



TEAMSTERS

GENERAL TEAMSTERS LOCAL 959 • STATE OF ALASKA
Affiliated with the International Brotherhood of Teamsters



Why Join a Union?

by Secretary-Treasurer Ken Coleman

I began this newsletter article with the intention of writing about recent political and legislative happenings. However, as I was conducting a recent quarterly meeting, I was inspired to consider a different topic.

During the question and answer part of the meeting, I was asked, and I quote, "Why should I want to be a union member?" You might think I get that question frequently, and I do. But what struck me about this particular instance was not just who asked the question, but also, and more importantly, where they work and what the Union can do, and has done, for workers in that industry.

This member works for a pupil transportation company. Local 959 has represented various busing units throughout the years, yet our members working for such contractors had historically been underpaid and under benefitted. Why? Because our state government allowed this woeful underfunding of pupil transportation! So, after enduring decades of inequity, a stalwart group of Local 959 officials and bargaining unit members descended upon Juneau in the early 1990s to bring this travesty to an end. They were heard by our legislators, and, I am proud to say, we Teamsters were instrumental in the successful enactment of a state law which provided for bus drivers to be paid at twice the minimum wage – as a starting point. The Union prevailed in helping those in this important industry attain a new measure of dignity through their paychecks, and we will continue to lobby for additional funding for pupil transportation.

But, what if you do earn a good wage? Why, then, would you want to join a union? Just a few days ago, Local 959 successfully organized the employees of a company that pays a good, livable wage; however, these employees also wanted to negotiate work rules, and a pension plan. They were willing to stand together to achieve these goals, and

willing also to pay the dues necessary to make it happen. They had a common need and they banded together. This is the very reason for, and definition of, a union.

You may then ask, "Why should I pay to be in the Union?" That is a fair question. The answer is, it takes a solid financial base to maintain your Local Union. Dues ensure our ability to maintain statewide offices and employ staff who represents you on a continuous basis. Dues also allow us to employ an outstanding attorney to represent members whose workplace issues require that particular level of representation. We provide these services and, further, negotiate the best possible bargaining agreements, always endeavoring toward the highest level of fiscal responsibility. In essence, your dues allow us to continue to fight for the dignity and respect you deserve, and to provide for the needs of the Alaska Teamsters as we have for generations.

Why would you need representation? It is true that some employers with Teamster-represented workforces are supportive, and even proud of offering livable wages and benefits to their employees. However, there are those employers who systematically try to subvert bargained agreements to deny workers their contractual entitlements. When you have representation, your employer must answer for these types of actions. Union representation will ensure you retain your contractual entitlements, to maintain all that we've achieved on your behalf through many years of collective bargaining.

Why be union? It is for all these reasons, that I, and many others, still feel being in a union is a worker's best option for a better life. After 41 years of membership, I can't conceive of life without the union.

In conclusion, consider the theme of this newsletter: long-time members. Why be Union? Seek out one of these "old-timers" – they'll tell you!

Have a great summer!

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Local 959 Heroes in Kodiak

Teamsters Local 959 would like to thank three of our members who were first on the scene of a recent plane crash in Kodiak.

Angel Manlunas, Perfecto Alcaide, and Santiago Mendones stopped at what they initially thought was the scene of a vehicle accident, only to notice a small plane had nosed into the ground just off the roadway. The three men immediately parked their vehicle, jumped across the ditch, and headed up the small rise to the crash site. Simultaneously, each called for help on his cell phone. Hearing screaming and cries for help, they approached the gruesome site.

Fuel was dripping from the plane, creating a dangerous rescue effort. Without concern for their own safety, Angel, Perfecto, and Santiago made numerous efforts to break into the plane to free the passengers and pilot. Three other unknown individuals also arrived on the scene to assist in the rescue mission. Within ten minutes, the Fire Department arrived with the necessary tools to cut into the plane. It was such a relief for the "first rescue team."


The frustration of Angel, Perfecto, and Santiago was sensed that morning by others when they arrived at work. They had tried a rescue, only to fail, but fail they did not. While these three heroes didn't pry the plane apart so the victims could escape, they provided the comfort the

victims needed, just knowing that someone was there and more help was on the way. Great job, guys!

