Local 169 members replace historic Douglas Fir pipeline

Boilermakers use coated steel to replace wooden penstock in Wisconsin

WOOD AND WATER don’t mix, and water usually wins. These two principles have been put to the test the last few years by a deteriorating, mile-long wooden pipeline (penstock) that feeds into the Victoria Hydroelectric Station in Rockland, Wis.

There were so many leaks that project manager Jim Mennes said, “The old pipe looked like a sprinkler. There were thousands of leaks every year.

Since the ten-foot diameter penstock was made of Douglas Fir, workmen would use wooden shims to seal the leaks. They would wear rain jackets while working, which wasn’t too bad in the summer, but Mennes said it was a fun job.

The leaks were so bad, that the penstock’s support saddles and foundations were also deteriorating.

So in the summer of 2001, 18 Local 169 members, Detroit, Mich., began building a 9.5-foot diameter, galvanized welded steel pipeline to replace the wooden penstock, which was installed in 1929 to replace the original one built in 1929. The penstock’s steel bands, set 3.5 inches on center in 1929, had stayed in service for 72 years.

Mike Pederson, project manager for Azco, Inc., the pipeline installation contractor, said he was a little sentimental about seeing it go. It was an engineering marvel, the way the wood would expand under pressure and enhance the seal. It was really neat to see. I don’t think there would be too many people who have the skills to make something like that today.

But don’t worry, this was not the last wooden penstock. According to Local 169 business agent Babe Jenerou, the Upper Peninsula Power Co.’s Victoria Hydroelectric Station.

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THE DAYS OF repaing leaks in the old wooden Victoria pipeline (at right) are history. Above, Local 169 members working for Azco Inc. install the first section of new pipeline below the surge tank at the bottom of the pipeline, above the Upper Peninsula Power Co.’s Victoria Hydroelectric Station.

Drug firms spend big money to keep prices and profits high

Lobbying, campaign donations, advertising add up to huge profits

IN TEN YEARS, the typical senior citizen will be spending one-third of his or her income on prescription drugs, if they have no assistance from the government. That’s what the latest projections from the Congressional Budget Office (CBO) imply.

Drug prices rose more than 17 percent last year on average, and have been climbing at double digit rates for more than a decade.

So have profits for drug companies. Last year, companies in the pharmaceutical sector had average profits of 18.5 percent, more than four times what other industries earned.

Meanwhile, neither Congress nor President Bush seems particularly interested in finding an effective way to make prescription medicine more affordable. Perhaps that is because drug companies have the best weapon for influencing legislation: money.

Drug companies spend more on political influence than any other industry. In the 1999-2000 election cycle, they paid nearly $200 million for lobbying expenses and campaign donations. The drug industry has 625 registered lobbyists in its payroll in Washington, D.C. That’s 90 more lobbyists than there are members of Congress. And drugmakers are not afraid to engage in a highly deceptive tactic called astroturf lobbying, in which a corporate campaign is disguised as a grassroots effort.

Meanwhile, American consumers pay an average of 30 percent more for prescription medicines than Canadian consumers do. Even though these drugs are manufactured right here in the United States.

Continued on page 2
Drug firms spend big to keep prices high

Continued from page 1

Drug companies negotiate these lower prices with Canada’s national health care service, which provides health care to all Canadians. In the U.S., there is no large organization to negotiate drug prices, which fuels much of the increased spending on drugs over the years. Advertising keep boosting prices up...

Drug firms spend big to keep prices high: four months later, a judge ruled that the new drug could not keep low-cost generics off the market. In that time, they made about $200 million selling Claritin, far more than the attorney’s fees they spent fighting to keep the patent. PATENTS GIVE INVENTORS a temporary, government-enforced monopoly on the sale of their products, providing an incentive for innovation. Benefits are so important that the Constitution provides for them. Without patent protection, drug companies would have little incentive to spend the hundreds of millions of dollars on research that prescription drugs cost to develop.

But drug companies have learned ways to manipulate patent protection to increase their profits, while creating little or no medical improvement for consumers. According to a report by the National Institute for Health Care Management (NIHCM), more than 60 percent of the new drugs approved by the FDA from 1989 to 2000 have been so-called me-too drugs, slightly reformulated versions of drugs already on the market. Though they do not offer any significant improvement over the old drugs, drug companies have increased their profits by getting consumers to switch to the new, more expensive versions.

For example, Medline, a recently approved ulcer medication, is a modification of Prevacid, a big selling drug already on the market. Claritin is a reformulation of the allergy drug Clarinex. Sarafem, now being sold under the name Faslodex, also is a reformulation of the anti-breast cancer drug. The increased spending on drugs over the past decade is due in large part to advertising keep boosting prices up.

Such rapid growth in drug prices is due to the advertising and promotion of drugs. For example, Nexium, a recently approved ulcer medication, is a modification of Prevacid, a big selling drug already on the market. Claritin is a reformulation of the allergy drug Clarinex. Sarafem, now being sold under the name Faslodex, also is a reformulation of the anti-breast cancer drug. These promotions include free samples and commercial gifts drug companies routinely give to doctors. Robert Goodman, M.D., assistant professor of clinical medicine at Columbia University in New York, believes both direct-to-consumer and to-doctor promotions lead to increased use of more expensive drugs, which are not necessarily better than cheaper ones.

