BLET calls for corporate reform at UP

The Brotherhood of Locomotive Engineers and Trainmen (BLET), a division of the Teamsters Rail Conference, at its annual shareholders meeting in Salt Lake City called for corporate reform at Union Pacific, the nation’s largest railroad company. The BLET proposal sought to replace executive stock options with restricted shares that vest over at least three years. The restricted shares would be awarded based on operational performance measures disclosed to shareholders.

BLET lauds Congressman Capuano for support of rail safety, security

According to SOF A, there were 11 severe injuries in switching operations in January, including two amputations. The SOF A Group, along with representatives from the Federal Railroad Administration, the Brotherhood of Locomotive Engineers and Trainmen (BLET), and the Teamsters Rail Conference (TRC), is working to develop recommendations for reducing fatalities and injuries.

BLET continues fight for remote control safety

Leadership of the United Transportation Union reinforced their reputation as a “company union” by jointly lobbying with rail carriers to block the Brotherhood of Locomotive Engineers and Trainmen’s (BLET) efforts to improve the safety and security of remote control train operations. Using false and misleading information, the UTU leaders also employed “scare tactics” in an effort to portray the BLET’s efforts to improve the level of safety and security in the rail industry as unnecessary.

SOFA Group issues safety statistics; 126 switching deaths since 1992

The Switching Operations Fatality Analysis (SOFA) Group has issued its safety statistics for the month of January 2004. SOFA reported that 126 switching fatalities have occurred since February 1998, when the Federal Railroad Administration initiated the review of switching operations accident reports and recommended recommendations for reducing fatalities and injuries.

According to SOFA, the average age of the victims in the seven fatalities is 47. The average length of service was 14.6 years, with four employees having less than 2.5 years of service. The BLET, a division of the Teamsters’ Rail Conference, is part of the SOFA Group, along with representatives from the Federal Railroad Administration.
Remote Control

Continued from Page 1

In reality, there is a dangerous shortage of rail workers throughout the United States, particularly locomotive engineers, trainmen and conductors. The Union Pacific Railroad just announced plans to hire nearly 4,000 new workers this year alone.

Intelligent rail workers were able to see through the UTU leadership’s false claim that jobs were at risk as a result of the BLET amendment. It was just another case of the UTU leaders using scare tactics to insinuate the intelligence of their own members.

Before the BLET amendment was ever introduced, BLET leaders knew it would be withdrawn. The original intent was to introduce the amendment and attach it to a transit spending bill in the U.S. House of Representatives. Leaders of the House Committee on Transportation and Infrastructure asked all legislators on the Committee to refrain from trying to attach any amendments to the bill because of its importance and the need to pass it quickly. As a result, more than 25 amendments were withdrawn, including the BLET amendment. In other words, withdrawing the amendment had nothing to do with the efforts of the UTU.

Even though the amendment was never introduced, Congressman Mike Capuano (D-MA) agreed to read a statement into the record supporting the BLET’s position on remote control technology. BLET leaders knew it would be withdrawn. The original intent was to introduce the amendment and attach it to a transit spending bill in the U.S. House of Representatives. Leaders of the House Committee on Transportation and Infrastructure asked all legislators on the Committee to refrain from trying to attach any amendments to the bill because of its importance and the need to pass it quickly. As a result, more than 25 amendments were withdrawn, including the BLET amendment. In other words, withdrawing the amendment had nothing to do with the efforts of the UTU.

The BLET leadership’s efforts revealed something else that each and every railroad employee should know. For years, many have referred to the BLET as the “company union.” A few years ago, for example, when the railroad carriers wanted to introduce remote control technology without enforceable safety regulations, they turned to the UTU to get their wish. BLET leaders knew it would be withdrawn. The original intent was to introduce the amendment and attach it to a transit spending bill in the U.S. House of Representatives. Leaders of the House Committee on Transportation and Infrastructure asked all legislators on the Committee to refrain from trying to attach any amendments to the bill because of its importance and the need to pass it quickly. As a result, more than 25 amendments were withdrawn, including the BLET amendment. In other words, withdrawing the amendment had nothing to do with the efforts of the UTU.