It goes without saying that this type of selfless effort is to be commended. Our members' quick response to provide assistance, in time of dire circumstances, is greatly appreciated. Please join all of us in saying thank you to Angel, Perfecto, and Santiago for their gallantry!



Santiago Mendones, Angel Manlunas, Perfecto Alcaide



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Mike Hinshaw – 38-Year Career with Horizon Lines of Alaska

Local 959 member Mike Hinshaw served in the military as an intelligence analyst for the National Security Agency. During his military tour, Mike was fortunate to travel to some exotic places like Turkey, Pakistan, Southeast Asia, Japan, and Alaska. His final destination was Anchorage in the early 1970s.

Prior to Mike's Teamster membership, he was recruited by the Anchorage Glacier Pilots to play summer baseball. As luck would have it, his baseball career was short-lived when he developed tendinitis and was unable to continue playing.

Mike's membership with Local 959 began June 19, 1972, with his first job as a seasonal summer dock worker and part-time warehouse person with Sea-Land Freight Service. In October 1972, Mike accepted a full-time position in the area of loss prevention in Sea-Land's business office.

Horizon Lines of Alaska (formerly Sea-Land Freight Service and CSX Lines) has been doing business in the state of Alaska since May 1964. And while there have been many long-term employees at Horizon Lines, Mike has truly been a "mainstay" employee for the Company. His dedication and pride in his work has lasted 38 years.

Twenty-two years ago, Mike went from warehouse person to the position of equipment control in the gatehouse operation. Mike has seen many changes at Horizon Lines over the years, both with his job and within the Company. And, as one would expect, not only have there been many changes on the "waterfront," but on the home front, as well.

Mike and his wife, Laurel, have been married 26 years. They have two daughters, Marissa, 22, a junior at Bemidji State University in northern Minnesota, and Katie, 17, a junior in the Anchorage School District.

During his tenure with Horizon Lines, Mike has played an important role for both the Company and the Union. He has been instrumental to the Union by serving as a great mentor for his coworkers, in addition to being actively involved as a committee member for a number of contract negotiations, and active in Local 959's political action group, A.L.I.V.E.

Thanks, Mike, for your hard work and dedication to Local 959.

John Logsdon 35-Year Member of Local 959

Taking a high school surveying class at Palmer High sparked an interest in surveying, which ignited a career lasting over 30 years for John Logsdon.

John joined Teamsters Local 959 in December 1974, and was soon working on survey crews at camps up and down the Trans Alaska Pipeline from early 1975 to 1977. Following that period of time, he worked several winters at Prudhoe Bay for Alaska General Contracting.

Pipeline work was not all that John pursued. In 1978 he moved to Juneau from his hometown of Palmer to work as a staffer with then-Senator Jalmar Kerttula. Though he returned to construction within a matter of weeks, John fell in love with Southeast Alaska and moved to Juneau. There, he made his home for the next 32 years.



John has worked on nearly every stretch of highway in Southeast, and traveled to many of the communities with outfits like Miller Construction, Glacier State Contractors, and Chancel Construction. He also worked a couple of summers in the Aleutians at the end of the Cold War in Adak and Shemya. Over the years, John worked for Red Samm Construction, a portion of which later became Secon.

John surveyed for Secon for several years before becoming a field superintendent in 2003. He ran highway projects, municipal jobs, and some airport work under different project managers. In 2005, he became a project manager. He has since been responsible for several projects in Petersburg, Ketchikan, Juneau, Yakutat, and Haines.

On February 1 of this year, John moved south. He has a new home in Ketchikan, where he now oversees all of Secon's work in Ketchikan and on Prince of Wales Island.

John comes from Teamster roots. His grandfather was a Teamster for the city of Minneapolis, Minnesota during the depression. As he puts it, "Those were the guys who came home from World War I and stood up for a decent life for their families."

John is quick to extend his pride in being a member of Teamsters Local 959 for the last 35 years and points out, "The Teamsters have been good to me."

