

IAM Journal

For Fighting Machinists



VOLUME 18 NO. 5 MAY 2013



Budget Proposal Poses Unnecessary Danger to Tennessee Valley Authority

Photo by TVA Web Team



Atlanta Welcomes IAM's 125-Year Homecoming



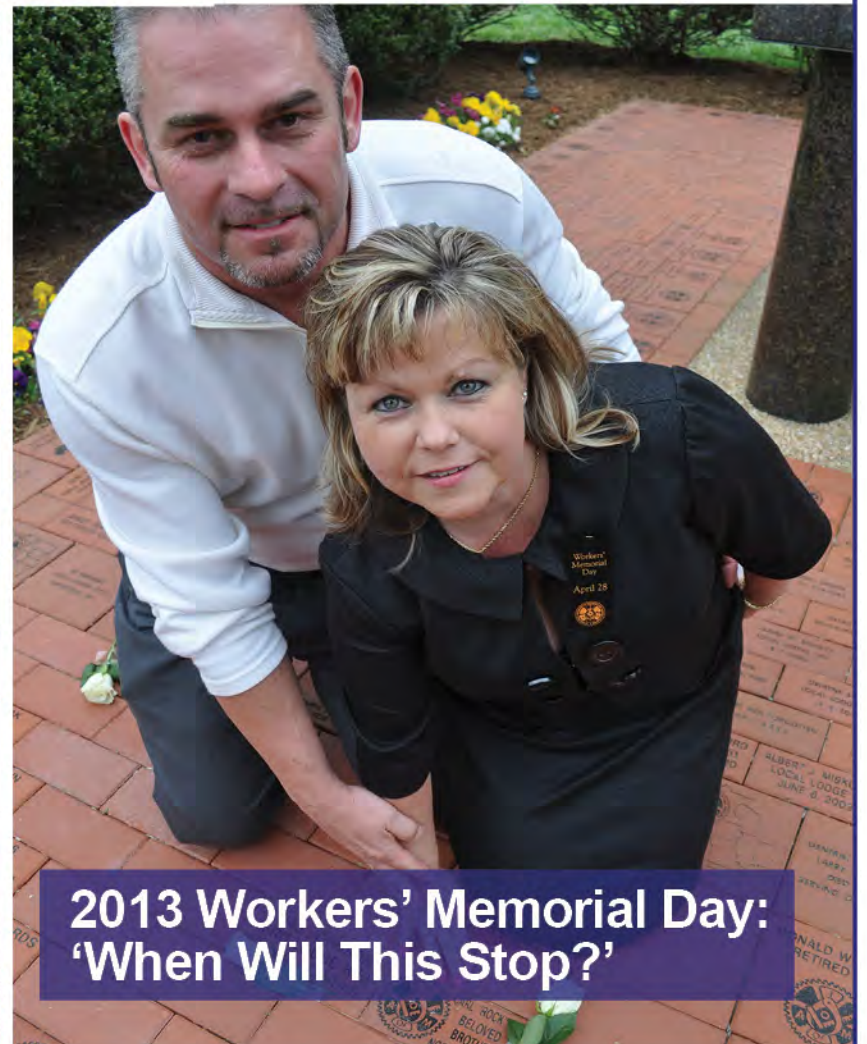
IAM Advances Working Family Interests at 2013 Legislative Conference



TTD President Calls for 21st Century Freight Transportation System



IAM and TWU to Jointly Represent 30,000 at American Airlines



2013 Workers' Memorial Day: 'When Will This Stop?'



Budget Proposal Poses Unnecessary Danger to Tennessee Valley Authority



The Watts Bar Nuclear Power Plant, a Tennessee Valley Authority (TVA) energy facility that sits between Chattanooga and Knoxville, TN, supplies enough electricity for about 750,000 households.

The IAM joins Republican and Democratic lawmakers in opposing a fiscal 2014 budget proposal to sell the Tennessee Valley Authority (TVA), a federally-owned power agency, to a private company.

“Privatization will diminish the critical role that the TVA plays, not only as a provider of inexpensive electricity and economic development, but also as an environmental steward of the Tennessee River watershed,” wrote IAM International President Tom Buffenbarger in a letter to President Obama and Congress. “The proposal to privatize the TVA is based on the premise

that such action would ‘help put the nation on a sustainable fiscal path.’ The IAM believes that this logic is fundamentally flawed.”

The TVA has much to celebrate in its 80 years of serving most of Tennessee and parts of Alabama, Georgia, Kentucky, Mississippi, North Carolina and Virginia.