In an article published by AARP, Goodman compared two heavily advertised pain relievers: Tylenol and Celebrex. Many people, as a result of direct-to-consumer advertising, think they re getting better drugs than consumers without cards. In their report Bitter Medicine, ABC News tells how Bristol-Myers Squibb company increased its profits, while providing little or no medical improvement for consumers. Benefits are so important that the Constitution provides for them. Without patent protection, drug companies would have little incentive to spend the hundreds of millions of dollars on research that prescription drugs cost to develop.

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Boilermakers reveal manpower needs

**Letters of Praise from Owners & Employers**

Chattanooga Boiler

**Good Job!**

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L-13 members meet with Pennsylvania reps.

IN JANUARY, MEMBERS of Local 13 s political action committee, Philadelphia, Pa., met with members of the Pennsylvania state legislature about their concerns.

AFL-CIO to invest $750 million to aid New Yorkers

THE AFL-CIO INVESTMENT Program is putting $750 million in New York, N.Y., utilizing union pension capital to generate $250 million in homeownership mortgage funds for union members and public employees, $50 million to finance multifamily housing for working families in the five boroughs, and $250 million for commercial development in Manhattan and across the city. q

L-455’s McGahey chairs area Democratic Party

BOBBY MCCGAHEY, a 21-year member of Local 455, Sheffield, Ala., is a member of his local lodge’s legislative committee. Each year he attends the Boilermakers annual conference of the International Association of Molders and parchment makers (IAMPM). In 2002, he attended the IAMPM convention in Washington, D.C. But he is also active back home, serving as chairman of the Democratic Party in Humphreys County, Tenn., where he resides.

A summer rainstorm can prove deadly if lighting strikes you

LIGHTNING KILLS ABOUT 80 people in the U.S. each year and injures hundreds. Construction workers, laborers, machine opera-
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eers have been struck by light-
ing. The lightning may hit you within minutes after leaving the open.

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IF SOMEONE IS HIT:
CALL emergency services (911). A victim does not stay electrified. You can touch him/her right away. If the victim has no pulse, try CPR (cardio-pulmonary resuscitation). If there’s a portable defibrillator, follow the instructions. But be careful about staying in the open in a storm.

Local 455 members meet with former Vice President Al Gore (L) and Doug Jackson, state senator from Tennessee’s District 25.

Local 455’s Bobby McGahey center, meets with former Vice President Al Gore (L) and Doug Jackson, state senator from Tennessee’s District 25.

MAKE IT SAFE

HAZARD ALERT:
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The New Domino Theory

Barry Lynn believes globalization may make some key industries vulnerable to the whims of tyrants — or weather

Doesnt take much to convince American and Canadian workers that our industrial might is eroding; Puerto Rico is not the only place that laid the golden egg. To economize, Washington, connections with the global labor market caused by shift- production offshores are abstrac- tions, just numbers in an equation. To witness, they take the form of a picket line. 

New Barry Lynn, writing in Harper s Magazine, says that the threat of war, to distract the global production chain, could topple industries like dominoes worldwide. As Lynn explains it, We now live in a world where a single earthquake, or ter- ter- noes worldwide. 

In its day, River Rouge was the largest single manufac- turing complex in the United States, with some 30,000 workers. 

For example, television may be assembled in dozens of countries in Europe, Asia, and South America. If any one of these providers goes down, the company is unable to bring their product to market. 

The supply chain for many products is spread wide & thin

One country's advantage is the next one's Achilles heel

The VERY ADVANTAGES that convinced U.S. companies to move their production overseas may lead to disaster. While overall production has been decentralized worldwide, the number of plants producing any single part has trended to shrink. 

When all companies can sell their products worldwide, that also means that they are competing with every other company making a similar product. That puts them under enormous pressure to go as big as one can bear it or buy it out. 

Vendors supplying parts are under the same pressure, so that several of these manufacturers producing any single product tend to shrink. As Lynn puts it, Dell is one of the world's largest computer sales companies. But they don't actually manufacture the computer. Instead, they rely on suppliers and sub-suppliers around the globe to manufacture the computer components. A decade ago, no large U.S. company was dependent on China or Taiwan as a market or a place for production. 

And then there is China

American companies were driven to globalize in order to outmaneuver the competition from overseas. It was a necessity, and manufacturers than ever before. 

A decade ago, no large U.S. company was dependent on China or Taiwan as either a market or a place for production. Now hundreds do. We ship our manufacturing facilities overseas, making our dependence on foreign parts and manufacturers than ever before. 

A Few Words on the Pledge of Allegiance

In the whirl of flag-waving and solemn commemorations, load Sept. 11, some politicians are trying to turn every gesture into a cou- ntest to prove their patriotism. 

Take the case of Santa Barbara, Calif., City Supervisor Gail Har- ber, who was trying to elect an alderman, not because she is doing a poor job or stealing money, but because her opponent allegedly tries to acquire the Pledge of Allegiance at a meeting of one of her community advi- sory boards. 

Several Santa Barbara conserva- tives, funded by oil money, agrarian- ism, and land developers have been trying to unseat her for years because she supports the environmental regu- lations for development and labor unions. Now they think they have a charge to win with the voter- s. 

Take another example. After hearing of the Teaching Tolerance, they claim that her reluc- tance to recite the pledge is clear con- firmation that she is a socialist. 

Apparent! these patriots don't real- ize that the Pledge of Allegiance was written in 1892 by a leading Christian socialist, Francis Bellamy, who was 

fixed from his Boston ministry for giving the 4,500 parts they needed. Bellamy wrote the Pledge of Allegiance for Youth's Companion, a mag- zine for young people published in Boston, with a circulation of 500,000. 

