

ENOUGH *A Day of Action*



Michael Campbell, Page One Photography

and Protest

ugh



On buses, trains and planes they came, from as far away as Guam, Hawaii and Alaska. Hundreds at first, and then thousands of union members flowing onto the National Mall in Washington, D.C. wearing bright blue shirts that declared 'Enough is Enough!'

By the time the IAM 2007 Day of Action rally was in full swing, more than 5,000 workers from dozens of unions and all sectors of the North American economy were gathered within earshot of the White House to send an unmistakable message – that a long overdue day of reckon-

IAM President Tom Buffenbarger addresses more than 5,000 union members who came to the National Mall in Washington, D.C. to say "Enough is Enough!"

ing was coming for what many believe is the worst president in U.S. history.

Aiming his remarks directly at the White House, IAM International President Tom Buffenbarger minced no words. "Even before this administration first called union leaders 'terrorists' and even before he threatened to use National Guard troops to prevent lawful strikes, we knew where we stood with this president.

"For seven long years, the Bush administration has turned every function of the U.S. government against us," declared Buffenbarger. "Federal agencies charged with protecting workers' rights have become notoriously pro-management. Hundreds of thousands of America's workers saw their



Senator Hillary Clinton was one of three presidential candidates to speak at the Day of Action, ensuring that working family issues will be on the agenda for the 2008 election.

history," said Buffenbarger.

Candidates Listen

The sentiment was echoed by a trio of presidential candidates who addressed the crowd. Hillary Clinton, Joe Biden and Dennis Kucinich each displayed a keen understanding of the causes and solutions to the problems faced by the nation's transportation workers.

"Are you ready for a president who is actively pro-labor and is going to appoint people who actually care about workers' rights and workers' safety?" asked New York Senator Hillary Clinton, who pledged that working families and union members would no

pensions wiped out. Some rail workers had their contracts illegally held hostage for more than seven years while profits at rail companies soared."

In addition to the assault on transportation workers, Buffenbarger cited the shame of Katrina, the massive exodus of U.S. manufacturing

jobs, the spiraling budget deficit, the lack of health care reform and the non-stop assault on union members' organizing and collective bargaining rights.

"The millions of lost jobs and shattered dreams is the legacy of abysmal failure that will follow this president through the annals of

BANKRUPTCY

"Northwest Airlines used bankruptcy laws to impose pay cuts, raise our medical premiums and freeze our pensions. Some of our jobs were sent to Singapore. We are doing more work for less pay.

My family has been affected by the added stress, both financially and in general.

To deal with the pay cuts, I sold our house and downsized to a smaller home to have a smaller mortgage and lower costs.

I feel angry and frustrated about the inequity and injustice of corporations using bankruptcy to take our wages and pensions while CEOs line their pockets. Something's wrong with the system.

Why do our country's laws allow the exploitation of the middle class, who are the backbone of our economy? It's just not right."



Vicki Beebe

Local Lodge 1833
Customer Service Agent
Northwest Airlines
Bloomington, MN

WORKING FAMILIES

“We’re here to say Enough is Enough and to change the direction of this country to get back to caring about working families.

I’ve been working for United Airlines for 18 years. I’ve been furloughed a few times. The last time was in January 2005 when I had to move from Atlanta, Georgia to Herndon, Virginia.

Furloughing to part-time was the only way I could keep my job. I’ve gone from working eight hours a day to 4? hours a day. Working overtime is the only way I’m surviving. My family is still in Atlanta. I have four kids; 16, 15, 13 and 12. I go home every two weeks on my days off.

I came to the Day of Action to support labor. Now that I’m here, I see I’m not the only one going through tough times. We’re all in it together.”



David Davis

LL 1759

Ramp Service
United Airlines
Herndon, VA

longer be “invisible” as they have been for this president. “You are the best America has to offer and I make you this promise: when I am elected, you will not be invisible to the President of the United States.”

Delaware’s Democratic Senator Joe Biden promised to be “the best friend labor ever had.” Ohio Congressman Dennis Kucinich took aim at trade policies that cleared the way for so many manufacturing jobs to be moved overseas.

Promising to put labor’s flag “right on the White House lawn,” Kucinich pledged to cancel the North American Free Trade Agreement (NAFTA) on his first day as president.

Not just a rally for slogans, speeches and solidarity, the Day of Action was the latest

step of a carefully planned campaign to make sure the issues that matter to middle-class families are part of the national debate over who should lead the country next, and in what direction.

Already the campaign is paying dividends.