In conclusion, the facts are clear. The UTU leadership claimed the BLET amendment would cause loss of jobs in an industry that needs to hire thousands of new employees which is untrue. The UTU leadership claimed the BLET amendment was withdrawn due to the BLET’s political influence, which is untrue. And in the end, the BLET’s leadership showed their true colors and provided clear evidence that they are in bed with the railroad carriers. Instead of fighting for improved remote control safety, they are working jointly with the rail carriers against it. They do not appear to have the best interests of their members at heart.

The BLET had hoped to take the high road, but the UTU leadership has chosen to make political hay out of this issue in an attempt to portray the BLET in a negative light. We cannot and will not allow their misleading statements and distortions go unchallenged.

The text of the letter is below. A copy of the letter with signatures reproduced is available on the BLET website as a PDF at: http://www.blo.org/pr/pdf/aurutu.pdf

Switching Operations Fatality Analysis Group issues safety data

SOFAs

Continued from Page 1

istration (FRA), Association of American Railroads (AAR), American Shortline and Regional Railroad Association (ASLRRA), UTU, and the U.S. Department of Transportation’s Volpe Center. The BLET’s representatives are: George Last, Colorado State Legislative Board Chair; Tom Perkovich, Minnesota State Legislative Board Chair; and Rob Svob, Arizona State Legislative Board Chair.

Five SOFA Lifesavers

Issued by the Switching Operations Fatality Analysis Group

Recommendation 1

Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground. Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove EOT device, must ensure that the cut of cars to be coupled is separated by no less than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached to the locomotive to insure that they are completely stopped and, if necessary, a sufficient number of hand brakes must be applied to insure the cut of cars will not move.

Recommendation 2

When two or more train crews are simultaneously performing work in the same yard or industry tracks, extra precautions must be taken.

Same Track

Two or more crew members are

March 23, 2004

The Honorable Don Young
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Young and Ranking Member Oberstar:

The Association of American Railroads (AAR) and the United Transportation Union (UTU) are writing in opposition to an amendment by Congressman Capuano that would effectively prohibit the use of remote controlled locomotives. The amendment is expected to be offered during markup of the TEA-21 reauthorization.

The Capuano amendment would do nothing to promote railroad safety. The amendment would have the opposite effect since remote control is safer than conventional operations. Experience has shown that remote control reduces yard accidents and injuries. Train accident rates in Canadian rail yards have been cut by almost half over the past decade where remote control has been used. U.S. railroads have also experienced a decline in accident and injury rates using remote control compared to conventional yard operations.

The Federal Railroad Administration (FRA) is closely monitoring the use of remote control technology. FRA regulations already govern the training of employees operating remote control devices as well as device inspection. Moreover, FRA Administrator Allen Rutter has stated, “Based on safety data gathered to date, there is nothing to indicate that remote control operations should be banned from use.” Remote control is not a safety issue — it is a collective bargaining issue involving a dispute over the assignment of work. In 2002, railroad reached agreement with the UTU over implementing the technology. The Brotherhood of Locomotive Engineers (BLE) challenged this agreement because it wanted the remote control jobs. After losing its challenge, BLE began claiming that remote control operations were not safe, seeking to usurp FRA’s authority in this area. Ironically, BLE has signed agreements giving management’s hip pocket. UTU — their old friend who comfortably resides in the management’s hip pocket.

AAR and UTU urge you to vote “no” on the Capuano amendment.

Sincerely,

Edward R. Hamberger
President and CEO
Association of American Railroads

UTU partners with AAR to oppose remote control safety improvements

Whose side are they on?
Houston, San Francisco pass safety resolutions

List of communities asking FRA for enforceable remote control safety rules grows to 53

A total of 53 communities have enacted remote control safety resolutions, including Houston and San Francisco. All resolutions call upon the Federal Railroad Administration (FRA) to enact enforceable regulations, as opposed to recommended guidelines, to make remote control operations safer.

