The Brotherood of Locomotive Engineers and Trainmen has reached a tentative contract agreement with Norfolk Southern that would run through 2014. The agreement covers approximately 5,100 locomotive engineers and continues to provide an annual bonus opportunity based on the railroad’s financial performance. In other words, the engineers’ annual bonus is based on the same performance criteria used to determine management bonuses. The BLET has participated in Norfolk Southern’s bonus program since 1996.

What the AFL-CIO forgot to mention

(Professor’s Note: On August 8, the AFL-CIO Executive Council passes a UTL-sponsored statement that accuses the BLET of raiding the UTU. Even though the AFL-CIO Executive Council has no jurisdiction over the BLET, National President Don Hohs responded with the following statement.)

As the victim of raiding at the hands of the United Transportation Union for the better part of the last decade, it is an understatement to say that the Brotherhood of Locomotive Engineers and Trainmen takes exception to the AFL-CIO’s August 8 statement.

In the last decade, this organization spent countless man hours and hundreds of thousands of dollars to protect our membership from numerous hostile takeover attempts waged by the United Transportation Union.

Out of respect for the 55,000 men and women of the Brotherhood of Locomotive Engineers and Trainmen — the men and women who had to endure those constant attacks — it is my duty to set the record straight.

I count at least three separate resolutions passed by the AFL-CIO and its subordinate bodies condemning the UTU for raiding the BLET, the most recent of which is still available for download from the AFL-CIO’s own website:

• January 13, 1988: Rail Labor Division of the AFL-CIO’s Transportation Trades Department unanimously passes a resolution condemning the UTU raid of BLET.
• February 7, 2002: Rail Labor Division of the AFL-CIO’s Transportation Trades Department passes a resolution condemning UTU raid of BLE at the Kansas City Southern Railroad.
• February 26, 2002: AFL-CIO Executive Council passes a resolution titled “Transportation Labor Solidarity with the BLE”, which condemns the UTU for raiding the BLE and states that “UTU’s action have been declared violations of the AFL-CIO Constitution and policies…”

More recently, top AFL-CIO officials have publicly criticized the UTU and its leadership for its ceaseless raiding of the BLET and its members.

For example, AFL-CIO President John Sweeney’s March 22, 2002, letter to UTU leaders warns that UTU’s raiding filled the AFL-CIO is jeopardized considering the AFL-CIO’s history of aggressive raiding.

Another example came in March of 2003, when Rich Trumka, AFL-CIO Secretary-Treasurer, and Ed Wykink, Executive Director of the Locomotive Engineers and Trainmen.

BLET, NS reach tentative agreement

The union and the carrier were involved in negotiations for approximately one year before reaching the agreement announced on August 7. It is expected that the ratification process will take between at least 30 to 60 days.

Specifics of the agreement will not be released pending membership ratification. In general terms, the tentative agreement includes general wage increases, an enhanced bonus program, improved incentive pay for weekend and holiday work, increased 401(k) matching contributions, and improvements to vacation arrangements that are coupled with new qualifying requirements that will improve engineers’ availability for work.

The agreement also includes work rule changes defining engineers’ job responsibilities and rules that will permit more efficient operations.

Ray Wallace (NS-Southern Lines), the senior General Chairman on the property, complimented all General Chairmen and Local Chairmen involved in negotiations. He specifically commended fellow General Chairmen Willard Knight (NS-Eastern Lines) and Cole Davis (NS-Northern Lines) for a job well done in negotiating the tentative agreement.

BLET bill will help create rail expansion in New Hampshire

The governor of New Hampshire signed a BLET-backed measure on July 27 that will help create railroad jobs and revitalize freight and passenger rail service in the state.

Governor Lynch’s signing of New Hampshire Senate Bill 75 at Nashua City Hall in Nashua, N.H., establishes the New Hampshire Rail Authority Board, which will make it easier for railroad companies to make inroads in New Hampshire while creating new job opportunities for BLET members.

Establishing viable railroads would help spur economic growth in the state, Governor Lynch said. Also, “It will help reduce congestion on our roads, improving public safety and reducing air pollution.”