Candidates of both parties routinely point to the issues of workers’ pensions, soaring health care costs, organizing rights and the relentless drain of manufacturing jobs. Earlier in the week, former North Carolina Senator and presidential can-



In addition to presidential candidates, key allies in the new Congress, such as Rep. George Miller (D-CA), addressed the crowd. Miller was a sponsor of the “Employee Free Choice Act” that was passed by the House of Representatives.

Bill Burke, Page One Photography

didate John Edwards told delegates at the IAM Legislative Conference that he would ban the hiring of permanent replacement workers and end tax breaks that encourage foreign outsourcing.

Edwards and the other candidates also declared their support for the Employee Free Choice Act, currently moving through Congress. "If someone can join the Republican Party by signing their name to a card, any worker in America ought to be able to join a union by doing the exact same thing," said Edwards to a resounding ovation.

International Event

In addition to the main event on the National Mall, IAM transportation members across the U.S. and Canada staged local rallies and conducted informational picket-



International Transport Workers Federation Civil Aviation Secretary Ingo Marowsky represented transportation union affiliates in 148 countries.

ing on May 17 to inform the traveling public of their concern for the state of their industry.

More than a dozen city and state labor federations from California to New York endorsed the Day of Action

and urged their members to participate. Delegates at the National Black Caucus of State Legislators unanimously passed a resolution supporting the Day of Action, calling on all state legislators to support transportation workers and their unions who have been leading the struggle "against those who would sacrifice our transportation industry and its workers in the name of greed or political ideology."

Union federations in Europe, Africa, Japan and Australia also declared solidarity with the IAM Day of Action, issuing resolutions of support and advising their own members of the growing movement to rescue the U.S. transportation industry from latter-day robber barons and their political allies.

In Canada, IAM members fanned out across the country on May 17, talking with passengers about a potential

RETIREMENT

"I'm here today at the Day of Action because they're taking away our pensions and health benefits. People are working more than 30 years only to see everything taken away.

I pay more in medical costs today than the entire time I worked – and the older a person gets, the more they need the medical. It's costing me about \$4,800 a year in medical expenses.

The Bush administration has given every company the right to throw away their employees' health care and pensions. US Airways went into bankruptcy twice. In court, contracts for working people meant little – yet the CEOs got huge bonuses and raises."



John Dillon

IAM Local Lodge 1976
Retired Mechanic
US Airways
Pittsburgh, PA

FAIR TRADE

"I don't want to see our jobs and our technology go overseas. We need fair trade agreements and legislators who want to keep our jobs here at home.

We're losing too many vital skills that we need to keep our economy strong.

I'm here because anything that happens to workers in any segment of our union affects all of us.

The aerospace industry needs a healthy transportation and defense industry.

I'm ready to agitate for our rights. Let's shake it up!"



L. Pablo Trujillo

Local Lodge 794
Machine Cell Operator
General Electric Aircraft Engines
Albuquerque, NM

with you around the world. This is the true spirit of international solidarity."

The need for global action to respond to the crisis in air transport became apparent within months after George Bush began his first term as president.

Immediately after the terrorist attacks of 9/11, airline executives collaborated with the Bush administration to make workers' sacrifice a requirement for post-9/11 financial aid while they prepared for an unprecedented parade through bankruptcy court.

The U.S. travel industry that once boasted the highest levels of customer satisfaction was soon transformed into a quagmire of bankruptcies, broken promises and service meltdowns that continue to make front-page news even today.

threat to air safety if their government follows through with plans to turn over responsibility for oversight and enforcement of safety protocols to the airline industry.

The effort in Canada mirrors concerns in the U.S., where transportation unions have repeatedly warned that the Federal Aviation Administration (FAA) cannot adequately oversee or guarantee repair work performed in overseas locations.

The International Transport Workers Federation (ITF), whose affiliates represent 4,500,000 transport workers in 148 countries, was also an active participant in the 2007 Day of Action, sponsoring similar events around the world.

"We are in this together,"

said ITF Civil Aviation Secretary Ingo Marowsky. "American workers have been paying the bill for globalization long enough. Whenever your union calls, we will stand



Carriers such as US Airways and United Airlines led a parade of airlines into bankruptcy resulting in billions of dollars in pension terminations and other drastic cost-cutting measures.

MANUFACTURING



Bill Burke, Page One Photography

Marla Ryan

Local Lodge 873
Environmental Assistant
& Tractor Tester
John Deere
Horicon, WI

“We are here in Washington, D.C. to tell our political leaders there is a war going on in our nation. It’s a fight to keep our jobs here in our country and to keep our families safe.

We manufacture an American icon – John Deere products. We want our jobs and all of the good manufacturing jobs to stay here so everyone in America has a chance to live the American Dream.