The operation of remote control trains in the United States remains unregulated. To date, the FRA has only issued recommended guidelines for remote control train operations. As opposed to federal regulations, which must be enforced, railroad companies often ignore the recommended guidelines in the day-to-day operation of remote control trains.

Most recently, the cities of Houston and San Francisco have passed remote control safety resolutions, in addition to San Francisco County. Thus far, 35 cities, 15 counties, and 16 AP and HO State Federations have enacted remote control safety resolutions.

Houston, Texas

The City of Houston City Council passed a resolution opposing the use of remote control locomotives within its city limits.

BLET Texas State Legislative Board (TSLB) Chairman Terry Briggs said “Houston is the fourth largest city in the United States. I commend the Council members and the Mayor for adding this city’s voice to the growing number of other communities who are concerned about the safety of their citizens who live, work and go to school near where remote control is in use. This is an important contribution to the process that, hopefully, will lead to regulation of remote control locomotives.”

“Getting this resolution has been a long, difficult process,” he continued. “We first started the idea of a resolution in Houston more than 18 months ago when Gil Gore, General Chairman UP Southern Region, authorized then-Vice Chairman Rodney Stutes to work in conjunction with the Texas Legislative Board on this project. We began a process of coalition building between members of the city council, other labor organizations, and community and civic groups. This process was primarily accomplished through the efforts of Herb Vambara, 2nd Vice Chairman, TSLB, and his wife Kathy, GIA Legislative Representative, who worked with Brother Stutes until his untimely death in February of 2003. Since that time, Brother Herb and Sister Kathy continued the work that was needed to get the resolution passed and they deserve the bulk of the credit.

Brother Stutes is looking down in approval of the final outcome.”

Terry Briggs, BLET Texas State Legislative Board Chairman

Brother Briggs said that the support from Houston is too numerous to list, but the list includes all the participants and organizers of the rallies that raised public awareness of this issue, “especially all the BLET members who participated, and, therefore, assumed ownership of their Union’s activities.” Family members and GIA officers and members also participated and continue to be very supportive, he said.

Additionally, many local, state and federal elected officials, as well as community and civic groups showed their support of the resolution by calling or sending letters to the City Council. This could not have been done without all the cooperation, help and support of everyone in this coalition,” he concluded. “In the end however, I think that those who knew him would agree that Brother Stutes is looking down in approval of the final outcome.”

San Francisco (city and county)

The City of San Francisco adopted a resolution on March 16 opposing remote control locomotives and calling on the FRA to develop comprehensive guidelines to govern operation of the technology. The same resolution was adopted by the county of San Francisco.

According to BLET California State Legislative Board Chairman Tim Smith, the passage of the resolution was the result of hard work by two BLET Division 65 officers, Legislative Representative Sean Morgan and Local Chairman Martin Jaeger.

“These two BLET officers represent the interests primarily of Amtrak and CalTrain,” he said. “They are an example of how our Brotherhood should work. As the saying goes, ‘One for All and All for One’ – our battles are the BLET’s battles, to fight together.”

Chairman Smith also thanked the San Francisco Board of Supervisors and Supervisor Sophie Maxwell for passing the resolution.

Totals


Also, 14 other counties have passed remote control resolutions. They are: Douglas County, Wise.; West Baton Rouge Parish, La.; Point Coupee Parish, La.; Cuyahoga County, Ohio; Huron County, Ohio; Erie County, Ohio; Whitley County, Ky.; Union County, Tenn.; Contra Costa County, Calif.; Knox County, Tenn.; Clinton County, Iowa; Harris County, Texas; Boone County, Va.; and Greeneup County, Ky.

On the Web

A complete list of remote control safety resolutions is available at:

http://www.ble-t.org/remotecontrol/ resolutions.asp.

In Florida, another accident, another near miss

At the CSX terminal in Tampa in March 19, a remote control assignment working the north end of the yard derailed two box cars. The incident occurred when the RCO crew switched two cars into a track without properly securing. This resulted in a roll-off to the lead where the assignment was switching. The derailed box cars came within inches of support beams to a highway overpass. This is the second accident in seven months by RCO assignments where this overpass was narrowly missed. The last one involved a loaded tank car in August 2003.

