

IAM Journal

For Fighting Machinists



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FEATURE STORY

Stop Dismantling LBJ's Great Society

IAM PASSES THE
60,000
 FAN MARK

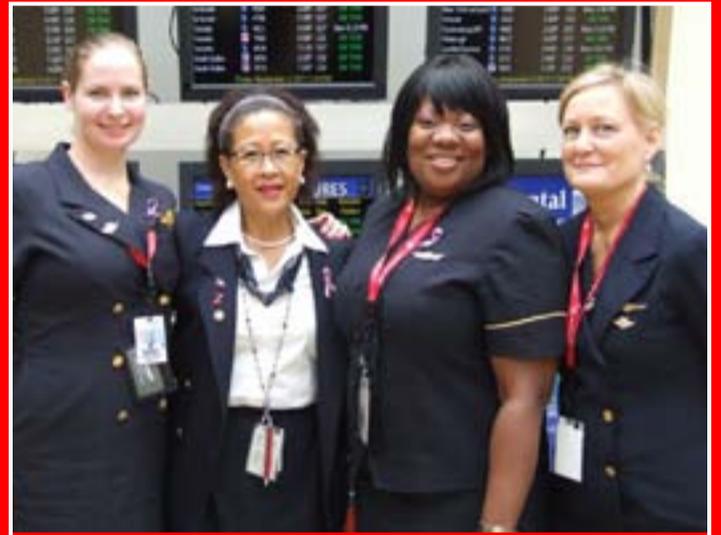




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Extend Unemployment Benefits

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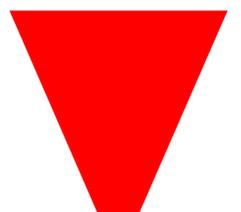
On July 30, 1965, President Lyndon B. Johnson (LBJ) signed the Medicare Act into law. Medicare was one of many “Great Society” programs Johnson pushed through to eliminate poverty, end racial injustice, expand voting rights, protect the environment and ensure quality education for children. Conservatives in power want to roll back the gains middle-class families have made by “reforming” Medicare, Social Security and Medicaid.

Stop Dismantling LBJ’s Great Society



Click above to view a video about why social programs are American families’ lifeline.

Addressing the 1964 graduating class at the University of Michigan in Ann Arbor, President Lyndon B. Johnson outlined an ambitious legislative program. Called “The Great Society,” it sought to eliminate poverty and racial injustice, ensure every citizen’s right to vote, protect the environment, ensure every child has access to a





The Joint Select Committee on Deficit Reduction, known as the Super Committee, was charged with reducing the debt by \$1.2 trillion by November 23, 2011 or trigger \$1.2 trillion of across-the-board spending cuts in vital government services.

quality education, and the elderly access to quality health care.

Medicare, Medicaid, Job Corps, VISTA, Head Start, and federal education funding, all LBJ initiatives, provided much-needed assistance to millions of older, middle- and lower-income Americans. But today, Johnson's "Great Society" is in great danger.

As the 2011 Joint Select Committee on Deficit Reduction, also known as the "Super Committee," looked for ways to shave \$1.2 trillion from the federal budget deficit over 10 years, programs like Medicaid, Medicare and even Social Security hung in the balance. The 12-member Super Committee deadlocked just before Thanksgiving. So, unless Congress acts, domestic spending for LBJ-era programs will see cuts totaling over \$600 billion by 2020. Each will see an automatic across-the-board cut of 7.8 percent in 2013.

Medicare would see a two percent

reduction to hospitals and other providers. Head Start would lose \$590 million. Title I monies would shrink by \$1.1 billion for 1.5 million educationally-disadvantaged kids and by \$978 million for over 600,000 students with disabilities, according to the Committee on Education Funding. Next up would be Medicaid and Social Security.