District Poised to Lose Long-Time Employee, Cindy Novosad, to Retirement

Completing 37 years of service, Cindy Novosad, the Food Service bargaining unit's most senior member, has retired from the Anchorage School District (ASD).

Cindy began her career in food preparation in 1973, in ASD's high school Work Study Program. Finding the work rewarding, she decided to make a career preparing meals for the students in the School District.



After high school, Cindy went to work full-time for the ASD Food Center in a small building shared with the District's Warehouse Department on Arctic Spur Road. In 1990, the Food Center moved to a modern, newly-constructed facility located in the Huffman Business Park.

This facility prepares, packages, and distributes about 20,000 meals each day to 85 sites throughout the Municipality of Anchorage. The 239 Food Service bargaining unit employees also operate a catering business and a water bottling assembly at this location. For the past 13 years, Cindy has been in charge of the dish cleaning process, making certain dishes and utensils used in the Food Center are cleaned and sanitized on a daily basis. This vital position helps to ensure the high standards required in food preparation are always met.

Initially, Cindy and the rest of the Food Center bargaining unit belonged to the Anchorage School Food Service Employees Association (ASFSEA), which was an affiliate of Teamsters 959. Believing the Teamsters had a lot to offer, the ASFSEA decided to become full members in our Local in 1990.

What started in 1973 came to an end on April 30, 2010. A new journey began, but Cindy's smile and our memories of her will remain forever. She has always been a vocal advocate for the employees and will be missed by all.

Yukon Disaster Relief

The Yukon River Flood Joint Rebuilding Project has been selected as the 2010 National VOAD Innovative Program of the Year.

Recognizing the immense assistance they could provide, this project included the great work from Mennonite Disaster Service, Christian Reformed World Relief Committee, Samaritan's Purse, the Alaska Volunteer Organizations Active in Disasters (VOAD) and its members, Interior Alaska Community Organizations Active in Disasters (COAD), Northern Alaska Disaster Recovery Committee (NADR), FEMA Region X, and the State of Alaska.

This group of dedicated individuals met weekly for seven months to coordinate transient housing, and transportation to and from the disaster-stricken communities, for the hundreds of volunteers who arrived in Fairbanks. The group continues to meet once a month to address any unmet needs of these communities.

One member organization flew hundreds of hours and miles to

deliver desperately needed supplies to the villages. Warehouse space was also needed, and it, too, was donated.

Teamster volunteers worked with the core group to coordinate the transportation, warehousing, and delivery of household goods that furnished at least 32 homes along the Yukon River. Lynden Transport graciously donated driver time, as well as expenses related to the transport of six, 53' trailers, loaded with furniture and appliances donated by personnel at Fort Greely. Several Lynden drivers made the trip from Fort Greely to Fairbanks twice a week to pick up donated items.

Following the Teamsters Fairbanks' September 2009 monthly membership meeting, several Teamsters showed up to help unload two trailers of furniture into the warehouse.

Kudos to Local 959 members, and Lynden Transport, for your part in making this project a success!

Susan Reeves

Award-Winning Bus Driver Heads Shop Steward Team on the Kenai



Assuming the mantle of chief shop steward for a remote workforce in Alaska is not an easy task. Yet Susan Reeves took it on gladly, believing in the importance of unions. Susan is invaluable to the Local 959 members of First Student in Kenai because of her willingness to put in countless hours, fighting to protect her coworkers' rights in the workplace.

"Every day is an adventure with this group!" Susan says optimistically. She adds that there is never a dull moment and always something to do or take care of.

Raised in Chicago, Illinois, Sister Reeves moved to Denver, Colorado, in 1990. She attended college at Bel-Rea Institute of Animal Technology, and later began driving school bus to support herself and her children. Susan has driven bus for several companies over the years, and has received safe driving awards all 13 years of her career. She has had specialized training to facilitate driving a 40-foot bus in some difficult and harsh conditions, such as:

- Mountain driving in the Colorado Rockies;
- Ice storm driving without use of tire chains in the Midwest;
- Emergency procedures in dealing with brake failure and fires; and
- Training with special needs passengers.

In 2007, Susan transferred to Alaska and became employed with Laidlaw Transit. When First Student won the busing contract on the Kenai Peninsula, Susan became very involved in the employees' efforts to organize their unit in 2008, and was soon asked to be shop steward.