And we want more workers to have an opportunity to have what we have, respect and dignity on the job. I’ve had a nonunion job. I was treated unfairly, paid poor wages and had no respect. When I was able to quit that job and join the IAM, it was the happiest day of my working life.”



Bill Burke, Page One Photography

Transportation in Freefall

The erosion of customer service was only part of a frenzied cost-cutting binge that was facilitated by bankruptcy laws that allowed carriers to cut jobs and extract concessions regardless of their effect on service, quality and in some cases, even safety.

Between offshoring and outsourcing of key maintenance and customer service responsibilities, many air carriers are now operating almost as self-service enterprises.

Once under Chapter 11 bankruptcy protection, the carriers' slash-and-burn approach to labor relations continued. Pensions were destroyed; paychecks shrunk;



Airline workers from IAM Local Lodge 1782 in San Francisco display many of the issues that brought thousands of workers to Washington, D.C. to say "Enough is Enough."

work rules decimated and lives were shattered. For more than seven years, Amtrak management withheld reasonable wage increases for workers by blaming unpredictable and

insufficient federal funding for the carrier's woes.

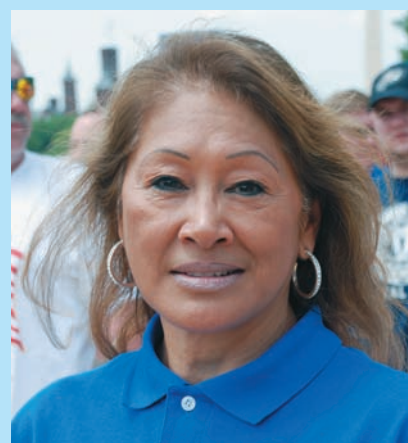
Despite Bush administration rhetoric about protecting our nation from terrorist threats, security training is still

CORPORATE GREED

"I'm here at the Day of Action because of everything – our pensions, our wages. I've worked as a flight attendant for 38 years and it's scary what the company tries to do.

Like most airline workers today, I'm very fearful about the lack of job security. I also have to work more hours – but upper management gets big bonuses.

The general public needs to hold their representatives accountable. It's time that Congress protects middle-class workers. I'm tired of seeing the rich get richer and the poor get poorer. We just want the American Dream like everyone else."



Rosalie Canton

Local Lodge 2339-H
Flight Attendant
Continental Airlines
Houston, TX



IAM Transportation General Vice President Robert Roach, Jr. tells the crowd that despite the adversity in the industry over the last six years, North American workers will “endure and prevail.”

not required for most transportation workers. Rail safety laws haven't been updated since they expired in 1998 due to stonewalling from the multibillion-dollar rail industry lobby. Globalization led to outsourced jobs and reduced oversight for safety and security.

The 2007 Day of Action captured the anger and frustration of transportation workers across North America.

Since 2001, more than 195,000 aviation employees have lost pension plans worth nearly \$20 billion. More than 163,000 aviation jobs have

been lost while staffing levels for air traffic controllers have dropped for the third year in a row, despite air traffic volume that is up 18 percent since 2001.

Amtrak, the nation's passenger rail network, also came under attack by the Bush administration. Despite

HEALTH CARE



Ron Frost

Local Lodge 700
Quality Assurance
Pratt & Whitney Aircraft
Middletown, CT

“Health care is a big issue in my family. My grandson was born with two rare conditions. My daughter had to move back home with us because she couldn't afford the medical costs.

Our situation made me get very active in fighting for health care for all. I've made calls, sent letters and visited my legislative representatives. Health care is a must for all Americans. How can young people get a start if all their money goes to health care?

I've come to Washington to lobby at the Capitol and rally with my brothers and sisters here on the Mall. We need to get the ear of those we elected, and tell those who don't support us: 'It's time to go.' Enough is Enough says it all.”

a steady increase in passenger use, Bush appointees on Amtrak's board of directors regularly proposed budgets for the rail service that would force the carrier into bankruptcy.

Meanwhile, most Amtrak workers have gone more than seven years without a general wage increase.

The National Labor Relations Board, which governs labor relations in the private sector and was originally established to guarantee and protect organizing and bargaining rights, is now hostage to partisan political appointments.

According to NLRB member Wilma B. Liebman, the board is "not dead yet" but frequently issues decisions that result in "fewer workers getting fewer rights."

While workers struggled under the relentless assault, airline executives continued to reap millions in compensation. United Airlines CEO Glenn Tilton received \$39.7 million in 2006, exceeding the airlines' entire annual profit of \$25 million for the year.

American Airlines awarded its corporate executives with \$177 million in bonuses, an amount that equaled 80

percent of the company's 2006 profits.

