NINE YEARS AGO, doctors didn’t expect Susan Morrow to live. She’d been crushed by a “dump truck load” of dirt and the wooden support structure of the 25-foot culvert she was working in as part of a team building the I-65 extension north of Mobile, Ala. When the culvert caved in, it crushed the right side of her body into her left side, breaking all her ribs on the right side, her clavicle, her jaw, her left leg, and her pelvis in several places. Her lung collapsed, too.

When she survived, they told her she’d probably never walk again. Both knees were nearly destroyed, her neck and lower back were injured, the muscles in her right arm were damaged, and she’d suffered nerve damage down her left side.

Four months later, she left the hospital, in constant pain and able to move only at a snail’s pace. After nine years of physical therapy, she is still in rehabilitation and suffers pain constantly, but that only makes her work harder, she says.

On December 9, 2001, Susan ran one-fifth of a mile through the streets of Mobile, Ala., carrying the Olympic torch on one leg of its journey to Salt Lake City, Utah. A short run for most people, it marked an Olympic-size comeback for Susan Morrow.

Susan is the wife of 27-year Local 112 member Jimmy Morrow.

Susan Morrow makes an ‘Olympic-size’ comeback following 1992 construction accident

Susan Morrow, with torch at right, wife of 27-year Local 112 member Jimmy Morrow, was thrilled to light the next Olympic torch, carried by Auburn University head football coach Tommy Tuberville.

USS Cole is back on water

FEW AMERICANS had heard of al-Qaeda in October 2000, when their suicide bombers in Yemen rammed the USS Cole, blowing a hole in her side and killing 17 American sailors. Nor did Local 693 members in Pascagoula, Miss., know they would be playing an early role in America’s war on terrorism. The Boilermakers at the Northrop Grumman Ship Systems Ingalls Operations in Pascagoula, Miss., had built the Cole in 1996, and they would be the ones who would repair it.

The Navy had the USS Cole towed the 6,000 miles to Pascagoula, where it was placed on land because of its severe structural damage. In December 2000, Local 693 members began removing damaged sections of the hull and replacing them with new sections they fabricated onsite.

On Sept. 14, 2001, just three days after the World Trade Center attack, Local 693 members relaunched the Cole and the ship was undergoing additional repairs and in an-schedule for delivery to the U.S. Navy by spring.

The shipyard opened in 1938, and is Mississippi's largest private employer, with nearly 11,000 employees. This represents the shipyard's return, with Local 693 representing the largest unit since 1939.
What will be the repercussions of this war on our representatives spending their time and money on government business? Instead of the usual endless discussions about the merits of various programs, the federal government is being forced to do the right thing—call on the country to work together for the public good and on the goals that unite us.

In Gucci scamming the Treasury, we have a 20-year-old dot-com generation, more aware of the practice and its risks, who may become our new heroes. This generation understands that they can drown it in a bathtub.

"We, the People." They have refused to let the negative TV ads, the excessive campaign contributions and the special interests of the energy companies, fat coal producers freedom to pollute.

In the wake of this awful tragedy, we are led to ask if we are prepared to sacrifice. Have we changed the whole process of campaigning and political life? Have we changed the whole process of campaigning and political life? Have we changed the whole process of campaigning and political life?

Fair Deal, it breaks my heart to report that in the House of Representatives, just a few days after the attack, there were only 83 Democrats present for the vote on the Fair Deal. This is a sad day for democracy. It is not beyond this generation to decide the kind of country this will be.

The Boilermaker Reporter is the official publication of the Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers. The Boilermaker Reporter is published bi-weekly, except during holidays. The deadline for the next issue is September 18. Address changes should be sent to Boilermaker Reporter, 323 N. Michigan, Des Moines, IA 50309.

EPCOR to build high tech power plant in Alberta

Superficial boilers will generate 450 MW of MW in the project.

The project is currently under construction and is expected to be completed by 2006. This plant is the first coal-fired power plant in Alberta and is expected to add 450 MW of MW to the province's power grid.

The plant will be owned and operated by EPCOR Energy Management Inc. and is expected to begin operation in 2006.

L-1 members replace fuel rackets

The L-1 members are responsible for replacing fuel rackets with new ones that are safer and more efficient.

In addition, the L-1 members are working to ensure that the new fuel rackets are designed to meet the safety standards of the Occupational Safety and Health Administration (OSHA).

The new fuel rackets are expected to be more durable and easier to handle, reducing the risk of injury to operators.