"It has been a learning experience for me being a shop steward in a remote location," says Susan. "I found out everyone looks to me for the answers, so learning the contract by heart was definitely step one. Reading and learning all I could on how to be an effective shop steward also helped."

When Susan isn't busy with work, and further representing the Local 959 members at First Student, she enjoys the Kenai's specialties of fishing, camping, and hiking. She is also an active member of the Kenai United Pentecostal Church.

Paul Henderson

Our Gilmore Creek Members' Chief Shop Steward



Paul Henderson has been the chief shop steward at Gilmore Creek since December 2002. He is an integral part of the Union team there, and is very diligent in his representation of Local 959's members.

"Knowing the Teamsters' organization is there to back me up, should the need arise, is a good feeling," states Paul. "Our work at Gilmore is vital to the safety and security of the nation, and being a part of that provides a sense of accomplishment."

Paul joined Teamsters Local 959 in June 1989 in hopes of working at Clear Air Station with a union bargaining unit. His hopes soon materialized when, in March 1990, he moved to Alaska and started working for ITT Federal Services Corporation. He then moved to Gilmore Creek in July 1998 to work for Lockheed Martin Operation. The government contractor, Aleut Global Solutions, currently has the Teamster contract.

"I feel lucky to have such a good job that I enjoy," Paul reported of his current position as a floating operations and maintenance technician. This position allows him to fill in when a coworker is absent, and so Paul is often considered a "jack of all trades."

Paul was born and raised in Northeastern Ohio and, thus, is a long-suffering Cleveland Indians and Browns' fan. He joined the army to get an education at the age of 19, and trained as a satellite communications technician. This training has served him well with his post-military career.

Paul enjoys target shooting practice and the occasional sheep hunt or fishing trip. He caught his first marlin this past December when vacationing in Cabo San Lucas, and cannot wait to hook another one! Especially important to Paul is traveling the world with his better half, Becky. He also loves just hanging out or roaming the woods with his Jack Russell Terrier, Teabag.

Lynden Shop Steward Jeremiah Wilmoth

There and Back Again



Jeremiah Wilmoth had a roundabout way of joining Local 959.

Raised in Houston, Alaska, Jeremiah joined the family business in commercial fishing at age 12. When he was of age, Jeremiah had a side job hauling fish from the dock to the cannery, for which he had to obtain his CDL. The CDL endorsement enabled him to move on to bigger and better things.

Jeremiah's circuitous route to Local 959 began in March 1997, when he took a job with Food Service of America (FSA) in Anchorage. Within a few years, a better work opportunity became available within FSA, so he transferred to Oregon. That workforce of 150 drivers and 90 warehouse persons was represented by the Teamsters, and he soon found himself a member of Local 206.

Jeremiah likes being involved with what's going on with his job. This made him a good choice to be part of the shop steward team at FSA. However, when the opportunity that moved him from Alaska to Oregon ended in 2006, he circled back to Alaska with another transfer within FSA.

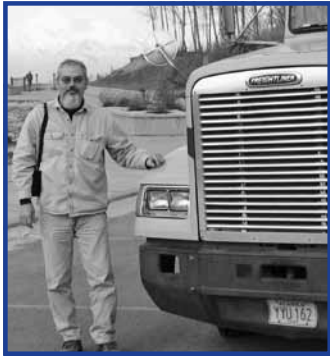
Soon after returning to Alaska, Jeremiah looked for other work and was hired at Lynden Transport. He currently is the yardman at the Anchorage terminal.

While observing the impact on the bargaining unit as multiple shop stewards came and went within a few years, Jeremiah realized they needed consistency in that position, and so he volunteered for the job. Jeremiah was appointed shop steward for the Lynden Transport city drivers last fall.

Having worked for different Teamster Locals has given Jeremiah a unique perspective on Teamster membership. His local union in Oregon was like many IBT Locals in the Lower 48 – they are specific to a workforce like FSA or an industry in general. Jeremiah sees differences working in a general local like 959 that represents a variety of industries and workforces.