The measure establishes a New Hampshire Rail Transit Authority that will have responsibility for developing and providing commuter rail and related rail transportation services in New Hampshire. The measure should help state lawmakers achieve a major rail transportation goal, which is the establishment of a high speed rail corridor between Boston and Montreal, via New Hampshire and Vermont.

According to William Remington, Legislative Representative of BLET Division 101 in Lunenburg, Mass., rail service in New Hampshire — with the exception of two Amtrak trains the Downeaster and Vermonter — is currently limited to tourist trains and a few shortline railroads.

“It was time for a change and we pushed for it,” said Remington, who is also 3rd Vice Chairman of the Massachusetts State Legislative Board.

The BLET, in conjunction with the International Brotherhood of Teamsters, worked for

Carriers spend millions lobbying: Help our cause and support the BLET-PAC!

The nation’s rail carriers have been extremely generous lately, but not when it comes to Rail Labor or members of the Brotherhood of Locomotive Engineers and Trainmen.

The same railroad companies that cry poor at the bar have been pumping millions of dollars into lobbying efforts in the first six months of 2007.

Do your part to help make sure the voice of Rail Labor is heard in the halls of Congress and on Capitol Hill (see page 5 for details) •

According to our report on Page 5 of this issue, you’ll see that America’s biggest railroads have invested $9 million in lobbying efforts in the first six months of 2007.

Do your part to help make sure the voice of Rail Labor is heard in the halls of Congress and on Capitol Hill (see page 5 for details) •

Brotherhood of Locomotive Engineers and Trainmen • International Brotherhood of Teamsters
BLET Auxiliary awards six scholarships

Six children of BLET members have each been awarded $1,000 scholarships from the BLET Auxiliary.

The BLET Auxiliary awards scholarships each year based on academic success, leadership, character and personal achievement. Winners must have parents who belong to the BLET Auxiliary at the time of the initial scholarship award, not to exceed four consecutive years.

The scholarships are funded by the proceeds of various fund raising projects, donations, and memorial contributions.

The BLET Auxiliary awarded two scholarships to the children of members from the Eastern Union Meeting Association (EUMA). They are as follows:

- Kenneth A. Willard, a graduate student at the University of Michigan-Flint, is the winner of the John Thomas Collins and Mary M. Collins Memorial Scholarship. He is the son of Kenneth R. Willard, a CN locomotive engineer and member of BLET Division 122 (Lansing, Mich.), and his mother Kathy is a BLET Auxiliary Member-At-Large.
- Kyle W. Willard, a sophomore at Calvin College, is the winner of the Michael A. Grotzinginger Memorial Scholarship. He is the son of Kenneth R. Willard, an CN locomotive engineer and member of BLET Division 122 (Lansing, Mich.), and his mother Kathy is a BLET Auxiliary Member-At-Large.

The Auxiliary also awarded two scholarships to the children of BLET members from the Southwestern region:

- Samuel Wells Dowell, a freshman at Abilene Christian University, is the son of Mr. and Mrs. Carl Dowell. Brother Dowell is a BNSF Railway locomotive engineer and a member of BLET Division 871 (Lubbock, Texas), while his mother Sylvia is a BLET Auxiliary Member-At-Large.
- Nicholas Petersen Davis, a junior at Pittsburg State University, is the son of Mr. and Mrs. William E. Davis. Brother Davis is a Union Pacific locomotive engineer and a member of Division 336 (Osawatomie, Kan.), while his mother Debra is a member of BLET Auxiliary No. 235 in Osawatomie.

The mission of the BLET Auxiliary is to support the interest and welfare of the Brotherhood of Locomotive Engineers and Trainmen (BLET) Auxiliary and railroad families. The purpose of the Auxiliary is to provide support and promote issues that effect the health, safety, welfare and quality of life of railroaders and their families, to promote higher education with the families of its full members, to give assistance whenever and wherever needed, especially during times of duress, and to render assistance wherever and whenever needed to further our mission.