Synopsis

“Syncro Switching” technology is now being deployed at a major West Coast rail yard. The technology, which replaces traditional switch machines, has the potential to make remote control operations safer.

Recommendaion 4

When using radio communication, locomotive engineers must not begin any move without a specified distance to the person controlling the move. Strict compliance with “distance to go” communication must be maintained.

When controlling train or engine movements, all crew members must communicate by hand signals or radio signals. A combination of hand and radio signals is prohibited.

Recommendaion 5

Crew members with less than one year of service must have special attention paid to safety awareness, service qualifications, on-the-job training, physical plant familiarity, and overall ability to perform service safely and efficiently.

Programs such as peer review mentoring, and supervisory observation must be utilized to ensure employees are able to perform service in a safe manner.
For new NJ Transit trains, a rough ride

With advanced technology and the latest amenities, NJ Transit’s new rail passenger car was supposed to make commuting easier. Instead, the model, called the Comet V (fax), has proven to be travel delays and routine aggravations ever since it started carrying New Jersey riders back in the fall of 2002.

The Comet V — which NJ Transit officials say will serve as a test model of the Comet V a few years ago, NJT crews found 260 things that needed to be resolved. NJT has a list of 60 cars could be completed.

SEPTA facing crisis’ with $70 million deficit

SEPTA officials are looking at a $70 million deficit for its fiscal 2005 budget that its general manager, Faye Moore, calls “one of the greatest financial crises in the history of SEPTA.”

The agency intends to screen Amtrak riders and is in talks with the Maryland Transit Administration, which operates the MARC commuter rail system, about participating.

Easy access to railways makes them vulnerable to terrorist attacks. In 1985, ex-USS Leonidas unsecured nerve gas in a "Tokyo subway killing 12. Recently, the FBI and the Homeland Security Department warned that terrorists might strike trains and buses in major U.S. cities using bombs concealed in bags or luggage.

The key problem in screening rail-way passengers is doing it fast enough so the trains can still run on time.

Amtrak spokesman Dan Stessel said the railroad is pleased the TSA is turning its attention to ground-based security. The agency spends the vast majority of its budget on aviation security.

“We will continue to work cooperatively with them in their efforts,” said Stessel.

(From the Associated Press.) •

SEPTA to test rail security at Maryland station

The government plans to use a suburban Maryland train stop to test the feasibility of security checks for rail passengers, a response to last month’s deadly railway bombings in Madrid.

Once the trains started running on the New Carrollton, Md., site was chosen because it precedes in the restrooms do not work correctly. The windows leak. The electronic message screens sometimes announce the wrong station.

All this for rail cars that cost between $800,000 and $1 million apiece.

“It’s some of the worst new equipment I’ve seen,” said Bob Vallochi, general chairman of the Brotherhood of Locomotive Engineers and Trainmen.

“They arrived dead on arrival.”

NJT officials say it’s normal for new rail cars to have kinks that need to be ironed out. After the manufacturer, Alstom Transport of France, provided a test model of the Comet V a few years ago, NJT crews found 260 things that needed to be fixed before the rest of the cars could be completed.

Once the trains started running on regular schedules, the railroad identified another batch of flaws that needed to be resolved. NJT has a list of 60 “modifications” that still need to be done, including things like the public address system and the doors.

At present, Alstom has about 25 employees at NJ Transit’s various rail yards, working on improving the cars.

(From the Star-Ledger.) •

Golf Tournament • 64th Annual IWC

Paa-Ko Ridge Golf Club
Albuquerque, N.M.
www.paa-koridge.com • Ph.: (505) 281-6000

Date: Wednesday, August 18, 2004
Entry Fee: $80.00/player
Format: Four Man Scramble/Red-White-Blue
Includes: Continental breakfast; Golf cart and range balls
Prizes: Longest drive, closest to pin, etc...