"The advantage I see with working for a local that represents one workforce, is the ability to key in on more targeted contract language because that's all they do," states Jeremiah. "However, working here within a general local gives me the opportunity to work with people who have more versatile work backgrounds than just driving and warehousing."

Wayne Craft, from Trainee to Trainer



Featuring Training Trust Instructor Wayne Craft, Local 959 is proud to write that Wayne has been an active member of Teamsters Local 959 for 36 years.

Without formal training, Wayne started his working career in the moving and storage business for H&S Warehouse in Fairbanks in the early '70s. Wayne says it was a "learn as you earn" era. As a swamper, he was instructed in packing household goods, carrying boxes properly, and loading vans to transport goods.

Sometimes, he even drove the tractor semi-trailer. Wayne considers himself one of the lucky ones who made good. Other employers that Wayne worked for included Alaska Distributors and Sourdough Express.

In the spring of 1974, Wayne decided he wanted to work in the construction industry. Coming from a freight background however, he didn't have the experience required to bid on these jobs. So he talked to other members at the dispatch hall, asking them to describe to him what the piece of equipment did and its type of transmission.

Then in 1975, Wayne took a chance and bid on a call. Before he knew it, he was headed to the Livengood camp to work. Fortunately for Wayne, the truck he was assigned to drive was broken down, so he was able to ride with the driver of an R-35. (Clearly, more "learn as you earn" and lady luck.)

During construction of the pipeline, Wayne took many more dispatches and gained tremendous experience. A few dispatches were still learn as you earn jobs, but he felt very lucky to be working in the construction

field. He also saw first-hand the result of employees with no experience or improper training that could, and did, cause damage to the environment, equipment, and even injury to themselves and others. Wayne realizes today that being lucky plays a very small part in the construction industry; and truly, it's all about being properly trained.

Wayne has worked for the Alaska Teamster-Employer Service Training Trust for the past 14 years. His list of credentials is quite extensive, and his duties include, but are not limited to:

- Coordinator for the Construction Driver Apprenticeship Program;
- Program manager for defensive driving classes;
- Program manager for the nationally recognized "Professional Truck Driver Institute" (PTDI). (The Teamsters' training school ranked in the top 10 nationwide);
- Instructor/trainer for commercial trucks;
- Licensed examiner with the State of Alaska for Class D and Commercial Class A, B, or C drivers' licenses;
- Health and Safety Environment Specialist. (Wayne has taught numerous safety classes for the employees of both the North Slope and the surface mining industry;
- Supervision of pipeline training for the International Teamsters for specialized skills in maneuvering a cable steer stringer trailer, which is used for hauling 80' joints of pipe.

Wayne is grateful for his years of experience driving as a teamster. His work ethic and dedication to proper training has been very beneficial to improving the quality of work performance for so many Teamsters in the construction industry.

Thanks, Wayne, for your continued dedication in training our Local's members.

Anchorage Shop Steward School – Dec. 5, 2009



Fairbanks Shop Steward School – Dec. 6, 2009



REMINDER

CONSTRUCTION OUT OF WORK CARDS

All "A" card members with out of work dates prior to July 1, 2010, who have worked less than six hundred (600) hours in the preceding thirty-six (36) months, and "B" card members who have worked less than eighty (80) hours in the preceding thirty-six (36) months, will be required to re-register their cards during the month of July 2010, in order to maintain a July 1, 2010, out of work date. If re-registration takes place August 1, 2010, or after, the member will receive the date in which they appear to re-register.

If you are an "A" or "B" card member and re-registered July 1, 2009, and do not have an "A" card (six hundred [600] hours) or a "B" card (eighty[80] hours) aggregate time in the thirty-six (36) months prior to July 1, 2010, you will be required to re-register your "A" and "B" cards during the month of July 2010 in order to have a July 1, 2010, out of work date, or again, you will receive the date in which you appear to re-register.

This re-registration practice will take place every July for "A" and "B" card members who have not worked a total of six hundred (600) hours, or eighty (80) hours respectively, in the preceding thirty-six (36) month period.

The ninety (90) day re-registration of cards still remains in effect.