A Small Beginning

Planning for the 2007 Day of Action spanned months and involved hundreds of volunteers. Permits, staging, security and travel arrangements all came together in a near-seamless execution that belied the planning required for such an event.

But this year's event was not the first Day of Action. "The idea for a Day of Action came from members themselves," said Transportation General Vice President Robert Roach, Jr. "The first Transportation Day of Action took place in 2001 with two small events, one at Washington, D.C.'s National Airport and another near Seattle-Tacoma Airport.

It expanded to several other cities in 2002, with progressively bigger rallies in each of the following two years. The most recent Day of Action took place in 2005, beginning with a ceremony at Ground Zero and a march to New York City's Battery Park."

Joining this year's rally were delegates from two IAM conferences, the Legislative Conference in Washington, D.C. and

WORKERS' RIGHTS



Larry Cuffee

Local Lodge 97
Sheet Metal Mechanic
Dept. of the Navy
Norfolk, VA

"I came to the Day of Action to represent and support my union brothers and sisters. For federal workers, a major concern is NSPS, the National Security Personnel System, and how that system is aimed at destroying workers' rights.

NSPS has less to do with national security and more to do with keeping unions from collectively bargaining on behalf of federal employees.

We've been writing legislators and working to repeal NSPS because of the unfair way the pay-per-performance system is set up and its unfair treatment of workers. It's not right how veterans and employees are treated.

I'm a Reservist. I'm being activated June 1 to go to Iraq. My hope when I get back is that the same Pentagon that sends my fellow soldiers and I to arm Humvees will allow us the rights we deserve in the workplace."



The 2007 Day of Action was the largest labor event on the National Mall since 1991. More than 5,000 union members from dozens of unions traveled to Washington, D.C. determined to create a better future for middle-class workers.

the Communications Conference in Baltimore, MD.

“Transportation members work in all 50 states and every territory,” said GVP Roach. “But the theme of this Day of Action

belongs to every union member. ‘Enough is Enough’ sums up our determination to bring an end to the abuses suffered by so many union members and their families.”

Solidarity Grows

While the Day of Action rallies focused on the concerns of transportation workers, who have borne so much of the current administration’s anti-labor assault, the

ORGANIZING

“I feel that the union is my family, and I’ve come to the Day of Action to support my fellow brothers and sisters.

I hope we all go back home and organize! Organizing should be our first priority. We need better laws to make it easier for people to join a union if they want.

But it also starts at home, whether talking to co-workers and getting them to sign up, or telling family, friends and neighbors about the benefits of union membership. We need to share with others what belonging to the union has done for us and what the union can do for them.”

Bill Burke, Page One Photography



Sherry Craddock
Local Lodge 1133

Metal Processing Mechanic
Northrop Grumman Ship Systems

theme resonated for more than two dozen other unions who took part, including teachers, government employees, postal workers, miners, painters and steelworkers.

The hundreds of signs and banners in the crowd made it clear that this was much more than just an annual rally for transportation workers.

Laborers from Philadelphia mingled with aerospace workers from the Pacific Northwest; bus drivers from New York stood shoulder to shoulder with flight attendants from Texas.

Also in the crowd were pilots, iron workers, railroad signalmen and sheet metal workers from across the country. Many union members brought their children.

The 2007 Day of Action was clearly the most significant gathering of labor union members in Washington, D.C. in more than a decade.

The solidarity was displayed everywhere, on shirts, buttons and on dozens of homemade signs carried by individual members, including one that spoke for so many: "I Want My Share!"

"The 2007 Day of Action was truly an event of historic proportions," said GVP Roach, who chaired the event. "We have always drawn strength from adversity, and despite the grievous injuries we have suffered over the past six years, this remarkable event leaves me more confident than ever that we will endure and prevail."

A SECURE FUTURE



Bill Alder

Local Lodge 212

Machinist

CSX Transportation

Flintstone, MD

"We're going through an awakening in working America, and the Day of Action is a forum to express what's going on.

I work for the railroads, the original Robber Barons. After all these years, we're still fighting against corporate greed – still fighting against the rich living off the backs of the poor and working class. There's no respect, no dignity. It's very oppressive.

We've seen it all in the railroad industry. We've had hostile presidential emergency boards, an unfair National Mediation Board and everything else the people in government who don't like labor have thrown at us.

We're here at the Day of Action to get union members to stand up and not be intimidated. Justice is for all – not just a few. I want a good future for my kids, Megan and Travis, who are here with me today."



Bill Burke, Page One Photography

The sign says it all, the Day of Action was about restoring workers' rights to fair wages, a secure retirement, job security, quality health care and a better life for future generations.