A few years earlier, the magazine had been forced to cut down its readership. It was clear to Bellamy that the young people of the states. But that's not what happened. When Barry Lynn asked them what they would do if China invaded Taiwan, no one had an answer. It is a problem for Washington, they said. And its a big problem. We have seen hints of what could happen if a natural disaster hit production in just one small area of Taiwan. And that could accomplish the same thing, holding our supply chain hostage to economic power. We cannot even imagine.
They can be really difficult when one member is accusing another of inappropriate behavior.

N THE LAST installment of the Sex-age Discrimination column, we discussed the difficulty of representing both members involved in a dispute, especially a flirtation. In this installment, we're looking at another problem that frequently pits one member against another—sexual harassment that arises from sexual harassment.

Even when they don't involve con- 
ciously unethical behavior, these cases can present a challenge, because people have many different emotional responses to this type of allegation. Responding to all of your members concerns can get difficult. You can make it easier on yourself by never staying from your true objective: to ensure that all members are treated fairly.

Of course, that's easy to say in the abstract. It isn't as easy when a person you know and they also pay for an attorney to represent the accused an attorney if he or she can't afford one. The reason for the state-appointed attorney is to make sure that the accused has a chance to tell his or her story, and not to have an attorney to represent the accuser. If a person is charged with a crime, the state offers to provide a public defender and they also pay for an attorney to represent the accused. When a person is charged with a crime, the state offers to provide a public defender and they also pay for an attorney to represent the accused.

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The same sort of behaviors often occur in the workplace. If you find yourself in the middle of a sexual harassment case, you don't have to start from scratch. You don't have to start from scratch. You don't have to start from scratch. You don't have to start from scratch. You don't have to start from scratch. You don't have to start from scratch.

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MANY DIFFERENT KINDS of behavior can be termed sexual harassment.

Supervisors are engaging in sexual harassment when they tie a company dress code to any kind of sexual conduct. The clear form is the boss who says he'll move you to a better shift if you sign his name on the time clock. The clear form is the boss who says he'll move you to a better shift if you sign his name on the time clock. The clear form is the boss who says he'll move you to a better shift if you sign his name on the time clock.

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Study the company's sexual harassment policy

ONE OF THE FIRST things you will want to look at when handling a sexual harassment grievance is the company's policy for handling sexual harassment complaints. Nearly every company has a policy that says something about sexual harassment.

The company's policy should provide a procedure for making these complaints. Your company's policy should provide a procedure for making these complaints. Your company's policy should provide a procedure for making these complaints. Your company's policy should provide a procedure for making these complaints. Your company's policy should provide a procedure for making these complaints.

Some sexual harassment does not involve a quid pro quo offer, but arises when a supervisor or a co-worker engages in sexual harassment. The clear form is the boss who says he'll move you to a better shift if you sign his name on the time clock. The clear form is the boss who says he'll move you to a better shift if you sign his name on the time clock. The clear form is the boss who says he'll move you to a better shift if you sign his name on the time clock.

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L-69 holds first-year apprentice training

FOUR APPRENTICES OUT of Local 37, New Orleans, La., joined 17 apprentice members of local 69, Little Rock, Ark., in first-year apprentice field construction training classes at Local 69, January 7-16, 2002.

David Fagen and Mike McClusky, Instructors with the Southeast Area Joint Apprenticeship Program, conducted the classes covering such topics as employee and safety orientation, blueprint reading, mathematics, layout, rigging, mechanical drawing, and drug awareness.

The apprentices gave 100 percent, said Local 69 BM-ST Don Jones. Their overall grade point average of 87.2 percent is the highest average ever for the Southeast Area.

And when the classes ended, 17 of the apprentices chose to stay for more, attending a 50-hour welding program conducted by Local 500 instructors Mark Tucker and Bill Cason.

With Tucker s and Cason s experience, they covered all aspects of pipe and plate welding processes. As a result, Local 69 now has 12 new certified tube welders and six new certified plate welders.

We would like to thank all who participated in these classes, and a special thanks to those instructors who are helping the area apprenticeship program train and instruct our future Boilermakers, said Jones. We can take pride in these well-trained craftsmen of tomorrow.

BLS survey finds gaps in respirator training

MOST respirator program, safety training fill the gaps

A survey by the Bureau of Labor Statistics (BLS) discovered some serious gaps in how construction companies prepare their employees to use respirators. Fewer than 50 percent of construction work sites where respirators are used reported that they assessed workers medical fitness to use a respirator, and only about half reported training to ensure workers understand the use and limitations of respirators.

The study, which was based on a sample of 40,000 work sites nationwide, indicated that respirators are used on nearly ten percent of construction sites.

The most respirator program makes it easy for Boilermaker employers to ensure that Boilermakers on their jobs are medically fit to use a respirator, and the MOST ten-hour construction safety and health training course helps employers fill the gaps in how construction safety and health training are conducted.

Inability to hear does not keep L-500 s Jeffries from becoming a Boilermaker

He learned skills from his dad, follows in footsteps

A SECOND-YEAR apprentice out of Local 500, Portland, Ore., Dave Jeffries, has been deaf since birth. But he has never let his lack of hearing keep him from doing what he wanted.

He had been working as a laborer, but wanted to use some of the skills he learned growing up from his father, Bob Jeffries, a 40-year Local 500 member. He joined Local 500 s apprentice program and attended the April 2002 class at the Boilermakers National Apprenticeship Program s (BNAP) training center in Kansas City, Kan.