New tax laws provide credits for low-income working families

Legislation increases child tax credit this year, expands credits next year.

In addition, legislation is being proposed to increase the Earned Income Credit (EIC) for working families. The legislation is expected to be introduced in the next Congress.

The EIC is a tax credit for low-income working families. The credit is available to working families with incomes up to $30,000.

The legislation is expected to increase the EIC by 10% for working families, providing a significant financial benefit for millions of low-income working families.

This legislation is expected to be introduced in the next Congress.
2001 votes illustrate how legislators maneuver

Politicians manipulate process to
shape popular legislation by
altering floor rules

O N THE NEXT pages are records of ser-
ious decisions made by the Boilermakers and our fam-
ily. By checking the votes, you can get a clear idea of how rep-
resentatives in Congress handled these issues. Although these are the votes that most clearly affect our families and our way of life, there are other votes, on other is-
sues and votes tracked by our Legislative Department, which you may not know about. These are the votes that our representatives in Congress take on behalf of their constituents.

The following page shows a graph of the votes taken in 2001 by the legislature, and the votes are listed below. You will find the votes as they were recorded in the House of Representatives, and the votes are listed in the order they were taken.

The graph shows retirement benefits and Social Security benefits. The graph is a bar chart that shows how many times the vote was taken during the year, and the bars are color-coded to indicate the number of times the vote was taken during the year.

The votes are divided into five categories: Social Security, Medicare, Medicaid, veterans' benefits, and food stamps.

The votes are listed by district, and the votes are listed in alphabetical order.

The votes are taken during the first half of the year, and the votes are listed in the order they were taken.

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### Key to Senate Votes

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### How senators voted

#### Key votes for Boilermakers in 2001

1. **Gramm Amendment No. 2196 to Railroad Retirement**: The Senate PASS the Railroad Retirement bill. Sixty votes were necessary to invoke cloture on the Sen. Lott Amendment to add drilling in the Alaska National Wildlife Refuge, killing its chances. A no vote was the correct vote. The Senate rejected the amendment by a vote of 59-40 on December 4, 2001.

2. **Amendments to Railroad Retirement**: The Senate added an amendment to the act that would have had to be submitted to the Adjournment Vote for the Senate to pass the legislation. A yes vote would have been necessary to pass the Amendment. The Amendment was passed 64-31 on March 21, 2001.

3. **Motions to Waive CBA to Railroad Retirement**: Senator Daschle moved to invoke cloture on the Amendment to add drilling in the Alaska National Wildlife Refuge, killing its chances. A no vote was the correct vote. The Amendment was passed 77-23 on December 4, 2001.

4. **Motion to Proceed to Railroad Retirement**: The Senate PASSED the Railroad Retirement bill, which improves and protects the retirement security for rail employees and their families, including surviving spouses. The bill provides a guaranteed minimum benefit for non-covered employees to pay a portion of their contributions and period ten years after five years. A yes vote was necessary to pass the bill. The Senate passed the bill 80-19 on December 5, 2001.

5. **Motion to Proceed to Railroad Retirement**: The Senate APPROVED Senator Daschle’s motion to invoke cloture on the Amendment to add drilling in the Alaska National Wildlife Refuge, killing its chances. A no vote was the correct vote. The Amendment was passed 76-25 on December 4, 2001.

6. **Motion to Proceed to Railroad Retirement**: The Senate APPROVED Senator Daschle’s motion to invoke cloture on the Amendment to add drilling in the Alaska National Wildlife Refuge, killing its chances. A no vote was the correct vote. The Amendment was passed 76-25 on December 4, 2001.

7. **Gramm Amendment No. 2196 to Railroad Retirement**: The Senate rejected the amendment that would have added a provision related to directed score, which would add new benefits and early retirement for rail workers. The Amendment was rejected by a vote of 94-1 on January 21, 2002.

8. **Amendments to Railroad Retirement**: The Senate added an amendment to the act that would have had to be submitted to the Adjournment Vote for the Senate to pass the legislation. A yes vote would have been necessary to pass the Amendment. The Amendment was passed 64-31 on March 21, 2001.

9. **Motion to Waive CBA to Railroad Retirement**: Senator Daschle moved to invoke cloture on the Amendment to add drilling in the Alaska National Wildlife Refuge, killing its chances. A no vote was the correct vote. The Amendment was passed 77-23 on December 4, 2001.