For generations, the TVA has provided low-cost, reliable energy from the Great Smokey Mountains to the banks of the Mississippi River. It’s been a way of life and a driver of economic development in the once gravely-impoorished region since President Franklin



D. Roosevelt signed it into law as a part of the New Deal in 1933.

More than 13,000 people, many in family-wage union jobs, are employed there. It has generated approximately \$11.2 billion in revenue, and, since 2005, is responsible for saving or creating over 300,000 jobs and spurring \$32 billion in business investments.

It's that kind of success that makes it puzzling, says Buffenbarger, that at a time when jobs are slow to come back after the Great Recession and energy costs are creeping ever upward, Washington is considering privatization.

"As a self-financed government corporation, the TVA receives no federal dollars and pays its own debt," said the IAM President. "Yet somehow its debts are considered part of the national deficit. Selling it to a private company would undoubtedly raise energy costs for millions of working families and make little to no impact in reducing the national deficit."

Both Republican and Democratic members of Congress agree.

"There is no assurance that selling TVA to a profit-making entity would reduce electrical bills in Tennessee, and it



TVA Web Team

The Tennessee Valley Authority (TVA) supplies clean, affordable energy to about nine million people through facilities like the Fontana Dam. At 480-feet high, the North Carolina dam is the tallest of its kind in the Eastern United States.

could lead to higher electricity rates," said Sen. Lamar Alexander (R-TN).

Senate Energy and Natural Resources Committee Chairman Ron Wyden (D-OR) said federally-owned power agencies like the TVA "have been a bedrock of local economies." For many communities, low-energy costs are the only attraction for industry.

Among the states the TVA serves, Mississippi is dead last in the country in terms of gross domestic product, according to the Bureau of Economic Analysis. Tennessee, Alabama, Arkansas and Kentucky fare only slightly better.

As an editorial in the Knoxville News Sentinel reads: "TVA might turn 80-years-old this year, but it has not outlived its usefulness."

tap here

to tell Congress to vote "No" on privatizing the Tennessee Valley Authority.



ROTATE YOUR DEVICE TO VIEW FULL SCREEN PHOTOS

share



Atlanta Welcomes IAM's 125-Year Homecoming



Atlanta will be the host city of the 2013 IAM National Staff Conference as the Machinists Union returns to its birthplace to mark its 125th anniversary.

Atlanta will be the proud host of the 2013 IAM National Staff Conference as the Machinists Union returns to its birthplace to mark its 125th anniversary.

“The date was May 5, 1888, when 19 machinists met secretly in a locomotive pit in Atlanta, declaring themselves “The Order of United Machinists and Mechanical Engineers,”” said IAM International President Tom Buffenbarger. “Within a year, 34 local lodges attended the first Machinist Union Convention which was

held in Georgia’s state capital.

“As we cross this 125-year threshold in the history of our great union, we reflect back on the heroic efforts of the people who got us here today. The IAM now has nearly 700,000 active and retired members and is one of the oldest and largest unions in the United States and Canada. And, it still remains true to the values Tom Talbot emphasized 125 years ago: strength in numbers, organization and education.”

The 2013 Staff Conference will con-





The railroad pit in Atlanta that was the birthplace of the Machinists Union on May 5, 1888. Standing with hats on at the head of the pit are two of the original 19 machinists, Mike Reilly, left, and Henry Garrett, right.

vene Thursday, May 30 to Saturday, June 1. Activities include a march to the state capitol, a rededication ceremony at the statue of IAM founder Tom Talbot located in Atlanta's Grant Park, and

a festive gathering at IAM Local 709. Guest speakers include Atlanta Mayor Kasim Reed, Charlie Flemming of the Georgia State AFL-CIO and Congressman John Lewis (D-GA).

IAM Advances Working Family Interests at 2013 Legislative Conference

Hundreds of IAM members made their voices heard during the 2013 IAM Legislative Conference in Washington, DC.

This year's annual conference concentrated on ending the job-killing sequester and other austerity measures, protecting retirement security and preventing trade agreements, like the Trans-Pacific Partnership, that ship jobs overseas. Members lobbied their members of Congress to preserve defense investments, keep knives off commercial planes and change parts of the new health care law that penalize people who already have insurance.

In addition to these issues and more, IAM International President Tom Buffenbarger emphasized to every district, local and shop the importance of organizing and growing the IAM, as well as the labor movement.