Attendance the training center is a challenging step for all apprentices, but it was especially hard for Jeffries. It also challenged the center s staff, who had never taught a deaf student before.

BNAP Instructor Austin Dale Dunham, who died unexpectedly April 6, arranged for Hans Liedtke, an interpreter with Deaf Republic, Inc., of Lenexa, Kan., to work with Jeffries; however, the interpreter was not available the first two days. But Jeffries did very well due to his ability to read lips and his willingness to work very hard, said BNAP instructor John Standish.

Jeffries commanded all of the instructors, especially Dunham, for their help. Dale bought a book to learn sign language, so I was able to help him, too, Jeffries said in a letter to the Reporter. He thanked Dale and all the instructors, respirators usage and limitations.

Inability to hear does not keep L-500 s Jeffries from becoming a Boilermaker

Sexual harassment grievances are never

Continued from page 6

Your contract says about disbursing workers for misconduct.

The supervisor s actions may have been hairy. He should have inter-

viewed those women that Trisha talked about. He may have violated the con-

tract or even the company s sexual harassment policy.

You ll need to take a statement from Greg, and you should ask his friends whether they would be willing to testify regarding his good character. Have them write their statements down and sign them. An unsigned statement is not worth much.

Of course, when Trisha hears that you re trying to get Greg s job back, she ll probably have a few things to say to you. But your job is to protect Greg s rights as well as his.

And you ll be sure to interview those other women that the supervisor was too busy to bother with, along with the witnesses that heard the boss warn Greg to keep his hands to himself.

Now let s look at this same sce-

nario, except that the supervisor doesn t fire Greg. Instead, he tells Trisha he thinks she s lying and maybe she made the whole thing up.

She comes to you demanding that you make the company fire Greg or move him to another location.

What would you do differently?

Not much, really, because you still need to understand the company s pol-

Harvey Randolf (l.) and an unidentified apprentice, prepare to weld the first plate welders.

Todd Harris (l.) and Greg Cruise use a milling tube for coupon preparation.

Durward Fagen, an instructor with the Southeast Area Joint Apprenticeship Program, conducts a first-year apprentice class at Local 69, Little Rock, Ark.

http://www.ibb.workingfamilies.com
http://www.boilermakers.org
When it came time to move the X-33, the Contractors Cargo Company called upon its Boilermaker Division to relocate the space vehicle. It seems job superintendent Craig Chubbuck would not trust anyone else. He chose members of Local 92, Los Angeles, Calif., due to the rigging skills needed and the value of the space vehicle ($1.2 billion). And he was right to make that choice. Not only was Chubbuck pleased with the Boilermakers work, but so was Bill Lawrence, the Air Force liaison.

Your work was, as usual, outstanding, wrote Lawrence. The immediate response to our request for a proposal, the quick and flexible planning activity, and the rapid and professional work done by Craig Chubbuck and his crew made the move go smoothly, ahead of schedule, and within budget. Thank you very much. As always it is a pleasure doing business with you and your team. We will call on you again when we need heavy moving. And when an owner says, We will call on you again, that’s the best praise a Boilermaker can receive.

About the move
Because the Space Station now being constructed in space had many cost overruns, and funding was needed to complete it, the X-33 project was put on hold and its funding diverted to the Space Station. The X-33 is the unmanned craft that will fly into space from a vertical lift-off and land on its own, be refueled and ready for take-off again in four hours. It is the prelude to VentureStar, the manned version until funding can be secured, the X-33, in its partial built state, had to be moved from Palmdale, Calif., to a storage site at its launch site at the Edwards Air Force Base, home of the Air Force Flight Test Center.

Local 363 members team up with MoMo
Local 363 members team up with MoMo

Local 363 members, working with general foremen Bob Pennington and Bobby Jackson, complete a retrofit project at Ameren/CIPS.

Boilermakers use world’s largest mobile crane to set ductwork in Coffeen, Illinois
They call her MoMo. She’s the largest mobile crane in the world and is owned by Van Seumeren/Mommoet. She was shipped from Holland to Coffeen, Ill., so members of Local 363, East St. Louis, Ill., could set ductwork on Unit II during the retrofit project for Ameren/CIPS. With a 470-foot boom and a 2,200-ton lifting capacity, MoMo helped Local 363 members set 14 separate sections of ductwork, three dampers, and 11 expansion joints into place. Lifts ranged from 12 to 270 tons.

Working for the J. S. Alberici and Phillips Getchow construction companies, Local 363 members erected and welded over 2.3 million pounds of ductwork without a lost-time accident. Q

Boilermakers disassemble, move, and reassemble $1.2 billion space project

MEETING THE CHALLENGE of a unique rigging job are members of Local 92, Los Angeles, Calif., l. to r., James Colbert, foreman Ken Colbert, Adam Dinsmore, Craig Chubbuck, Rick Tiner, and (seated in front) Brian Ortiz.
space ship moved? Local Lodge

THE NOSE SECTION (LOx tanks) of the X-33 space vehicle rests on a support stand at a Lockheed facility in Palmdale, Calif.

Members of Local 92, Los Angeles, Calif., took the X-33 apart, moved it from Lockheed Martin to the Edwards Air Force Base, and put it back together in a rollback desert hangar. Formally, the hangar was the same one in which the rocket plane was to be stored for flight and is part of the specially-built launch site from which the vehicle would have taken to the skies in a series of sub-orbital test shots.

Julie Andrews, with Lockheed Martin, calls the leftover framework, the remaining remnant of the structural X-33. She said that while the company is moving onward to the next generation of space transportation, having the X-33 remain somewhat intact is less painful for those who worked on the project.