CHECK-IN/CONTINENTAL BREAKFAST — 7:30 a.m.
SHOTGUN START — 8:30 a.m.

FOUR MAN TEAMS

List other players you would like to play with, or other players that you are registering.

NAME HCP/AV SCORE COST ($80 per player)

1. 
2. 
3. 
4. 

TOTAL 5

If you’re a single, we will place you. Give at least a two-day notice if playing as a single. Registration deadline is July 18 and the maximum number of players is 120.

Please mail this form, along with check or money order payable to “Rick Fuller,” to:

Rick Fuller
2004 IWC Golf Tournament
27 Blackberry Lane
Los Lunas, NM 87031
Phone: (505) 865-1395

Golfweek Magazine: Ranked Paa-Ko Ridge as one of the Top 100 Modern Courses in America (#23)
Golf Digest: Ranked Paa-Ko Ridge as one of America’s 100 Greatest Public Courses (#29)
Golf Magazine: Ranked Paa-Ko Ridge as one of the Top 100 You Can Play in America (#43)

Report: Metro-North employees in pay scam

More than 40 Metro-North employ-ees were found over the course of almost a year to have left work when they were supposed to be repairing and inspect-ing cars in an upstate New York rail yard.

Investigators with the MTA Inspect-or General’s Office witnessed dozens of nighttime employees exiting the Com-men-Torahm facility in Creton-on-Hudson during a 10-month probe. They headed to a pizzeria, bars or simply home, staying away for far longer than their 30-minute lunch break.

They escaped notice by having col-leagues punch them out using a timeclock that is not monitored by a security camera, or after supervisors signed time cards with no departure time stamps, according to an Inspec-tor General’s report acquired under the Freedom of Information Act.

Most of the abuse occurred last spring and summer. In all, 42 people were found during that period to have collected more than 290 hours of undeserved pay, the report said. With employees at the yard each earning from $15 to $30 an hour not including ben-eﬁts, the lost pay totals at least $4,000.

(From New York Newspapers.) •

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(From New York Newspapers.) •
Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by Social Security. The higher railroad retirement benefits remain substantially higher than social security benefits.

In answering questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 2003. It also shows the differences in age requirements and payroll taxes under the two systems.

1. How do the average monthly railroad retirement and social security benefits paid to retired employees and spouses compare?

The average age annuity being paid by the Railroad Retirement Board at the end of fiscal year 2003 to career rail employees was $890 a month, and for all retirees regardless of years of service was $1,555. The average age retirement benefit being paid under social security was $960 a month. Spouse benefits averaged $845 and $500 a month for widowed mothers and fathers, respectively.

Early retirement reductions are otherwise applied to annuities awarded before full retirement age—age 62, regardless of how long he or she worked, and social security retirement benefits are reduced for retirement prior to full retirement age regardless of years of coverage.

5. Does railroad social security offer any benefits not available under railroad retirement?

Social security does pay certain types of benefits that are not available under railroad retirement. For example, social security provides children’s benefits when an employee is disabled, retired or deceased. Under the Railroad Retirement Act only provides children’s benefits if the employee is deceased.

However, the Railroad Retirement Act includes a minimum guaranty provision which ensures that railroad family benefits will not receive less in monthly benefits than they would have received as if the employee were still alive. Benefits awarded by the Board based on social security rather than railroad retirement laws. This guaranty is intended to cover situations in which one or more members of a family would otherwise be eligible for a type of social security benefit that is not provided under the Railroad Retirement Act.

6. How much are regular railroad and disabled widow(er)s benefits?

A residual lump-sum death benefit which ensures that a railroad family receives at least as much in benefits as it would have received had the employee died before 1975. This benefit is, in effect, a refund of an employee’s pre-1975 railroad retirement taxes, after subtracting any benefits previously paid on the basis of the employee’s service. However, an employee’s benefits generally exceed taxes within two years of the employee’s death. It is, consequently, seldom payable.

8. How do railroad retirement and social security payroll taxes compare?

Railroad retirement payroll taxes, like railroad retirement benefits, are substantially higher than social security taxes.