"It's absolutely absurd to think that the only workable solution to this debt crisis is to rip holes in the safety nets of Medicaid, Medicare and Social Security. Haven't working families given up enough?" asked IAM International President Tom Buffenbarger. He warns that it's not the Baby Boomer generation that will be most harmed by the cuts in Medicare and Social Security.

"It's their children and their grandchildren," explained Buffenbarger. "If Congress decides to take away the only lifelines grandma and grandpa have, then their children, and possibly grand-



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Republican efforts to block any meaningful tax increase on the wealthy means working families will bear the greatest burden of deficit reductions with cuts to programs that support average Americans.

children, must step up. Congress is sticking the younger generation with the bill – at a time when many of them are out of work or cannot make their own ends meet.”

During the 1965 signing of the Medicare law, President Johnson said: “No longer will older Americans be denied the healing miracle of modern medicine. No longer will illness crush and destroy the savings that they have so carefully put away over a lifetime so that they might enjoy dignity in their later years. No longer will young families see their own incomes, and their own hopes, eaten away simply because they are carrying out their deep moral obligations to their parents, and to their uncles, and their aunts. And no longer will this Nation refuse the hand of justice to those who have given a lifetime of service and wisdom and labor to the progress of this progressive country.”

“LBJ was right. We cannot cut, cut, cut our way to prosperity,” said Buffenbarger. “Policymakers need to focus on creating jobs, hiring workers and investing in our industrial base, not chipping away at the very programs that have made this nation so great.”

take action:

tap here to tell Congress to
**FOCUS ON JOBS, NOT
 MORE CUTS TO WORKING
 FAMILIES.**



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New IAM Leadership Takes Helm for 2012



Photo by Bill Burke, Page One

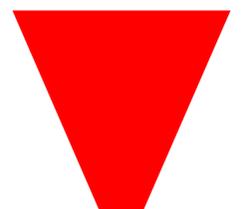
Robert Roach, Jr.

On January 1, 2012, the IAM will welcome new leaders on the IAM Executive Council. Robert Roach, Jr., will become the IAM's General Secretary-Treasurer, and Transportation Chief of Staff Sito Pantoja will be the Transportation General Vice President. Rob-

ert Roach, Jr., currently serves as the Transportation General Vice President. He will take the helm as the new General Secretary-Treasurer following the retirement of General Secretary-Treasurer Warren L. Mart.

“Warren Mart has safeguarded the IAM's finances through some of the toughest economic times in our history,” said IAM International President Tom Buffenbarger. “He leaves a financially sound union well-prepared for the challenges ahead. We are all grateful for his dedication and service to our members and wish him the best in his new life as a proud IAM retiree.”

Robert Roach, Jr., will be the 11th General Secretary-Treasurer in the IAM's history. He first joined the IAM in 1975 as a ramp serviceman for TWA and a member of Local Lodge 1056 in New York. He later transferred to Local Lodge 1445 in Newark, NJ. After serving in numerous posts in his local and district lodges, Roach joined the Transportation Department staff in 1994 as a Special Representative and became a Grand Lodge Representative in 1996.



Roach became the Transportation General Vice President on June 1, 1999.

“It is an honor to serve as the IAM General Secretary-Treasurer,” said Roach. “I am proud to lead a team that will ensure future generations of IAM members will inherit a vibrant, financially sound organization dedicated to improving the lives of all working families.”

Sito Pantoja joined the IAM in 1977 as an Aircraft & Powerplant Mechanic and a member of Local Lodge 1056 in Jamaica, NY, later moving to St. Louis, MO, and transferring membership to Local Lodge 949. He, too, served in many leadership roles in his local and district lodges. Pantoja joined the Transportation Department staff in 1999 as a Special Representative and later became a Grand Lodge Representative.

Pantoja became Transportation Department Chief of Staff in 2005 and will succeed Robert Roach, Jr., as Transportation General Vice President on January 1, 2012.