In November 1999, the Teamsters General Executive Board passed a resolution to create an independent, not-for-profit scholarship fund dedicated to the memory of the revered former General President, James R. Hoffa. Since its creation, the James R. Hoffa Memorial Scholarship Fund has helped hundreds of Teamster children and grandchildren finance their education. For the spring 2008 semester. Proof of attendance times of duress, and to render assistance whenever and wherever needed to further our mission. The deadline for receiving entries for the 2007 Essay Contest is September 30, 2007. Applicants must meet the following criteria:

- Applicant must be the child or grandchild of a Teamster member who has been in good standing for 12 consecutive months prior to the application deadline.
- Applicant must be 23 years old or younger as of September 30, 2007.
- Applicant must attend a four-year or two-year college/university or an accredited vocational/technical program full time in the Spring of 2008.
- The applicant must submit a thoughtful 500-word essay on the topic listed below:

**The 2007 essay topic is:** "If someone told you that unions are unnecessary for workers in today’s environment, how would you refute that statement?"

**Deadline:** September 30, 2007.

**Application:** http://www.teamster.org/resources/students/scholarship/pdfs/2007_essayapplication_eng.pdf

The 2007 winners still fall under those guidelines. Beginning with the 2008 winners, however, each winner will receive a one-time award of $1,000. Applications are available to the children, step-children and adopted children, age 18 and younger, of active BRFACF members who are “In Good and Regular Standing,” as defined by the BRFACF Constitution.

Members with questions should contact Nita Saultz of the BRFACF at (800) 233-7080. For more details, visit the BRFACF website at www.brfcf.org, or write:

Brotherhood’s Relief & Compensation Fund
2150 Linglestown Road
Harrisburg, PA 17110 •
Switching safety: Remain vigilant, remain safe

The Switching Operations Fatality Analysis (SOF A) Working Group is once again reminding railroad workers in yard and switching service to remain vigilant in the coming months. SOFA operating recommendations are important: a switching operation omitting one or more appropriate recommendations, and leading to a fatality, can not be undone.

The original SOFA Report was released in October 1999. Prior to the release, there were 47 Switching Fatalities related to the report’s Five Operating Recommendations in the 7.75-year period January 1992 through September 1999. Expressed as a rate, there were 6.07 Switching Fatalities per year related to Operating Recommendations. In the post-SOFA Report period of 7.65 years, October 1, 1999 through May 25, 2007, there were 21 Switching Fatalities related to the Five Operating Recommendations. Expressed as a rate, there were 2.75 Switching Fatalities per year related to Operating Recommendations, a reduction of nearly 55%.

As of its prior quarterly report, there were no switching fatalities in 2007. However, since the publication of that report, there have been two switching fatalities as of August 15. The first was on July 7 in Berry, Ariz. A 37-year-old conductor was in the process of setting off nine cars on the siding at Berry when radio communication ceased. The locomotive engineer stopped, walked back to check on the conductor, and found him pinned under the wheel of a freight car. He was later pronounced dead.

The second occurred on July 27 in Fulton, Ky. A 46-year-old conductor was a member of a three-person switching crew that was classifying cars into various tracks in the yard. The trainman was making the final heavy switching moves and heard the conductor state that he was hurt. The trainman found the conductor between two cars and determined that he had been knocked down and run over by a rail car.

The SOFA working group reminds BLET members of the following:

**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 insure that the car is completely secured and in a straight position. Each crew member involved must physically inspect the car to be coupled into the same track at the same time, without the possibility of movement on adjacent track(s). Each crew member involved must communicate by hand signals 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 car will not move.

**Discussion**

This recommendation emphasizes the importance of securing the equipment. A thorough understanding by all crew members that the area between cars is a hazardous location, whether equipment is moving or standing, is imperative.

**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 crews are prohibited from switching into the same track at the same time, without establishing direct communication with all crew members involved.

**ADJACENT TRACK**

Protection must be afforded when there is the possibility of movement on adjacent track(s). Each crew will arrange positive protection for (an) adjacent track(s) through positive communication with yardmaster and/or other crew members.