10. **Motion to Proceed to Railroad Retirement**: The Senate APPROVED Senator Daschle’s motion to invoke cloture on the Amendment to add drilling in the Alaska National Wildlife Refuge, killing its chances. A no vote was the correct vote. The Amendment was passed 76-25 on December 4, 2001.

### Key to Senate Votes

1. **Democratic Expenditure & Safety**: The Senate approved the funding for the Senate’s emergency spending for the fiscal year. A yes vote was necessary to pass the bill. The bill was passed 80-19 on December 5, 2001.

2. **Amendments to Railroad Retirement**: The Senate added an amendment to the act that would have added a provision related to directed score, which would add new benefits and early retirement for rail workers. The Amendment was rejected by a vote of 94-1 on January 21, 2002.

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A work of art...  

RARELY DO WE hear these words in connection with a structure built by Boilermakers. Power plants, oil refineries, chemical plants, and paper mills are judged by their efficiency, not their looks. So the work performed by the Boilermakers who build them. Contractors and owners are interested in meeting deadlines, staying on budget, and working accident-free. They rate performance by the number of lost-time accidents per 1,000 work-hours, absentee rates, and the percentage of welds that pass a “sight” test; how poorly the weld looks. But the pride taken in finished work is considerable, as anyone who has ever perused the American Welding Society’s code (AWS D1.1) will tell you. So it is not surprising that many Boilermakers become artists or professional artists.

And, as a former Boilermaker who is now a sculptor recently made us realize, with their perfect curves and angles, even the most mundane industrial constructions can be breathtaking. The welds add to the structure’s beauty, much like perfectly drawn appointments to elegant dresses. These photographs also illustrate the variety of projects and works performed by the largest construction lodge — the National Transient Lodge.

You don’t have to visit a museum to see these works of art: they are all around and always on display. Maybe the next time you drive past one, someone in your car will say with pride, “I helped build that.”

National Transient Lodge members build things of usefulness and beauty...
Health care should care be a big issue this year

Costs are rising among workmen shop health care facilities.

THERE IS A FADING health care crisi-
such that may evolve before the 2006
year. At that time, rising unemploy-
ment and costs in the insurance premiums
are continuing to depress millions of Amer-
ican health-care costs. The key to devise a
health-care plan.

That goal was shared, and you haven’t heard anyone in Washington without a back injury.

The economic forces that created the
emerging of the 1990s are back and
the costliest there has been.

At just an analysis by Gary Gurth and
Larry Levy for the Kaiser Family
Foundation estimated that 1.2 million
people lost their health care insurance in
2000. By the end of 2002, say other
experts, the total number of uninsured
people — could rise to 40 million.

As a result, many experts will ponder the
policy equivalent of “the per-
fect storm.”

First, the population is aging. In
1990, about 11-12 percent of the population
was over 65. In 2020, it will be 22-25 percent. Typical
one—third of the workforce is a worker under
35 percent to 37.5 percent. The 37-44 age
Explosive new drugs are another
trait that adds to the increasing cost
of health care.

The Center to Protect Work-
ers’ Rights (CPWR). All rights reserved.

Try not to twist, body as you can.

Body as you can.

Build back safe to any

Tighten the lift.

Work with the Boilermakers every
day, increasing your questions and
interpreting design decisions. At the
same time, they are all teaching me
about health care.

For the second year in a row,
the American Red Cross
Wyandotte County Council has
recognized the Lo-Local 169
Boilermakers with an American
Red Cross Health and Safety through
workplace initiative at the
national training center.
A summary analysis of these contract settlements

THIRTY-ONE agreements provide wage increases, such as those in the following agreements. Of these, two agreements provide a wage increase of more than 3.0 percent, which is 29 pay or per diem amount ranging from $12.65 to $12.95 per hour. One agreement provides a wage increase of 3.0 percent. Of those agreements providing wage increases, 19 agreements provide a five percent or higher increase. Of those agreements providing wage increases, 13 agreements report a larger wage increase.

THIRTY-ONE agreements provide a per diem amount ranging from $16.00 to $25.00 per hour. Twenty-nine agreements report a per diem increase of 2.5 percent or higher. Twenty agreements report a per diem increase of 3.0 percent.

Homer E. Patton of Boilermaker Local Lodge 1 in Chicago, Ill., accepted a pin in Chicago's Museum of Science and Industry on Jan. 11, 2005. Patton, who joined the Boilermakers in 1963 and served as area and international vice president, was honored for his service to the union. He is the 33rd Boilermaker to receive the pin, which is called the Benjamin Franklin Award. The award was created in 1973 by Boilermaker President Jerry Horseman, and New York City Mayor Ed Koch.