“Organizing will remain our number one priority. I will continue to aggressively

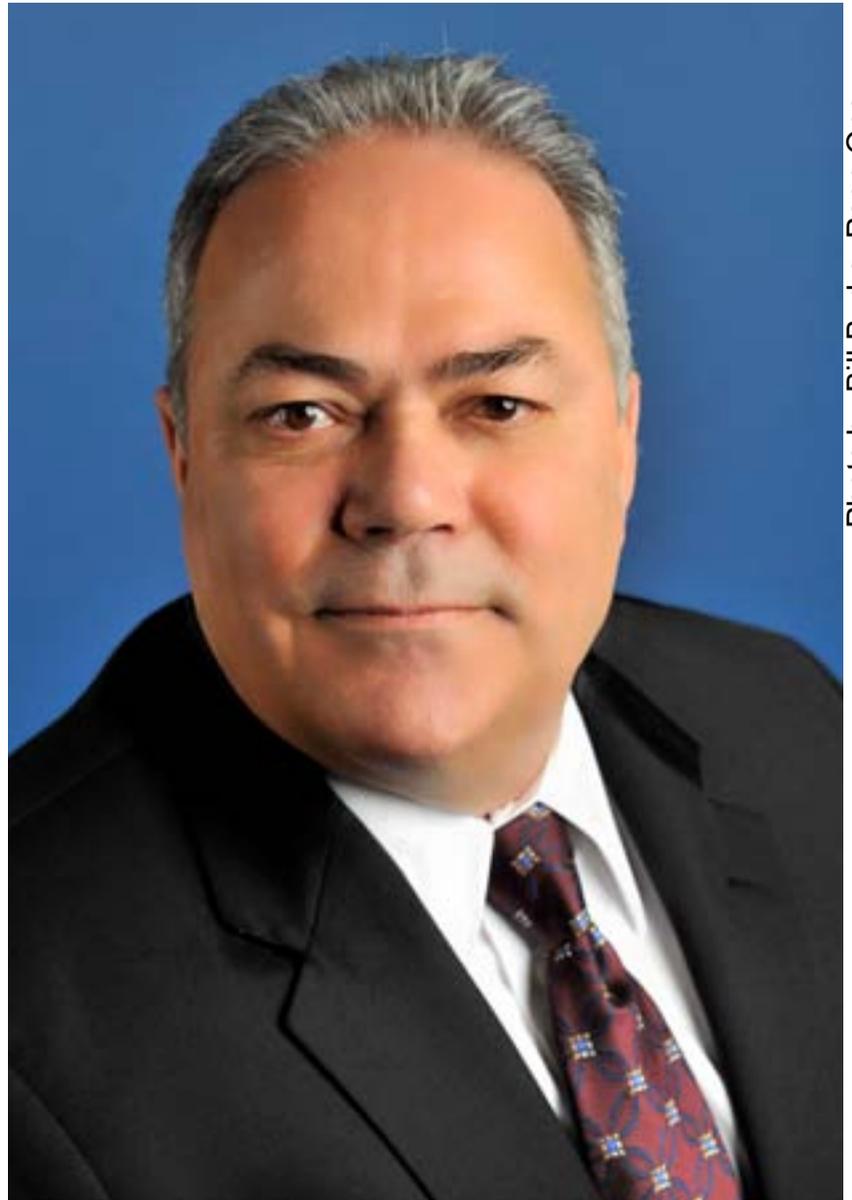


Photo by Bill Burke, Page One

Sito Pantoja

defend our current members and work to grow the territory each year,” said Pantoja. “In a transportation industry that is seeing strong revenue gains, IAM members deserve to share in those profits.”



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Extend Unemployment Benefits: It's the Right Thing to Do



AP / World Wide Photo

With more than four job seekers for every job opening and no recovery in sight, Congress must extend unemployment benefits and help American families survive the recession.

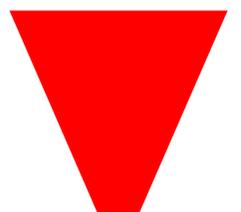


Click above to view a video about how unemployment insurance is helping America's jobless and the U.S. economy.