In addition, rail employees and employers, who receive their Railroad Retirement and Social Security benefits, are required to file monthly or quarterly payroll tax returns, which are payable in the same amount as their Railroad Retirement and Social Security benefits.

Beginning with the taxes payable for calendar year 2004, tier II taxes on both employers and employees are based on an average account benefits ratio. Depending on that ratio, the tier II tax rate for employers will range between 8.20 percent and 22.10 percent, while the tier II tax rate for employees will be 6.70 percent.

In 2004, the tier II tax rate on employer earnings is 8.20 percent and on rail employee earnings is 6.70 percent.

The maximum amount of railroad retirement benefits for which an employee earning $87,900 can pay in 2004 is $898,144.25, compared to $76,824.35 under social security. For railroad employees, the maximum annual regular railroad retirement taxes on an employee earning $87,900 are $15,252.45 compared to $76,824.35 under social security.

Employers and employees will pay more in retirement taxes than the above amounts because the Medicare hospital insurance tax of 1.45 percent is applied to all earnings.

9. How much are regular railroad retirement taxes for an employee earning $87,900 in 2004 compared to social security taxes?

The maximum amount of railroad retirement benefits for which an employee earning $87,900 can pay in 2004 is $898,144.25, compared to $76,824.35 under social security. For railroad employees, the maximum annual regular railroad retirement taxes on an employee earning $87,900 are $15,252.45 compared to $76,824.35 under social security.

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said, “I am very concerned that the data that is collected will be evaluated objectively. The safety of the railroad’s employees, the public and our communities depend on it. ”

The Executive Committee of the AFL-CIO’s Transportation Trades Department represents its 35 member unions, unanimously approved a policy resolution on March 7 that calls for an end to remote control train operations.

The BLET represents 50,000 active and retired members and is a Division of the Teamsters Rail Conference.
The Rail Security Act of 2004 (S. 2573), approved by the Senate Commerce Committee, includes several provisions that are first steps in strengthening rail workers’ ability to protect their passengers and the nation’s rail industry from terrorist attacks, according to AFL-CIO Transportation Trades Department president Edward Wytkind.

Thanks to the leadership of Senator Frank Lautenberg (D-NJ), the bill provides rail workers with whistleblower protections that prohibit retribution or retaliation by management against workers who report rail security lapses. "The men and women who work in passenger and freight rail have a first-hand perspective on what is really happening in their industry. They must be able to share this with both management and law enforcement without worrying that it could somehow cost them their job," Wytkind said.

Additionally, the bill approved today requires Amtrak to adopt a system-wide security plan that includes measures to train workers on security awareness, emergency response, and passenger evacuation training. It also provides funding to better secure tunnels, stations, and trains, as well as to hire additional security personnel.

"There are ways the bill can and should be strengthened, including a curb on the dangerous practice of remote control locomotives and improvements to the whistleblower provisions. "We intend to work with Congress over the coming weeks to do just that. We will not rest until all transportation workers are given the full protections and resources they must have," Wytkind said.
There’s something for the whole family at the 77th Annual BLET-GIA Southeastern Meeting Association in Greenville, S.C., from June 13-18. BLET and GIA members will have the opportunity to participate in various educational workshops, such as Local Chairman, Legislative Representative and Secretary-Treasurer classes. In addition, representatives from the U.S. Railroad Retirement Board and United Healthcare will be on hand to answer questions.

Hosted by Brother Roger Peace and the members of BLET Division 598 (Greenville, S.C.), numerous social activities have been planned, including (but not limited to) a casino night, golf tournament, Frankie’s Fun Park, a barbecue, a fashion show and luncheon, and a 1950s themed banquet on the last night of the convention.

There are numerous tourist destinations in Greenville, including the Cherokee Foothills, Paris Mountain State Park, various nature reserves, waterfalls, scenic rivers, and the Greenville Zoo. Greenville is also the home of baseball legend Shoeless Joe Jackson. Popular destinations for baseball enthusiasts include the Shoeless Joe Jackson grave site, the Shoeless Joe Jackson Memorial Park, and the Shoeless Joe Jackson Plaza Statue & Fountain. For more tourist information, visit www.greengreenville.com.