RETIRED IST Homer Patton visits National Archives

A June 2001 study by the Social Security Administration found that higher wages, a higher national savings rate, and better workers’ financial planning to save and invest during their working years can help ensure enough income for retirement and a higher standard of living. This study also found that more retirees are finding it harder to live comfortably from Social Security and private pension plans.

More retiree workers need to adjust their retirement savings.

For more information on Medicare...
Since the last issue of our publication.
We should fully fund Amtrak, not sell off pieces of it like scrap

By Charles W. Jones, International President

The U.S. needs reliable passenger trains to complement our highways and airlines — not more unprofitable programs.

In January, the Amtrak Reform Council (ARC) reported that Amtrak had failed to meet the deadlines for self-sufficiency that Congress gave it in 1971. Congress passed the 1971 law in the hope of eliminating the need for government subsidies. The council recommended that Congress give the company a full subsidy via the government. But Amtrak still is not making a profit. Congress should fund Amtrak fully, not sell off pieces of it like scrap.

Before the 1971 law, Amtrak was unable to maintain day-to-day operations. It was barely staying above water. Finally, private-owned intercity railroads were doing well. After all, passenger trains did not die out of date. They were replaced by gas-powered engines, which was no longer profitable.

Passengers understand what Congress does not: a truly efficient intercity transportation system uses air, highways, and rail. Intercity passenger trains have distinct advantages over cars and airplanes for trips under 300 miles. They are faster. The $15 billion airline bailout of last year attracted a lot of attention, but Congress has spent 70 times as much on highways and aviation in the past 20 years.

Congress is missing the boat on this important issue. Americans have contributed $70 trillion to the coffers of private companies. We should have expected no less. ARC was created to study why Amtrak failed. As ARC executive director, I believe Congress made some critical mistakes. Congress was too generous, failed to make Amtrak competitive, and failed to make it a profit-making business.

Congress's plan calls for selling “exclusive rights” to railroads in return for a profit toAmtrak's shareholders. But there is no profit in railroads. Amtrak was created in 1971 to provide a national rail passenger system in the United States. If Amtrak had no chance of succeeding as a government agency, how would it possibly succeed as a private company? We should have expected no less. ARC was created to study why Amtrak failed. As ARC executive director, I believe Congress made some critical mistakes. Congress was too generous, failed to make Amtrak competitive, and failed to make it a profit-making business.

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What Congress should do

CONGRESS SHOULD ignore ARC's recommendations and begin an aggressive program to rebuild our passenger rail service. To do that, Congress must establish a dedicated revenue stream to fund a Trust Fund, the like the trust funds for highways and aviation.

We need high-speed trains not just in the Northeast Corridor, but all across the country. The plan announced in 1997 by the same pro-privatization U.S. Department of Transportation that made Amtrak possible was a joke. Amtrak's only high-speed line is the Northeast Corridor, but in all of the U.S., there is only one rail company for most other transportation, including cycling, “bike trains.” Why not passenger trains?

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Germany's passenger rail service is far more efficient. France's TGV carried its first passengers in 1981. Yet Amtrak's only high-speed train service is the Northeast Corridor, but in all of the U.S., there is only one rail company for most other transportation, including cycling, “bike trains.” Why not passenger trains?

Getting Congress to take rail seriously will be easy. Airlines and automobile-manufacturer lobbies have powerful lobbyists, and they were able to sell Congress on a plan to phase out rail passenger service. We must make Congress realize that we will not return to those days. The plan announced in 1997 by the same pro-privatization U.S. Department of Transportation that made Amtrak possible was a joke. America needs a reliable rail system. Amtrak's only high-speed line is the Northeast Corridor, but in all of the U.S., there is only one rail company for most other transportation, including cycling, “bike trains.” Why not passenger trains?

The U.S. spends about one-hundredth of one percent of its GDP on passenger rail subsidies. If we were to increase our spending to match Germany's, the U.S. would be putting aside more than $50 billion a year for Amtrak.

To increase our spending to match Germany's, the U.S. would be putting aside more than $50 billion a year for Amtrak.

In the U.S., half of all airline trips are extra security measures. Post-Sept. 11 extra security went into the nation's fuel use not only makes us more dependent on foreign oil, but it also increases our emissions of pollutants. Reducing the U.S.'s greenhouse gas emissions would make an enormous difference in the health of our country.

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