**Recommendation 3**

Five Operating Recommendations in the 7.75-year period January 1992 through September 1999. Expressed as a rate, there were 6.07 Switching Fatalities per year related to Operating Recommendations. In the post-SOFA Report period of 7.65 years, October 1, 1999 through May 25, 2007, there were 21 Switching Fatalities related to the Five Operating Recommendations. Expressed as a rate, there were 2.75 Switching Fatalities per year related to Operating Recommendations, a reduction of nearly 55%.

**Recommendation 4**

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. All crew members must confirm when the mode of communication changes.

**Recommendation 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 in a safe manner.

In addition to the Five Operating Recommendations, the SOFA Working Group wants to make those engaged in switching operations aware of Special Switching Hazards. In its review of each of the 124 fatalities, the working identified a number of fatalities involving close clearances (10 fatalities), being struck by mainline trains (8 fatalities), and occurring during shove movements (61 fatalities). The number of fatalities involving close clearance and being struck by mainline trains would be greater if those classified both as a Special Switching Hazard and an Operating Recommendation were included in these fatality counts. The following are special switching hazards:

- Close Clearances;
- Free Rolling Railcars;
- Exposure to Mainline Trains;
- Tripping, Slipping, or Falling Exposures;
- Adverse Environmental Conditions;
- Shoving Movements;
- Unsecured Carts;
- Unexpected Movement of Cars;
- Equipment Defects;
- Motor Vehicles or Loading Devices;
- Drugs and Alcohol; and
- Other Special Hazards or Events.
became so incensed at having been
motive Engineers, declared that Sweet
out who had put in an appearance at
superintendent of machinists because
He proceeded at once to discharge the
protesting committee that, “He consid-
with iron bars. Sweet declared to the
had had the railroad offices barricaded
with agitation in view of the agitation
so outraged by the treatment accorded
them that agitation for some form of or-
reductions in pay rather than in-
short duration. Presently, regular runs
were so changed that there resulted
for every class were af-
neers somewhat better than did the
Western. During the fall and winter of
1862, managements of the western
roads slashed rates of pay and ex-
tended working hours until the men
could scarcely live. They were driven
tended working hours until the men
to Sweet, and the pay for first-class engi-
neers was increased to $85 per month; this
encour-
view Sweet, and to insist on an advance
was going on, but they added a
great deal to it, which made the offic-
eers difficult to deal with.
It is rather singular that the move-
ment to organize engineers started in
the East but came to a head west of the
Allegheny Mountains, which were at
that time the dividing line between East
and West. Doubtless this was because
the Eastern roads treated their engi-
eers somewhat better than did the
Western. During the fall and winter of
1862, managements of the western
roads slashed rates of pay and ex-
tended working hours until the men
could scarcely live. They were driven
crushed to go out on their runs where
work required of them. This brought an
opportunity presented itself to advance
their standing with the road officials.
These men not only informed Sweet of
what was going on, but they added a
great deal to it, which made the offic-
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In just over a year, America will face one of the most important presidential elections in history. Your vote will be important, but so will your contribution to the BLET-PAC!

It is the goal of the BLET — as well as all of organized labor — to elect a pro-labor White House to work with the pro-labor Congress elected in November of 2006. Your vote will help us to achieve our goal, so it is extremely important that you register to vote.

And you can bet that labor’s enemies are working against you along every step of the way.

Railroads: Big spenders on Capitol Hill

Even though the election isn’t until November of 2008, America’s Big Railroads have already approximately $9 million on high priced lobbyists.

According to recent reports — made available on the Internet by the Senate’s public records office — here is what the nation’s railroads have spent to lobby the federal government in the first six months of 2007:

- Association of American Railroads (AAR): $3.4 million;
- UP: $2 million;
- NS: $1.5 million;
- CSX: $1.2 million;
- BNSF: $901,000; and
- The American Short Line & Regional Railroad Association (ASLRRA): $265,000.

The railroads already have a head start $9 million. Keep in mind, the $9 million spent on lobbying is just for the first six months of the year — you can expect that to double to more than $18 million by the end of 2007, and to only increase during the Presidential election year of 2008.

You can see what your BLET representatives in Washington, D.C. are up against, and we ask that you do your part to help level the playing field.