As many as six million unemployed Americans will lose their unemployment benefits in 2012 if lawmakers fail to take action.

According to the National Employment Law Project (NELP), an advocacy organization for the employment rights of lower-wage workers, 1.8 million Americans could lose their benefits as early as January 2012. Another 1.3 million could do so in February.

Leading Republicans have signaled they might



oppose further unemployment insurance extensions as part of their campaign to cut federal spending. And, while the legislative path is cluttered with obstacles, GOP senators have filibustered extensions in prior years. Time is running out.

“The GOP’s antagonism toward America’s 28.8 million unemployed is a bitter pill many have swallowed over and over again since the start of this Great Recession,” says *Union of Unemployed (UCubed)* Executive Director Rick Sloan. Legislation to extend benefits has met with Republican roadblocks regularly since 2008.

The next four weeks will weigh heavily on the unemployed. “The holidays are right around the corner,” says Sloan. “For America’s jobless, it is the most difficult time of the year. The bright lights, crowds of shoppers, holiday parties and gift-wrapped boxes contrast darkly with their bleak job prospects and depleted finances.”

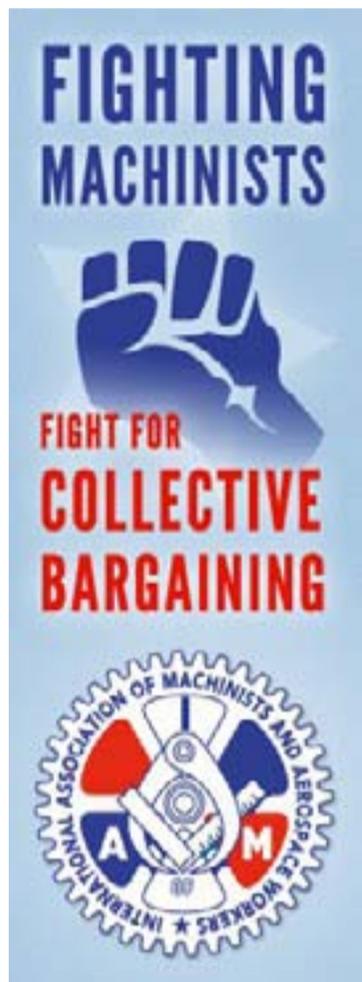
take action:

tap here to

Tell Congress to Extend Unemployment Benefits

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IAM Passes **60,000** Fan Mark



IAM



UCubed



IAM Now

What does more than 60,000 fans across Facebook and Twitter mean for the IAM? It means message momentum.

Thousands continue to “like” and “follow” the IAM, Union of Unemployed (UCubed) and IAM Now social media sites each week, receiving up-to-the-minute news and information on everything from the latest organizing drives to political news to important action alerts.

In just the last month, all three Facebook platforms have had 2.5 million post views. Fans and followers have increased 25 percent since Labor Day.

“Social media is changing the labor movement,” said IAM Communications Director Rick Sloan. “Our Facebook and Twitter pag-

es are vital tools in the fight for working families and the unemployed.

“Sixty-thousand fans is not just a number. It’s 60,000 new messaging opportunities and 60,000 chances to share the IAM message with union and nonunion families alike. And when you figure in the individual friend lists and networks of each of those 60,000 people, that pool of opportunity just expanded to over 20 million.”

Fans of all three IAM Facebook and Twitter platforms will play an especially important role in upcoming organizing drives and the 2012 presidential elections.

Have you joined our three networks, yet? If not, click the icons at left.

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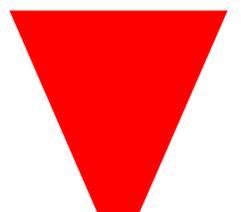
AP / World Wide Photo

Defense Secretary Leon Panetta warned against arbitrary, across-the-board cuts to the defense budget if Congress fails to reach an agreement on reducing the deficit.

