joliet & Chicago; M/WL signal decert case, Metra; Arbitration assistance, IHB, Chicago; Advisory Board conference call; Candidate engineer cases/appeals, Metra, Chicago;

**Vice-President Dale McPherson** — CP Rail; Port. Term. RR; Longview Portland & Northern; Longview Switching Co.; Indiana RR; W&LE RR; Utah Railroad; UP Eastern Dist.; UP former CNW; DM&IR RR; Portland & Western RR; Great Western RR; Appalachian & Ohio RR; Public Law Boards 5604, 5681, 5721, 6040, 6281, 6449, 6558, 6589; SBA 585; UP work/rest projects; RSAC positive train control cmt.; National wage/rules; General office duties, telephone, correspondence; Indiana RR contract negotiations, Linton, Ind.; PLB 5604 case preparation, Cheyenne, Wyo.; Indiana RR negotiations, imp. agreement, re: Indiana RR purchase of CP Latta Sub., Chicago.

**Vice-President & U.S. Nat'l Legislative Representative Raymond A. Holmes** — BLET Washington D.C. office; General office duties, telephone, correspondence; BLET General Chairmen's mtg., Las Vegas; BLET Advisory Board mtg., Las Vegas.

**Vice-President Merle W. Geiger Jr.**— Assigned to: BLET Trainmen's Department; Kansas City Southern; Gateway Western; Midsouth Rail; Southrail; Texas-Mexican Rwy.; Springfield Terminal, Delaware & Hudson; Indiana & Ohio RR; Louisville & Indiana RR; St. Lawrence & Atlantic RR; Indiana Southern RR; Mtg. w/ GC Lowe, John Mullen, I&O and Rail America, Cincinnati, Ohio; Joint town hall meetings with I&O and RailAmerica, Cincinnati, Washington Court and Lima, Ohio; Mtg. w/ GC Clark and KCS, Houston; Advisory Board and NARAP conference calls; Holiday and vacation; Research, correspondence and general office duties.

**Vice-President Stephen D. Speagle**—Assigned to Burlington Northern Santa Fe, Montana Rail Link, Pacific Harbor Line, Missouri & Northern Arkansas (M&NA), National Wage/Rule Committee; Mtg. w/ Local Chairmen on MRL, Fort Worth; Mtg. w/ MRL on Section 6 notices, Fort Worth; Division 32 meeting (BNSF), Aurora, Ill.; Mtg. w/ BNSF management, Decatur; Advisory Board conference call; Conference call w/ general chairmen and state legislative board chairmen; National Wage/Rule meetings, Washington, D.C.

**Vice-President E.L. "Lee" Pruitt** — Assisted general chairmen & members of: UP-Western Lines; UP-Western Region; UP-Central Region; UP-Southern Region; UP-Tacoma Belt; General office duties, telephone paperwork; New Orleans Gulf Coast RR negotiations, Chicago; Crew utilization mtg., UP Southern Region GCA, Houston; Trip Rates and ID Run negotiations, UP Western Region GCofA, Portland; UP-Tacoma Belt, office duties, paper work, filing and calls.

**Vice-President Paul L. Wingo Jr.** — Assigned to NS-Southern Lines and Eastern Region GCofAs; Meridian Southern; New York Susquehanna & Western; New England Central; BLET Rail Security Officer; Division 328 meeting, Division 899 meeting; NYS&W contract negotiations, Syracuse, N.Y.; Special issue, Division 849, Raleigh, N.C.; NTSB hearing, Birmingham, Ala.



**LOCOMOTIVE ENGINEERS AND TRAINMEN NEWS**  
**Brotherhood of Locomotive Engineers and Trainmen**  
A Division of the Rail Conference, International Brotherhood of Teamsters

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**www.ble-t.org • (216) 241-2630**  
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