Since 1996, Lockheed Martin and NASA worked together on the X-33, a single-stage-to-orbit prototype. Over $1.2 billion had been spent when the space plane's funding was cancelled. Advocates for keeping the space plane in one piece lost their battle, and the decision to dismantle the experimental craft was made in December.

Andrews said, 'The component parts. . . . anything on the vehicle that was of value have been removed. NASA, Lockheed Martin, and other contractor partners negotiated who got what hardware. But in an 11th hour decision, the Air Force chose to preserve the X-33 framework, making it a hangar queen that may be used later for a second-generation reusable launch vehicle or for military space plane work.'

Source: Leonard David, senior space writer for SPACE.com

Boilermakers’ work is vital to space program

Boilermakers work in areas that provide support for space program, defense

LOCAL 92 S WORK MOVING the X-33 was not the first encounter members of the Boilermakers union have had with space. Boilermakers make metal parts for equipment used in industries that provide support for the U.S. space program. Members of Local Lodge 1600, St. Charles, Ill., work for Sverdrup, one of the world’s leading manufacturers of aeronautic and space equipment. Members of Local 454, Chattanooga, Tenn., work for Jacobs Sverdrup at the USAF’s Arnold Engineering Development Center on Arnold Air Force Base. Among other things, Sverdrup tests rocket engines for Arnold Engineering. Boilermakers at the Center work in production and maintenance. Some also operate testing equipment.

Testing in an area Boilermakers know well. Our construction members have built several wind tunnels used to test all kinds of aeronautic and space equipment. Just as in other industries, the Boilermakers’ contribution to the space program is in a support capacity, behind the scenes. Newspaper articles talk about the astronauts in the space ships, not the rocket fuel that put then in space.

But without Boilermakers, those stories would never get written. Boilermakers build paper mills, after all, along with power plants and oil refineries. We manufacture everything from kitchen stoves and dish washers to golf balls, propeller blades, power tools, and beer taps. We make cement, bricks, wallboard, garage doors, and roofing shingles.

When you think about the space program, you probably think of the astronauts who walk in space or the scientists who do the calculations that get them there. But without Boilermakers and other workers quietly toiling behind the scenes, those space ships would never leave the ground.

Boilermakers may not fly into space, but we make space flight possible.
L-524 gives tank car replica to museum

Local 524 legislative delegates present a miniature tank reproduction for display at the Boilermakers' museum. L. to r., Leg. Dir. Ande Abbott, and L-524 delegates Terry Paris, Ed Carter, and David McCoy.

In business since 1891, the Union Tank Car Company is one of the Boilermaker's oldest shop contracts.

Local 191 retirees attend 50th reunion

Local 191 retirees attend 50th reunion.

The National Archives needs your support

The National Archives needs your support.

Charter members attend anniversary celebration

Charter members attend anniversary celebration.

The Boilermakers union has been organized since 1880. Since 1891, the Boilermakers at the Union Tank Car Company have provided railroad tank and covered hopper cars to companies for shipment of such products as corn syrup, plastic pellets and resins, liquefied petroleum gas (LPG), oils and acids, fertilizers, asphalt, sulfur, tomato paste, and beer.
Boilermakers earn membership pins

Local 1, Chicago, Ill., presents membership pins

JOHN SKERMONT, BM-ST of Local 1, Chicago, Ill., reports presentation of pins for continuous years of membership to the following: 40 Years — Kenneth Malecki; 35 Years — Bernard Sturman.

Local 13, Philadelphia, Pa., presents membership pins

JOSEPH MURRAY, bus. mgr. of Local 13, Philadelphia, Pa., reports presentation of pins for 55 continuous years of membership to John Huber Sr. and Jack Rafferty. Huber began his career in 1952 at San Ship working in the field and performing ship repairs. Rafferty recently received the New Jersey Distinguished Service Medal for his service during World War II.

Local 29, Boston, Mass., presents membership pins

PAUL MEADE, ABM of Local 29, Boston, Mass., reports presentation of pins for continuous years of membership to the following: 55 Years — Raymond “B.B” Smith and his union-conscious daughter, Jenna.

RAYMOND “B.B” SMITH and his union-conscious daughter, Jenna.

When Raymond B.B. Smith, a member of Local 667, Charleston, W.Va., took his ten-year-old daughter, Jenna, shopping for her dress for the annual Valentine’s Day Daddy-Daughter dance, Smith didn’t know he was going to learn an important lesson in consumerism.

Seven of eight racks of dresses were right for Valentine’s Day, but Jenna wasn’t satisfied. Jenna turned to the eighth rack where she picked out a bright blue, yellow, and green fluorescent dress. Smith tried to tell her that the color wasn’t right for Valentine’s Day, but Jenna wasn’t concerned about that. She looked up at her dad and said, “But, Dad, this one is union-made.”

For Smith, that was the clincher.

Jack Rafferty’s 50-year membership pin from Local 1 to L-13 St. James Banford Jr. left is John Huber Jr.

Local 169, Detroit, Mich., presents membership pins

JOHN A. MAREK, BM-ST of Local 169, Detroit, Mich., reports presentation of pins for continuous years of membership to the following: 60 Years — Frank Mimmers; 50 Years — Richard Little, Richard Heiden, Andrew Bryce; 45 Years — Ira Jenkins Jr., Pleiades Inc., Billy Sandifer; 35 Years — Jay Cook, Cletus Melzak, Donald Nault, Galen Tomes, Gary Ciupin, Charles Dickey, Fred Smale; 25 Years — Michael Campbell (posthumously), Richard Castle, Stone Chao, Gerald Oppock, Howard Gauthier, William Grumbley, Kenneth Heiden, Joseph Jackson, Harley Keeling, Gerald Nonneusen, Ronald Raddick, James McDonnell, David Rabach, Lyle Reid, Donald Cohran, Robert Allison, Michael Ray Jr.