"If we don't organize, we don't have power," said Buffenbarger. "If we don't have numbers, we don't have power. We don't teach our kids what we do or why we do it. They come into the workforce not knowing about unions. That's not



Bill Burke, Page One Photography

Nancy Pelosi tells hundreds at the 2013 IAM Legislative Conference that "this is bigger than Democrats or Republicans, it's about us. It's about our competitiveness, our strength, our community."

acceptable for a Machinist's family."

Speakers at the conference included House Minority Leader Nancy Pelosi (D-CA), Sen. Chuck Schumer (D-NY), Reps. Tulsi Gabbard (D-HI), John Tierney (D-MA), John Delaney (D-MD), radio talk show host Bill Press, Boeing Vice President Timothy Keating and United Airlines Vice President Nancy Van Duyn.

"We have people in Washington that are out to undermine working families," said Pelosi, who fought through a case of laryngitis to close out the annual conference. "We cannot have power be about



money. Or power for an elite few at the exploitation of many.”

Many noted the destructive legislation being pushed by Republicans recently, including one that would take enforcement power away from the National Labor Relations Board (NLRB), and another that would end the 40-hour workweek and overtime pay as we know it.

“This notion of equality of opportunity, that’s what is actually missing right now in our society,” said Rep. Delaney, who received a union scholarship to attend college. “Labor and the organizations you create to help every worker in this country are an important part of the equation to getting this country back on track.”

Democratic Rep. Mark Pocan, who

served in the Wisconsin State Legislature when Republican Gov. Scott Walker ended collective bargaining rights for public employees, called the labor movement “critical to our duty to protecting the American dream.”



IAM Headquarters General Vice President Rich Michalski introduces lawmakers at the 2013 IAM Legislative Conference with International President Tom Buffenbarger by his side.

Bill Burke. Page One Photography



ROTATE YOUR DEVICE TO VIEW FULL SCREEN PHOTOS

share



2013 Workers' Memorial Day: 'When Will This Stop?'

Dozens gathered at the William W. Winpisinger Education and Technology Center in Hollywood, MD, as part of the national observance of Workers' Memorial Day, to honor the memory of perished IAM members.

Amid tears and tragedy, families, friends and fellow IAM members gathered at the William W. Winpisinger (WWW) Education and Technology Center in Hollywood, MD, as part of the national observance of Workers' Memorial Day. The annual ceremony honors the memory of IAM members who perished on the job, as well as other members who passed away.

"It's been 12 years since we dedicated this memorial, and each year we gather to talk about those who have found their way home and are no longer with us," said IAM International President Tom Buffenbarger. "Oftentimes their family members come here to join with us. Sometimes there's no one here to memorialize that person, but us – their



Brothers and Sisters. We always wonder when this will stop. When will a year come or a day come when we no longer add a brick to this place? That's a day we all fight for. We gather to honor those who have gone on, we mourn our lost ones and we recommit to fighting for the rest of us."

Among the fallen honored this year were Carl "Rock" Root, 54, of Local 447, a driver for New England Motor Freight



Among those who took part in this year's Workers' Memorial Day remembrance of IAM members killed on the job was Shawn and Deanna Woedl, whose brother, Local 447 member Carl "Rock" Root, 45, died on April 3, 2013 in a workplace accident.

who was killed in a workplace accident in April; Larry Stevens, 56, of the National Federation of Federal Employees (NFFE) Local 1855, who collapsed and perished at his job at the Pine Knot Job Corps in Kentucky; and Edward Peters, 45, of Local 1886, an airline mechanic who died on the job.

Also remembered this year were Vance H. Grubbs, Sr., 47, of Local W401, who passed away on April 13, 2013; District 78 Directing Business Representative Paul Mitchell, 48, who died in March 2013 shortly after being diagnosed with cancer; Former Grand Lodge auditor Bill Dameron, 56, who died in June 2012 after an illness; Former Midwest Territory General Vice President Merle Pryor, 80, who passed away in June 2012; Chas Johnson, 55, of Local 839, a Boeing/Spirit AeroSystems employee and second-generation union member



and shop steward who passed away in April 2012; John Givens, of Local 1932, who passed away from pancreatic cancer in June 2011; Timothy Louis Ray Godfrey, 29, of NFFE Local 1185, who died in an April 2011 boating accident; Carmen Patete, an IAM Retirees Department employee who died in April 2011; and former WWW employee Margaret Jane Brawley, 83, who died in February 2011 after an illness.

This year's observance comes on the heels of recent workplace tragedies in West, TX, where 14 people were killed in an explosion at a fertilizer plant, and in Bangladesh, where over 800 garment workers – mainly women and children – were killed when an eight-story building collapsed.

Gatherers were reminded to remain vigilant as workplace tragedies can strike anytime and anywhere.