Convention activities will take place at the Hyatt Regency, in the heart of Greenville’s business and entertainment district. The deadline for hotel reservations was May 10. Members can still check on hotel reservations by calling: (800) 233-1234 or (864) 235-1234. Be sure to ask for the BLET rate of $99 per night when calling.

Deadline for convention registration is June 15. For more information, please contact Brother Peace at: (864) 676-0229; or email: csx1960@aol.com.

Registration Fees
• Activity fee: $60.00 (All attendees 13 or older must pay the activity fee)  
• SMA Dues: $20.00 (All BLET members must pay SMA dues)  
• Golf Tournament: $45.00 per person (Includes green fees, lunch, transportation and prizes)

Please mail this form, along with check or money order payable to “Roger Peace, Chairman 77th SMA” to:
Roger Peace  
P.O. Box 6831  
Greenville, S.C. 29606

For additional information: Contact Brother Peace at: (864) 676-0229, or email: <csx1960@aol.com>.

SMA 2004 Registration Form
77th Annual Southeastern Meeting Association
Greenville, S.C. • June 13-18, 2004

HOTEL RESERVATIONS
Contact the Hyatt Regency at (864) 235-1234 or (800) 233-1234. Be sure to ask for the BLET room rate of $99 per night. Registration deadline for the BLET rate is May 10, 2004.

REGISTRATION INFORMATION
Registration costs/activity fee is $60 per person attending. All BLET members must pay $20 SMA dues. There is also a $45 per person golf tournament fee, which includes green fees, lunch, transportation and prizes.

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. Casino Night 4. BBQ at Hyatt with entertainment  
2. Golf Tournament 5. Fashion Show and Lunch  
3. Frankie’s Fun Park 6. Banquet on Thursday with 1950s theme  

(Please note that these are only some of the activities we have planned.)

Number of children attending: __________ Ages: __________________

Will you be using the free day care service that will be provided? Yes _____ No ______

SMA 2004 Registration Form
77th Annual Southeastern Meeting Association
Greenville, S.C. • June 13-18, 2004

Speaker: ____________________________
Address: ____________________________
City: __________________ State: _____ Zip: __________
Division: ___________ BLET Officer/Title: ___________ E-mail Address: __________________________
Home Phone: __________________ Cell Phone: __________________
Spouse’s Name: __________________ GIA Title & Auxiliary No.: __________________

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Roger Peace  
P.O. Box 6831  
Greenville, S.C. 29606

For additional information: Contact Brother Peace at: (864) 676-0229, or email: <csx1960@aol.com>.

Annual Date: Sunday, June 13, 2003. Check out: Friday, June 18, 2003

Please print your name and division as clearly as possible on this form so that your name tag will be correct.
United we win!

I would like to welcome all BLET trainmen, conductors and locomotive engineers to the newly formed Teamsters Rail Conference. With the merger of the BLET and the Teamsters complete, we have begun a partnership that will strengthen our ability to represent workers across the transportation spectrum. The Teamsters have always had a vision for a seamless transportation union giving workers real power on the job and in the political arena. This historic merger brings us closer to our union’s vision.

The Teamsters Rail Conference is here to represent you, the BLET locomotive engineer, trainmen or operating employee, on Capitol Hill and at the bargaining table. We will work for you to improve your workplace safety, your health and welfare benefits and to protect your seniority rights and craft lines. We will prove that being a Teamster means having the best wages and benefits in all of organized labor.

In the few weeks you should receive a survey that is part of our “Safe Rails Secure America” project. We will use your answers to assess the safety and security of the nation’s rail system. Please take the time to fill out these surveys once you receive them. Your input is vital to our project and to improving safety in your workplace. Through the power of our numbers, we know we will continue to grow the Rail Conference and build our strength in the workplace, at the bargaining table and in the halls of Congress.

Remember, United We Win!

James P. Hoffa
Teamsters President