L-169 members receive multi-craft send-off

BOB TRAPPER CARD and David Deblay, 33- and 38-year members of Local 169, Detroit, Mich., have traded in their tools for a pension check. Both were working for Oscar Boldt, one of three Boilermaker contractors at the project in Covert, Mich., when they worked their last day on February 27, 2002.

Employees of all three contractors of the Boilermakers and other trade unions contributed toward a collection for the new retirees and participated in a lunch organized by Local 169 Steward Dan Southwell. Jonathan Davis of Local 37, New Orleans, La., did the cooking, and many of the workers brought a dish to share.

Southwell was pleased with the multi-craft send-off and hopes this type of celebration will become a Local 169 tradition. He and the entire crew at the Covert Project send their congratulations to Trapper and Deblay, wishing them a long and enjoyable retirement.

DALE TRUCKEMILLER, a three-year member of the National Transient Lodge, has created a Boilermaker coin. With the approval of the International union, Truckemiller designed and produced the coins depicting the Boilermaker logo on one side, and an American eagle on the other.

Each coin is made of one ounce of silver, is the approximate size of a U.S. Silver Dollar, is numbered and sealed in a plastic case enclosed in a display box, and includes a certificate of authenticity. For more information, contact Truckemiller at truckemiller@twotrux.com or call 603 867-
A summary analysis of these contract

Disenrollment (ADAP) insurance. Ten of the agreements provide a set dollar amount ranging from $7,500 to $30,000. One agreement provides $5,000 for the first contract year, with an additional $5,000 for each of the next ten years. One agreement provides a set dollar amount ranging from $7,500 to $30,000.

Vaccination

Atritor rules Komatsu cannot outsource Local 158 paint work

Company must pay three employees back pay, vacation, and healthcare premiums

There are no reported settlements in the settlement summary and TRANSMITTED Report forms, and covers approximately 955 employees.

Wage Increases

TWO facilities received wage increases in 2004, averaging $0.39 per hour or 3.25 percent. Thirteen facilities received wage increases in 2005, averaging $0.39 per hour or 3.38 percent. Thirteen facilities will receive wage increases in 2006, averaging $0.37 per hour or 3.11 percent. Two report wage increases in 2005 and 2006, not enough for an average.

Pension

FOURTEEN facilities participate in some type of pension program. Eight facilities participate in the Boilermakers’ Blacksmith National Pension Trust, with contributions ranging from $0.25 to $2.45 per hour for the first year. Average contributions per home included in this issue’s summary analysis.

Cunningham (l.) and Donald Wilson. This settlement was reported in the Jan-Feb issue and is not included in this issue’s summary analysis.
Might as well face it, most of us are terrible investors

We have unrealistic expectations of gains from stocks, and spend too little time managing our 401(k)s

Most U.S. WORKERS are not saving nearly enough (401(k) accounts to fund their retirement, according to a survey from John Hancock Financial Services. One out of three of them have no idea how to manage the retirement savings.

More Americans than ever admitted on the survey that they know little about investing, and most of the ones who think they know something failed a test of basic financial knowledge. The study found that the average person can expect to retire with only 50-60 percent of their pre-retirement income to avoid a major decline in living standards.

To be fair, Gates says Americans never asked for the responsibility of managing their own retirement plans on their own. They were forced to accept the burden when companies dropped their own, and matching retirement plans in the 1980s and 1990s and changed to self-managed 401(k) accounts, which give companies a way to boost stock prices, while relieving them of the burden of managing a pension fund.

During the housing boom market of the late 2000s, many investors enjoyed double-digit returns and probably figured that investing wasn’t all that difficult. Then the dot-com bubble collapsed, tech stocks plummeted, and the economy entered a recession.

The current situation is that investors are willing to admit that they may not be quite as savvy as they once thought.

Many of the people who got into the stock market, conducted early this year, 42 percent said they had little or no investment knowledge, while 28 percent claimed that they’re relatively knowledgeable. But even those responses suggest workers are overconfident. The real truth emerges when respondents answer survey questions designed to test their knowledge of basic facts about stocks and financial markets.

When asked what kind of annual return they expected from stocks over the next 20 years, the average response was 12.5 percent. In reality, stocks have shown a more than ten percent return over the past 75 years, and some economists believe that future returns may be considerably smaller, at least for the next 20-25 years.

Workers also had unrealistic expectations of yields from bonds, saying they expected annual average returns of 10.31 percent. Historically, bonds have returned 5.79 percent.

Only eight percent knew what money market funds are invested in (short-term securities). Forty-five percent thought money-market funds could include bonds and 40 percent thought they could include stocks.

Our ignorance shouldn’t be surprising. Half of all Americans spend less than an hour. Invest in the true meaning of the Southeast.

L-37’s Alan Melton on the Southeast Agreement

I AM A MEMBER of Local 37, New Orleans, La., and a member of the new Mississippi River District Lodge.

I have been employed by Fluor Construction for four years, and we have always had to struggle due to low wages and benefits. We have also complained of poor use of these three stores. Our replacement has been a lot of us.