Should you have any questions regarding the above, please feel free to contact the dispatch office in Anchorage at 907-565-8266 or toll free at 1-800-478-0959, or in Fairbanks at 907-452-2959 or toll free at 1-877-419-4959.

North Slope Construction

The North Slope construction season started in November with Nanuq, Inc. building ice roads for Exxon at Pt. Thomson, Nuiquist, and ENI Nikaitchuq Field. Although this year we didn't have as many jobs up north, Nanuq employed a total of 153 teamster drivers and surveyors. The bulk of these employees were at Pt. Thomson.

Price Gregory started off its second season of the remaining 12 miles of pipe and VSM (vertical support member) installation at the ENI Nikaitchuq Field. The offshore portion of this work was completed during the last winter season. Price Gregory is now hydro testing that 12-mile section of the pipeline and demobing the job.

Houston Contracting and Doyon Associated had a successful winter season. Both companies had several jobs that employed numerous teamsters in Prudhoe Bay and Kuparuk.

Alaska Interstate Construction, LLC (AIC), is working at ENI/Spy Island on a pile driving job. The company also has the logistics work at North Star Island. AIC had dispatches for maxi haul drivers and surveyors for the expansion of North Star Island, in preparation for a new housing module coming in the 2011 sealift.

Norcon felt the tightening of the oil companies' belt more than the other contractors, but they still went clicking along this past winter. Our members at Norcon are showing how efficient they can be by performing the work safely and in a timely fashion. Our hats go off to those members.

In conclusion, both Nanuq Incorporated and Alaska Frontier Constructors, Inc. deserve our thanks for making the yard and equipment in Fairbanks available to the Teamster Training Trust, in conjunction with the annual Pipeline Training School. Our future heavy duty tiremen learned all of the intricacies of tire replacement and repair for B-70s, articulated end dumps, and loaders.



Southeast Construction

Local 959 had more than 20 members driving for Alaska Interstate Construction (AIC) at the Kensington Mine this past fall/winter season. The project is winding down and a few of our members, who have been laid off, have been dispatched to Miller Construction in Juneau. We still have a few drivers and technical engineers working at the mine at press time.

Miller Construction is completing the \$9.7M Glacier Highway and Amalga Harbor project. This project has kept several of our drivers and technical engineers working from last summer through this winter. Miller Construction is also a subcontractor to AIC on the Juneau Airport Runway Improvement project. This \$28M project is a big boost for construction members in Juneau, with 15 to 20 members driving for Miller Construction, AIC, and Jugs, LLC. Jugs is also a subcontractor to AIC on the airport job.

The mixer drivers at AGGPRO expect another busy season in and around Juneau, including the Kensington Mine, where they worked quite a bit this past winter. This group received another increase in wages and benefits effective January 1, 2010.

Secon will be starting work this spring in Ketchikan on the \$8.7M North Tongass Highway grading and paving project. The company started on the \$9.2M Petersburg Airport Runway Safety Improvement project (Phase 3) in April. We had five members from Petersburg working on the airport project at the end of April. At this time, it is unclear how many members will be needed on the Ketchikan job.

In addition to these construction projects, there are more being bid this spring and summer in Juneau, Skagway, Yakutat, Gustavus, and Ketchikan. The estimated \$20M-30M Sitka Airport Runway Safety Improvements project will be bid in July. Because of our teamsters' experience and skills, we are hoping these projects will be awarded to union contractors.

Several technical engineers continue working in Southeast as well. They are employed with Miller Construction, Secon, JW Bean Professional Surveyors, and AIC.

It's been a busy construction season in Southeast Alaska and we are anticipating another busy season ahead.

Southcentral Construction

Our members working in Southcentral construction will experience a season comprised of numerous road improvement projects, from the much-needed expansion of the Lake Otis and Tudor intersection, (Anchorage's busiest crossroad), to the Snug Harbor Road Reconditioning Project located on the south shore of Kenai Lake. Safety and convenience are the focal point of these endeavors.