THE FIGHT FOR THE F-35 JOINT STRIKE FIGHTER, THE DDG-51 AND AGAINST SO-CALLED “REFORMS” WILL REQUIRE AN INORDINATE AMOUNT OF FIREPOWER IN THE COMING MONTHS.

Salami-Slicing the Defense Budget

Leon Panetta, in his first major policy address as Secretary of Defense, drew a line in the sand at cutting defense spending by more than \$450 billion over the next ten years. Speaking to the Association of the United States Army, he pledged that “it



would not happen on his watch.”

What Panetta feared most, though, was the “crazy ‘doomsday mechanism’ called sequestration, a \$1 trillion cut” that would occur if Congress did not act by December 23, 2011. He described it as a “goofy meat-axe approach [that] would force across-the-board salami-slicing cuts of the worst kind.”

Panetta acknowledged that budget cuts and troop drawdowns will cause the Department of Defense “to sacrifice some capabilities and curtail some commitments.” He urged the services “to weather these budget storms as a team.”

But who and what is on that team was unclear. “Every program, every contract and every facility will be scrutinized for savings, savings that won’t reduce readiness or our ability to perform essential missions,” said Panetta.

Panetta’s worst fears were realized when the Joint Committee on Deficit Reduction became deadlocked. The Super Committee’s inability to report



AP / World Wide Photo

If Congressional gridlock forces across-the-board cuts to defense spending, vital programs like the F-35 Joint Strike Fighter could be in jeopardy.

\$1.2 trillion in spending cuts and tax increases triggered the doomsday machine. The clock is ticking.

If Congress does nothing between now and January 2013, Panetta will be forced to take a meat-axe to procurement, health care, pensions and personnel costs. Already, deficit hawks in Washington are pressing for 301 fewer F-35 Joint Strike Fighters, terminating the Littoral Combat Ship, stopping production of 16 planned DDG-51 destroyers, cutting 236,000 civilian personnel, and increasing premiums for TRICARE, the department’s health care system.

take action:

tap here to tell Congress:
NO DEFENSE CUTS



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Photo by Bill Burke, Page One Photography

In anticipation of a full partnership on January 1, 2012, TCU-IAM National President Robert Scardelletti is welcomed at the IAM Transportation Conference by, from left, IAM General Secretary-Treasurer Warren Mart, IAM International President Tom Buffenbarger and IAM Transportation General Vice President Robert Roach, Jr.

TCU Proud to be ‘Fighting Machinists’

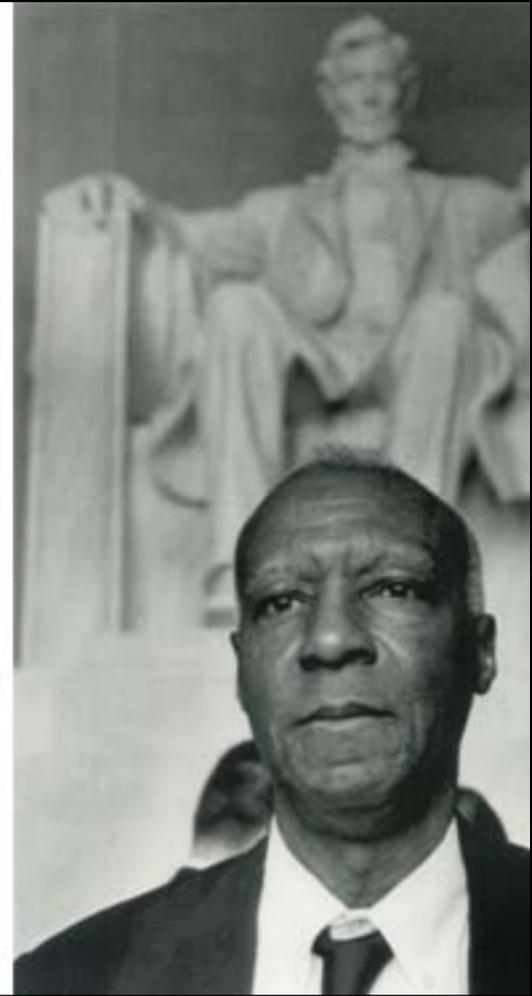
In 1888, 19 railroad Machinists met in a locomotive pit in Atlanta, GA, to form what is now the International Association of Machinists and Aerospace Workers. In 1899, 33 railroad clerks gathered in the back room of a cigar