Now that Fluors Maintenance Services has taken over, there has been an increase in wages and benefits. The store has not been for IRP. Vice President. Newton Jones is a persistence and determination to the workers and benefits, we would still be making $15.02 an hour.

For myself and the members I have spoken with, we would like to thank IRP. Demond King, District Manager. John Stidham, District Manager. R. W. Myers. David Hageman for their persistence and determination to reach this goal. We would also like to give a special thanks to Vice President. Jones. Our hats are off to you!

Alan Melton Sr., L-37
Hattiesburg, Miss.

Who is this man? R. W. INCLIMA, education & safety director, Brotherhood of Maintenance of Way Employes

It is truly unfortunate that many of our members who voted against the BMWE/IBB merger do not have ready access to the Boilermaker Reporter and your analysis. If they did, I am sure they would realize that many of us already know: we missed a golden opportunity to merge with another rail union and set back along with Amtrak on a course that would give us the strength to face the challenges of the future.

I wholeheartedly agree with your assessment that Amtrak needs fund- ing and investment. Clearly, the ARC proposal to provide fundamental changes to the Heart of the problem is a lack of funding and investment by the U.S. government. Clearly, the ARC proposal to allow private operators to cherry-pick their way to recovery.

I know my family and I could not have survived without the help we received from Local 37, and I cannot express my thanks in words alone. I forever owe our great Brotherhood a debt of gratitude.

R. C. WEAVER, President, Local 37
Oak Harbor, Ohio

BMM Director agrees that Amtrak needs funding

YOUR COMMENTARY on Amtrak (Jan-Feb 2002 issue) goes to heart of the problem: a lack of funding and investment by the U.S. government. Clearly, the ARC proposal to allow private operators to cherry-pick their way to recovery.

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Go to our web site for more information:

www.unionplus.org

BOILERMAKERS UNION PRIVILEGE BENEFITS

If you've been laid off, Union Plus can help.

Union Plus Benefit Programs offer resources to assist you and your family during difficult times. If you participate in the Union Plus programs listed below, Union Plus can help you manage your payments.

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  Union Plus can help you manage your payments.

- **Discounts**
  Union Plus can help you save on health care, prescription drugs, and more.

To sign up for Union Plus, call 1-800-848-6466.

For more information, visit www.unionplus.org.

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**SHOPPING FOR YOUR FIRST HOME?**

Securing a mortgage can be a complicated and intimidating process, but don’t let it stop you from reaching your goal of home ownership. Union Plus Mortgage and Real Estate program experts can make the loan and refinancing process as simple as possible, especially for a first-time home buyer.

- **Refurbish** points, closing costs, and interest rates can be confusing. First-time home buyers should look for a lender who will take the time to answer questions and work to secure the lowest interest rates possible. From application to approval, you should be comfortable with the experts working on your behalf.

- **Estate program offers** members of the Boilermakers union a full range of mortgage products. If you use both the mortgage and real estate services to purchase your home, you will receive $500 toward closing costs.

The Union Plus commitment to you doesn’t stop with the purchase. They support you and the investment you have made. In case you are laid off, for example, the program offers built-in protections. Union Plus can help you with an interest-free loan through the Union Plus Mortgage Assistance Program to make your mortgage payments when you are out of work.

You may be wondering if now is really the best time to refinance. Union Plus provides tools at their web site to help you decide. At www.unionplus.com, the online home finance center has handy calculators to help you determine whether refinancing would save you money. An overview of the loan process and a glossary of related terms also are available.

When you use the Union Plus Mort-gage and Real Estate program for your lending needs, you can set your mind at ease knowing you will receive the highest quality service and exceptional member value. Stop by a local Chase Manhat-tnan Mortgage branch, or visit Union Plus online at www.unionplus.org, or call Union Plus at 1-800-848-6466. Union Plus representatives are ready to help you create the best loan package to meet your needs.

Take the hassle out of home buying and refinancing. Put Union Plus to work for you.
DEATH BENEFITS

THE DEATH BENEFIT PLAN under the Beilermakers-Blacksmith National Pension Trust has paid the beneficiaries of the following deceased members who were covered by the plan since the last issue of our publication.

Attn: Beneficiaries: IF YOU HAVE NOT yet been furnished this information, contact your local lodge, secure the beneficiary forms, complete the required information and forward to the Administrative Office of the Pension Fund, 754 Minnesota Avenue, Suite 522, Kansas City, KS 66101, at the earliest possible date. NOTE: These additional death benefits can only be derived for members who worked under a collective bargaining agreement with an employer contributing to the Pension Fund.

**PENSION TRUST has paid the beneficiaries of the following deceased members who reported to the International Secretary-Treasurer’s office, and extends its heartfelt sympathy to the families of the deceased members:****

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<thead>
<tr>
<th>LODGE &amp; NAME</th>
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http://www.boilermakers.org
We must build more Navy

Our fleet is shrinking to dangerously low levels, weakening our defense & shipbuilding

The first days of the war on terrorism, the U.S. Navy amassed unprecedented strength in the Arabian Sea, 500 miles south of land-locked Afghanistan. From that distance, the navy was able to launch missiles and send jet fighters on air strikes into the interior of Afghanistan 500 hundred miles away.

Without Navy ships to provide mobile bases, the U.S. could not have waged the war in Afghanistan. Because we did not have access to land bases in neighboring countries, Navy ships enable our military forces to engage our enemies wherever we find them.

Without a Navy, we would have to rely on the cooperation of foreign governments to wage every defense initiative. That is why Cynthia Brown, president of the American Shipbuilding Association, told this year’s I&MA conference, “Homeland security begins with ships.”

