BNSF Railway should not be permitted to operate trains with single-person crews until appropriate studies — followed by regulations — into the public safety and homeland security implications of these reduced crews.

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 these reduced 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, drugging equipment, over-heatened 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 the event 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.

THE 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 railroads 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 that the rail corporations have not taken seriously the safety of their employees and the public. A copy of the report is available on the AAR’s 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), chairman 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 noncompliance fines if plans fall short of federal standards. The railroads object to federal involvement in their security, even though many 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.”

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Formed 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.

As of September 30, 2005

As of November 30, 2005

As of December 31, 2005

As of January 31, 2006

Voyk was born in Brewster on March 30, 1924 to the late Embro “Jim” and Katherine (Gundackers) 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.

As of October 31, 2005

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. 87; Tom Weyler, Don Zatteau, Div. 266; Dave S’Amant, Div. 19; Dave Ferndal, Div. 2; and Dean Selby, Div. 122.

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 358 (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.

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Canadian National Railway

CN reported its financial and operating results for the fourth quarter and year ended Dec. 31, 2005. Fourth-quar- ter 2005 financial highlights include:

- Diluted earnings per share of $1.96, an increase of 21 percent over diluted fourth-quarter 2004 EPS.
- Net income of $540 million, up 14 percent; Operating income of $870 million, an increase of 10 percent; Record fourth-quarter operating ratio of 59.8 percent, a 3.2 percentage point improvement over the year-earlier quarter; and Record full-year 2005 free cash flow of $3.3 billion.
- Revenues for the fourth quarter of 2005 increased nine percent over fourth-quarter 2004 to $3,866 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 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 $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. 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 $1.63 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 61.3 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 $12.5 million. Operating income for the quarter was $46.6 million, compared with $57.4 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 Corp. 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-quar- ter 2004.

For the fourth quarter 2005: railway operating revenues increased 16 per- cent to a record $2.3 billion. Income from railway operations rose 29 percent to a record $504 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 com- pared 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.

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.

Union Pacific Corp.

Union Pacific Corp., the nation’s largest railroad opera- tor, said its profit nearly quadrupled in the fourth quar- ter from results weighed down by a hefty charge a year ago. The increase was a more modest 27 percent exclud- ing the charge.

Union Pacific earned $296 million, or $1.00 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 $56 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 top- ping the consensus target of $3.52 billion.

The company said it generated a company record $1.428 in revenue per rail- way operating income by $12.5 million. Operating income for the quarter was $46.6 million, compared with $57.4 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.

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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 51 percent of UP’s business will be up for repricing in 2006, so railroad officials expect to be able to add fuel price protec- tions to more contracts and increase rates to match the current market.

Several catastrophes hit UP last year. West Coast storms hampereled opera- tions in January and east 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 improve- ment 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 88.4 percent for the full year 2004.

Locomotive Engineers & Trainmen News · March 2006 Page 3
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 sixty-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 along on our continuing 30-year cash starvation diet.”

General Chairman Mark Kenny

Negotiations remain at a standstill for Amtrak General Committee

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“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

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 and follow the links. The information on these pages is updated regularly.

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 for BLET 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, and from the 2008-2001 IBT International officer election are available and searchable at 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.

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

BLET Division 94 is proud to host the 66th annual BLET/GLA 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 "check wagon" dinner, in cooperation 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 Bake Hills Playhouse.

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.

And if that isn’t the case, the 2006 IWC 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.

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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

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

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.”
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 NPI’s 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), Ruby Falls and Rock City; and the annual banquet and dance.

Members can make hotel reservations at the Chattanooga Marriott by calling (900) 226-9290 or on the Internet at www.marriott.com/chadt (group code is “BLETLEA.” Room rates are $97 per night ($110 for a double). The deadline for this room rate is May 14.

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 near 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 (group code is “BLETLEA”). 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.

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)
2. Casino night (June 6)
3. Creative Discovery Museum (kids) (June 5)
4. Golf Tournament (June 7)
5. Sight-seeing tour, aquarium, Rudy Falls, Rock City (June 7)
6. Shopping trip (June 8)
7. Banquet/dance (June 8)

Please indicate which of the following workshops you would like to attend:
1. Local Chairman Workshop (June 6)
2. Secretary-Treasurer Workshop (June 6)
3. Legislative Representative Workshop (June 8)
4. Redblock class (June 6)
5. Radiation Safety class (June 6 & 8)

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>.

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
• 7 a.m.-9 a.m.: Breakfast
• 9 a.m.-5 p.m.: Registration
• Noon-1 p.m.: GIA luncheon
• 1 p.m.-4 p.m.: GIA workshop

Monday, June 5, 2006
• 7 a.m.-9 a.m.: Breakfast
• 9 a.m.-3 p.m.: Registration
• 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

Tuesday, June 6, 2006
• 7 a.m.-9 a.m.: Breakfast
• 9 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

Wednesday, June 7, 2006
• 7 a.m.-9 a.m.: Breakfast
• 9 a.m.-5 p.m.: Golf tournament
• 9 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.-3:30 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: TLReed1@bellsouth.net
Phone: (423) 304-3313.
Safety and security

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. But what has been continuously ignored is the significant deaths at the Sago Mine and others over the last two decades.

Just as our nation is only as strong as its citizens, it is only as strong as its members. Thankfully, union members, Teamsters are better able to weather the current anti-worker environment sweeping over our land. Union workers are better able to hold their own and continue to fight for their families’ decades hard work.

April 20-26, 2006...71st Annual BLET-Southwestern Conference Meeting (WSCM) Hosted by A.L. Williams and the members of BLET Divisions 182, 279, 315, 380 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 alem1961@adelphia.org; or Vice Chairman Norman Baker at (501) 835-0856. More details to come later.

Homerland Security and Unions

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 railroad’s have for security and they should honor that. After all, the railroad’s 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

A message from Teamsters General President Jim Hoffa