shop in Sedalia, MO, and formed what is now the Transportation Communications Union/IAM.

These two great unions, with railroad roots, will become one on January 1, 2012. Joining the ranks of the



SWIPE FROM RIGHT TO LEFT TO SCROLL THROUGH HISTORICAL SLIDESHOW



Machinists makes TCU's membership and the entire labor movement stronger. Both unions are vigilantly fighting for the dignity, welfare and prosperity of their members. TCU and IAM understand that the values of hard work, faith, family and community are the keys to success. This is what makes the merger of TCU and the IAM so strong.

Continuing education for local leaders has long been a top priority. TCU

local reps now have access to the top-of-the-line educational facility, the William W. Winpisinger Education and Technology Center, in Southern Maryland.

"We, at the new TCU/IAM, are proud to be 'Fighting Machinists,'" said TCU/IAM National President Robert Scardelletti. "The IAM is one of the strongest and most effective unions in North America, and TCU is proud to be part of that tradition."



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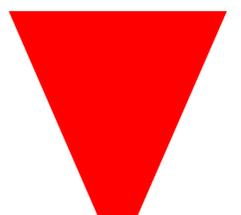


Local 1871 member and pantry volunteer James “Sparky” Underhill loads a complete Thanksgiving meal for a family in need as part of the local’s community service “Turkey Drive” at Electric Boat Company in Groton, CT.

Local 1871 Puts the ‘Giving’ in Thanksgiving

For more than 20 years, workers and Local Lodge 1871 members at Electric Boat Shipyard in Groton, CT, have provided Thanksgiving food baskets to out-of-work members, retirees and others in need. The baskets contain a turkey and enough other items for a complete Thanksgiving meal, all made possible by donations collected by Local 1871 members at the plant gates.

The “Turkey Drive” tradition started like many community service



*Click right to view
a video about
the Local 1871
Thanksgiving
“Turkey Drive.”*



ideas, with one person deciding to make a difference. “One year, during holiday time, I went up to my [Local] President and asked ‘How about we do a turkey drive in front of the gate?’” said Local 1871 Vice President Pat Buzzee. The rest is history.

Over time, others in the community, including other unions, joined Local 1871 members to help out. This Thanksgiving, volunteers gave out close to 60 baskets. They plan to do it again at Christmas. Buzzee, who led the collection effort, hopes the Turkey Drive continues as long as the community has a need. Local 1871’s food pantry serves local families year-round, too.

“It’s a great feeling, it sure is,” said Local 1871 member and pantry volunteer James “Sparky” Underhill. “It brings a smile to your face and keeps it on the whole season.”



Merger mania in the airlines is affecting regional carriers, too. IAM-represented Flight Attendants at ExpressJet will be voting to protect their futures following the merger of ExpressJet and Atlantic Southeast Airlines. From left, ExpressJet Flight Attendants Mary Kathryn Highness, Loretta Chu, Terri LeBlanc and Laurie Nemchik.

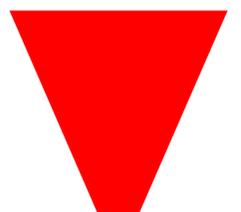
ExpressJet and Atlantic Southeast Flight Attendant Voting Underway

The wave of airline industry mergers has affected workers not only on main line carriers such as Delta/Northwest and United/Continental, but regional carriers, too. The merger of ExpressJet and Atlantic Southeast Airlines has sparked another round of representation elections, this time between IAM-represented Flight Attendants at ExpressJet and Atlantic Southeast Flight Attendants represented by another union.