Our Navy fleet is shrinking, even as the war on terrorism grows. We are not building new ships to replace those that are getting old and must be retired. In 1987, the U.S. Navy had 594 ships. Now it has only 314, the smallest fleet since before World War I.

President Bush’s 2003 budget will shrink our fleet even further. He is asking for only $6.1 billion to buy U.S. Navy ships, significantly less than the $6.5 billion he requested in 2002, and a shopping $4 billion less than Clinton requested last year in office.

Bush is asking to lower the procurement and operating cost for the Navy through buy 17 ships a year. But, the Navy says, it needs only five ships a year.

The United Steelworkers and the National Maritime Union have sent a letter to President Bush asking him to pass the problem along to the Congress.

We can’t have a U.S. Navy without a U.S. shipbuilding industry, and we can’t have shipbuilding without a Navy.

Bush seems to have a knack for creating problems and leaving them for someone else to solve. These are still cleaning up after him, and the chances are he is leaving the Navy a mess.

Bush seems to have a knack for creating problems and leaving them for someone else to solve. These are still cleaning up after him, and the chances are he is leaving the Navy a mess. The Navy and the American shipbuilding industry are intimately and intricately linked. We can’t have a U.S. Navy without a U.S. shipbuilding industry, and we can’t have a shipbuilding industry without a Navy.

Shipbuilding relies on a large, highly skilled workforce with specific experience building ships. We need to keep those shipbuilders working so they don’t lose their skills or go into other industries. Now U.S. shipyards rely on government business to supplement their commercial business.

Commercial shipbuilding has been in decline for 20 years. In 1981, there were 22 shipyards constructing large oceangoing ships for the U.S. government, the commercial market, or both. That number has dropped to only six.

Shipbuilding requires a broad base of support industries. The supplier base includes over 9,000 companies in 47 states. Each of these vendors also has multiple suppliers throughout the United States.

The shrinking shipbuilding industry has hurt this supplier base. In some cases, there are only one or two companies left that make critical components. If we do not keep our shipbuilding industry strong, those suppliers may soon be out of business, and we will have to purchase those components overseas, a security nightmare.

The federal government holds the key to keeping our domestic shipbuilding industry alive. Making sure that the budget includes funding for a full 360-ship Navy in the first step, but steps that encourage companies to buy ships from U.S. shipyards are just as important.

In order to ensure that the U.S. has a viable shipbuilding industry with which to build Navy ships, Congress and the president should:

1. Support existing U.S. laws that require certain ships be built in the U.S., specifically the Jones Act, the Merchant Marine Act of 1936, and Section 616 of the Merchant Marine Act
2. Support phasing out of single hull tankers as provided for in the Oil Pollution Act of 1990
3. Budget a minimum of $50 million annually for the Title XI Ship Loan Guarantee Program so U.S. shipbuilders can get the loans necessary to build ships
4. Limit military leases of foreign-built ships to no more than 18 months, with the goal of eliminating them altogether

In order to ensure that the U.S. has a viable shipbuilding industry with which to build Navy ships, Congress and the president should:

1. Provide funds to purchase 14 ships per year so we can rebuild our Navy fleet to 360 ships
2. Support current laws requiring all U.S. Navy ships to be built in the U.S.
3. Provide funds to purchase 14 ships per year so we can rebuild our Navy fleet to 360 ships

Labor artist paints the lives of workers

You may remember some of this artist’s cartoons from these pages or other Boilermaker publications.

Rick Flores, a member of the United Auto Workers, has been providing cartoons on contemporary issues in the labor movement to labor unions for 25 years. His work is featured regularly in the Boilermaker’s newsletter and has been used in the Boilermaker’s 1990 manual and other publications.

Now he has expanded his efforts to include articles, and mixed media paintings, along with prints of those paintings. Most of the scenes he paints are taken from his own life.

Flores was born and raised in Texas and worked as a migrant laborer. In his teens he began playing guitar and traveling throughout Texas with his own band, playing bluesy style.

Later, he moved north to work for General Motors, joined the IBEW, and began doing labor cartoons. His labor cartoon service is now widely used by unions to illustrate newsletters and other publications.

He says his art expresses what it means to be a union worker and my strong feelings about having sufficient, poverty, and compassion.

You can see more of his paintings, prints, and cartoons by visiting his web site www.laborart.com

Labor artist paints the lives of workers

Our struggles, by Rick Flores, labor cartoonist and painter.

Charles W. Jones
International President

Unluckily, some ships operating in the gulf pay fees that cover much of the program’s expense. Since Title XI was enacted in 1990, these companies have paid $160 million into the U.S. Treasury in Title XI fees.

Reforming these laws will strengthen our shipbuilding industry, and maintaining the size of the U.S. Navy fleet will strengthen our national defense. To ensure our Navy fleet stays at its optimal level, Congress and the president should:

1. Provide funds to purchase 14 ships per year so we can rebuild our Navy fleet to 360 ships
2. Support current laws requiring all U.S. Navy ships to be built in the U.S.
3. Limit military leases of foreign-built ships to no more than 18 months, with the goal of eliminating them altogether

Obviously, Bush’s budget request of $6.1 billion will not buy 14 ships. We need more like $7 billion.

If anyone suggests we can afford that much, point out to them that tax breaks for corporations will cost the government about $17 billion over the next two years. If we can find a way to give Microsoft $22 billion in tax breaks, we can find a way to build enough ships to keep our nation secure.