The law prohibits the use of union dues for political purposes, so the contributions of individual members to our PAC is what gives our union leverage in the political battles in Washington, D.C., and the states by enabling us to support politicians who are receptive to our widely held concerns.

A strong BLET PAC demonstrates that our union is engaged in the process. It demonstrates that our members are plugged into the process and paying attention to what is going in the political arena.

For more information on the BLET PAC, speak to your Legislative Representative or call the BLET’s National Legislative Office in Washington, D.C., at (202) 624-8776.

Brothers and Sisters, don’t get caught sitting in the siding. Do your part to support the BLET PAC today!! •

Memorial fund to help children of late BLET member

Brother Sean McClintock, Local Chairman of BLET Division 78 in Louisville, Ky., was killed in a motorcycle accident on Monday, May 28. He was just 35 years old.

He joined the BLE on Dec. 20, 1966. He was a member of Zoneton Lodge No. 964 F. & A.M. and a Kentucky Colonel.

He is survived by his wife, Sherry Powell McClintock; and three sons, Bailey McClintock, Dakota McClintock, and Austin Stanbery. He is also survived by his parents, Carolyn and Paul McClintock; brother, Chris McClintock; aunts, Sandy Bailey and Paula Waldridge; and a host of family and friends.

Memorial gifts may be made to a Scholarship Fund for Bailey, Austin and Dakota in care of:

First Federal Savings Bank
11810 Interchange Dr.
Hillview, KY 40229. •

Decertification Helpline

(800) 393-2716

The railroad industry’s first and only hotline for engineers facing possible decertification events, offered exclusively by the Brotherhood of Locomotive Engineers and Trainmen

The best choice is obvious! A. Invest in a BR&CF membership

2150 Linglestown Road
Harrisburg, PA. 17110
Local: 717-657-1960
Toll Free: 800-233-7080
brcf@brcf.org
www.brcf.org

Is financial protection against discipline a multiple choice decision?

A. Invest in a BR&CF membership

B. Waste money purchasing an expensive policy from a company that offers much less.

C. Spend your money now. Live payday to payday. Collect toys.

D. Do nothing. Gamble. Convince yourself that procrastination is a good thing.
GTW General Chairman Karakian reelected by acclamation

The Grand Trunk Western (GTW) General Committee reelected General Chairman John Karakian by acclamation for a fifth consecutive four-year term at meetings in Troy, Mich., on August 2.

Also reelected by acclamation was Vice General Chairman Marty J. Tyler of Division 650 (Durand, Mich.), Brother Tom Greenman of Division 32 (Battle Creek, Mich.) who was elected as the new Secretary Treasurer to fill the void created by Brother Larry Gilbert, Division 33, who announced that he would seek reelection due to his impending retirement plans.

The Grand Trunk quadrennial meeting was held in Troy, Mich., on August 2, 2007. GTW National President Don Hahs and Vice President Paul Sorrow, who has a long-standing association with the GTW General Committee spanning over 14 years, were also in attendance and addressed the delegates.

The business of the organization was handled in proper form and a good time was had by all in attendance.

The Grand Trunk Western General Committee of Adjustment is one of the five original Committees that founded and established the BLE in 1863.

The GTW represents 250 locomotive engineers who operate over approximately 700 miles of track predominately in Michigan. The GTW’s main corridor is from Port Huron, Mich., to Chicago, but also has operations in Illinois, Indiana, Ohio and the province of Ontario, Canada.

BNSF General Chairman Austin Morrison reelected by acclamation

General Chairman Austin A. Morrison was reelected to his sixth consecutive term by acclamation at the BNSF (former C&S, FWD and JTD) General Committee meetings in Amarillo, Texas, on August 15-16.

Brother Morrison has been a member of BLET Division 574 in Amarillo, Texas, since Dec. 1, 1979.

Rounding out the executive committee is 1st Vice Chairman Bobby Brown of BLET Division 574 (Amarillo), who was reelected by acclamation; 2nd Vice Chairman Bucko Schultze of Division 376 (Wichita Falls, Texas); Secretary-Treasurer Tim Williamson of Division 430 (Trinidad, Colo.), who was reelected by acclamation; and Alternate Secretary-Treasurer Steve Brant of Division 186 (Denver), who was elected by acclamation.