“The close margins of victory or defeat in the representation elections at other carriers show how important it is for every Flight Attendant to vote,” said IAM Transportation General Vice President Robert Roach, Jr., “At stake are Flight At-



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Click above to view a video about why ExpressJet Flight Attendants are fighting for the IAM.

tendants' wages, working conditions, retirement, health care and other benefits that make being a Flight Attendant a career with a good future. Don't let someone else make the choice for you. Every vote counts, and every Flight Attendant should make their voice heard by voting 'Yes' for the International Association of Machinists and Aerospace Workers – the IAM.”

Flight Attendants at the carriers have three weeks to cast their votes by Internet or phone. The voting pe-

riod began on November 30 when the National Mediation Board (NMB), the federal agency that handles representation elections in the air and rail industries, mailed voting instructions to eligible Flight Attendants at the two carriers. The NMB will tally the votes at 2 pm Eastern Time on December 21, 2011.

“The IAM is the largest and most diverse airline union in North America,” said Roach. “That’s an advantage for Flight Attendants, and the IAM has proven that by repeatedly negotiating the best Flight Attendant contracts in the industry. Now it’s time to vote for the IAM to ensure that Flight Attendants at the merged carrier have the best Flight Attendant union in their corner – the Machinists Union. For more information about the ExpressJet/Atlantic Southeast election, and information on requesting duplicate voting instructions if an eligible Flight Attendant lost or did not receive their voting instructions from the NMB, visit www.IAMOneUnionOneVoice.org.



FOR MORE INFORMATION, TAP HERE TO VISIT WWW.IAMONEUNIONONEVOICE.ORG

““ *The close margins of victory or defeat in the representation elections on other carriers show how important it is for every Flight Attendant to vote.”*

Transportation General Vice President Robert Roach, Jr.

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The decision to build the 737 MAX in Renton, WA, means nearly 20,000 jobs and more than \$5.5 billion of related economic activity for the Puget Sound area.

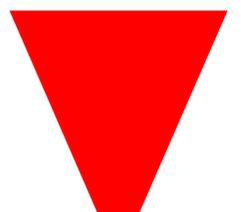
IAM Secures Final Assembly for 737 MAX

In a fitting conclusion to the long-running saga over who would build the Boeing 737 MAX, the question was resolved the old-fashioned way: at the bargaining table between Boeing officials and IAM representatives. As part of a four-year extension of the current labor contract, Boeing agreed the 737 MAX will be built by IAM members in Renton, WA.

The decision brings closure to the dispute, as well as peace of mind, for thousands of IAM members who identified “Job Security” as their number one concern in a recent mem-

“I believe this agreement may mark the beginning of a more cooperative and more productive relationship between the IAM and Boeing.”

Rich Michalski
IAM General Vice President



bership survey. The contract proposal, overwhelmingly ratified by IAM members, also contains assurances that Boeing will continue to manufacture wide-body aircraft in the Puget Sound area.

The resolution of the 737 MAX question was welcomed by Washington state and local officials, who feared the prospect of a protracted bidding war with other states for the right to re-engine the world's most popular aircraft.

Aerospace jobs are among the most sought after in the United States and are significant contributors to economic activity. According to conservative estimates, a single aircraft manufacturing job can account for as many as three ancillary jobs among ven-

dors, suppliers and even local retail operations.

The contract extension also provides for general wage increases and preserves the traditional pension plan for all union members, including new hires. And it preserves first-class health care benefits, something that far too few American workers still have.

“I believe this agreement may mark the beginning of a more cooperative and more productive relationship between the IAM and Boeing,” said IAM General Vice President Rich Michalski. “We already know that we can be worthy adversaries. It’s time to find out if we can be equally effective as allies.”