“This memorial was dedicated in August of 2001. It was erected for two reasons,” said IAM Safety and Health Director Michael Flynn. “First, as a way to honor our IAM Brothers and Sisters who lost their lives at work. Second, to remind all those who pass through this school of the responsibility each have to promote safety and health on our job sites – through collective bargaining, active safety committees and worker education.”



ROTATE YOUR DEVICE TO VIEW FULL
SCREEN PHOTOS

share >

TCU

TTD President Calls for 21st Century Freight Transportation System



A TCU/IAM member prepares freight for shipment at the Juanita Rail Yard in Altoona, PA.

Better, stronger infrastructure is key to handling projected growth in the U.S. freight transportation system, said Transportation Trades Department (TTD), AFL-CIO, President Edward Wytkind before the House Transportation and Infrastructure (T&I) Committee.

“The national discussion about the state of our freight transportation system isn’t just another transportation policy

debate,” said President Wytkind. “It’s about providing American businesses the infrastructure they need to distribute their products to the rest of the world and ensuring the U.S. remains a dominant force in the global marketplace.”

Wytkind says freight transportation workers helped move an estimated 12.5 billion tons of freight valued at more than \$11.6 billion in 2007. The data reflects an



increase of 13 percent in freight weight and 68 percent in freight value, compared to 10 years prior.

“Notably, the Department of Transportation projected that our national freight tonnage will increase by almost 70 percent by 2020, with some freight gateways experiencing a tripling of freight volumes,” said Wytkind. “This projected growth in freight volume will require leadership in Washington if we’re serious about making sure our infrastructure can keep pace.”

Wytkind spoke candidly about the importance of Congress supporting U.S. transportation workers.

“Without transportation workers, goods would only travel as far as con-

sumers would be willing to drive,” he said. “Exports would never arrive at or leave our docks. Raw materials needed by our manufacturing sector would never be received. As a result, the abundance of choices available to today’s American consumers and businesses would dwindle, jobs would be slashed, and our nation’s presence as the leading force on the global field would vanish.

“Without a renewed focus on freight transportation and the investments that are clearly needed, we will be missing the opportunity to boost America’s competitiveness, create middle-class jobs, and modernize the way our companies and people compete in the global economy.”



ROTATE YOUR DEVICE TO VIEW FULL
SCREEN PHOTOS

share



Transportation

IAM and TWU to Jointly Represent 30,000 at American Airlines



The IAM and Transport Workers Union of America (TWU) have embarked on a partnership to jointly represent Mechanic and Related, Fleet Service, and Stores employees at American Airlines and US Airways once the two carriers merge.

The IAM and the Transport Workers Union of America (TWU) are now in partnership to jointly represent nearly 30,000 ground workers at the “new” American Airlines, following the merger of American Airlines and US Airways.

The two international unions signed joint agreements to cover the Mechanic and Related, Fleet Service, and Stores employee work groups at the soon-to-be merged airline. The new labor partnership, to be known as the TWU/IAM Employee Association, will ask the federal National Mediation Board (NMB) to hold elections among the combined

employees for each classification after the close of the American-US Airways merger. The election will formalize the joint-council agreement.

“I am proud that our two great unions put the members first in a true demonstration of solidarity,” said IAM International President Tom Buffenbarger. “These agreements protect our members’ representation, pensions and seniority. Working jointly with the TWU, we will ensure both unions’ members are rewarded in this merger.”

“This agreement allows us to use our combined strength and resources on behalf of all our members as we



“I am proud that our two great unions put the members first in a true demonstration of solidarity.”

Tom Buffenbarger
IAM International President

move forward at the new American Airlines,” said TWU International President James C. Little. “Both unions have decades of experience representing workers at US Airways and American Airlines and both unions are members of the AFL-CIO.”

Following certification, negotiating

committees comprised of an equal number of representatives from each union will begin working out the details of collective bargaining agreements to cover the combined carriers’ employees.

The recent accords designate which union will enforce a post-merger agreement in specific cities, as well as provide a mechanism to designate contract enforcement responsibilities if the carrier expands to new markets.

The IAM currently represents Mechanic and Related, Fleet Service, and Stores employees at US Airways; TWU represents these classifications at American. TWU also currently represents aircraft dispatchers, flight crew training instructors and flight simulator engineers at both airlines. Additionally, IAM represents Maintenance Instructors at US Airways.

tap here

to view the full TWU/IAM agreements and a Q & A document



ROTATE YOUR DEVICE TO VIEW FULL SCREEN PHOTOS

share >