The National Labor College announces 2008 hazardous materials training

The National Labor College announces 2008 hazardous materials training. The program will begin on Monday evening, and end at 2 p.m. on Wednesday. Funding for this course will cover travel costs, overnight room accommodations and three meals a day at NLC. Call Carol Rodgers at the Hazmat office (301-238-2440) for more information.

Locomotive Engineers & Conductors Mutual Protective Association

Job Protection Headquarters for Transportation Employees Since 1910

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Since space for this course is limited, completed registration forms should be faxed, mailed or e-mailed to the Hazmat office (see below) as soon as possible. Interested rail workers may also call the Hazmat office to register by phone, or register online:


Members may also contact:

Rail Workers Hazardous Materials Training Program
10000 New Hampshire Avenue Silver Spring, Maryland 20903
Phone: (301) 439-2440
Fax: (301) 628-0160
Email: crodgers@tle.edu
On July 2, the Department of Labor announced revisions to the LM-30 reporting requirements for union officers and employees. Union officers and employees (except for certain clerical or custodial services) must file a Labor Organization Officer and Employee Report, Form LM-30, if they or their spouses or minor children have received certain payments or gifts totaling $250 or less from a labor organization for reporting purposes if the individual performs services for, and under the control of, the labor organization. Such payments must be reported on Form LM-30 unless they totaled 250 hours or less for the year and were made pursuant to a bona fide collective bargaining agreement.

The reporting requirements are designed to disclose possible conflicts between union officials' personal interests and the unions they represent. The new requirements apply to a labor organization official or “your union” as defined in the Labor Management Reporting and Disclosure Act (LMRDA).

 téléchargement 2007 (PDF)

Revised Form LM-30 Instructions (PDF):

Fact Sheet: Filing Revised Form LM-30 - An Overview of Union Officer and Employee Reporting (PDF):

PowerPoint Presentation: Filing Revised Form LM-30 - An Overview of Union Officer and Employee Reporting (PowerPoint Show (pps) format - 314 KB):
http://www.dol.gov/esa/regs/compliance/olms/rev/is_upd/finalfactsheet.pps

New Hampshire Backed bill will help smooth railroad expansion in New Hampshire

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The reporting requirements are described in more detail below:

1. An individual who is paid by the employer to perform union work, whether under a “union leave” or “no-dothing” policy, is an employee of the labor organization for reporting purposes if the individual performs services for, and under the control of, the labor organization. Such payments must be reported on Form LM-30.

2. Labor organization officers and employees do not have to report any payments or gifts totaling $250 or less from a labor organization for reporting purposes if the individual performs services for, and under the control of, the labor organization. Such payments must be reported on Form LM-30 unless they totaled 250 hours or less for the year and were made pursuant to a bona fide collective bargaining agreement.

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The reporting requirements are designed to disclose possible conflicts between union officials’ personal interests and the unions they represent. The new requirements apply to a labor organization official or “your union” as defined in the Labor Management Reporting and Disclosure Act (LMRDA).

The reporting requirements are described in more detail below:

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National health care

Health insurance costs are skyrocketing, and these costs are causing a loss of jobs and making America less competitive. While our businesses compete in a global economy, our health care system puts them at a severe disadvantage as the majority of our trading partners have established national health insurance.

According to a Morgan Stanley research report, without any changes in health care coverage, the bill of General Motors—the country’s largest provider of health insurance—could balloon by 40 percent over the next decade. Companies that provide health care for their employees have faced double-digit cost increases and two-thirds of large employers have increased employee co-pays in the last year alone.

Without question a national health care system is the most sensible plan for individuals and businesses. Some argue that such a system would be unrealistic, but nothing is realistic about the health care system we have today.

The time has come for a national health care system. A national health care system would do more for our "homeland security" than any other single piece of legislation. Let’s make sure our elected officials get the message.

Frasernally,

James P. Hoffa
General President

SAFETY TASK FORCE HOTLINE
(800) 306-5414

BLET NEWS

A message from Teamsters General President Jim Hoffa

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