This spring, QAP will be undertaking two highly-anticipated area projects. Ted Stevens Anchorage International Airport will be receiving the extension of Runway 7R this summer. The project will extend the east-west runway 1500' to the west. The improvement will allow heavy-laden aircraft to land and slow in time to taxi without backtracking to their assigned taxiways, thus alleviating aircraft congestion on the ground.

continued on next page

Southcentral Construction *continued*



In addition to the improvements to Anchorage's busy airport, the Lake Otis and Tudor intersection will receive some necessary and long-awaited improvements, with work being performed by QAP. Some 50,000 vehicles travel through this major

Evidence of QAP at Lake Otis and Tudor.

arterial each day, carrying both public and commercial traffic to their intended destinations. As a part of the National Highway System, the crucial relief provided by this project will be a welcomed improvement to daily traffic congestion. QAP will also be involved in several other local projects around Southcentral, more specifically, the Port of Anchorage Expansion Project, Jewel Lake Road, Dimond Boulevard to 63rd Avenue resurfacing, and Dillingham's Wood River Road Project.



QAP in Willow.

Granite Construction will be busy with a number of roadway projects in the upcoming construction season. The Old Glenn Highway, (from South Birchwood to Chugiak), will receive a major refurbishing. Anchorage's Merrill Field Airport and the Glenn Highway, (from Airport Heights to Hiland Road), will also receive some key attention.

Kiewit Pacific will begin barging material from St. Paul Island to Unalakleet in early June. The Unalakleet Coastal Erosion Control Project, funded by the 2009 Federal Stimulus Package, will provide construction of a seawall on the community's southern end. Upon completion of the new seawall, the measure should prove successful in curtailing shoreline erosion caused by the wave action of Norton Sound.

Projects still awaiting the bid process are Anchorage's Glenn Highway, (Eklutna to the Parks Highway resurfacing), and the construction of a new airport in Akutan, Alaska, on the Aleutian Chain. With several other projects in the latter stages of design and pre-bid, the construction climate for Southcentral Alaska still holds the promise of additional construction jobs for our members, along with the imperative improvements to our communities.

QAP's equipment awaits start-up of Anchorage's airport rehab project.



Karl Francke

Work to Live; Live to Work



Born in 1924, Karl Francke is currently the oldest working Local 959 member. He works as a longshoreman within the ranks of our affiliate, the Anchorage Independent Longshore Union #1 (AILU).

At 85 years old, no one would blame Karl for retiring. Some have politely suggested over the years that maybe he should, to which he responds, "I want to live, so I will work."

Karl is a self-proclaimed "eager beaver" when it comes to work. He admits he would take any job, and moved a lot to stay employed in his earlier years. Originally from Germany, Karl immigrated to British Columbia as a plumber and pipefitter after WWII. He had wanted to immigrate to the United States, but the Immigration Department kept telling him he was "too over qualified" to enter with all his plumber credentials.

Karl found out the Seattle shipyards hired Canadians, so he changed careers and was allowed to immigrate to America in the early 1960s. He was soon disappointed to learn, however, that the shipyard companies used temporary Canadian workers as leverage with the unions for wage concessions during contract negotiations.

Karl headed to Alaska in the mid-1970s, hoping to utilize his plumber/pipefitter skills on the pipeline, but was informed he didn't have the proper documentation. Before long, Karl found his way to the Port of Anchorage, where he has worked since 1977.

Karl currently works as a third-deck lasher, securing the containers to the ship deck for transport. This is not an easy job. There are hazards to navigate while hurrying around the deck, 18-pound lashing bundles to tote, and heavy metal tow plates to lift. Why would a person put himself through that when they could be retired? "To live a longer life," answers Karl. This is a paradox, considering life-threatening injury is a daily risk in the longshore occupation. "Death is inevitable and the aging process is the greatest helper of the Grim Reaper," explains Karl.

Karl believes a healthy lifestyle helps keep the Reaper at bay with exercise as a key component. He further clarifies, "I have to exercise to stay fit and be ready for anything the company may ask me to do. By staying fit to work, I can continue to work and thus, live longer."

Karl jogged most of his life as part of his exercise regime. He ran marathons and participated in triathlons. At 60 years of age, he ran the Snow Goose marathon, and won. Running a marathon, let alone winning one, is an amazing feat for many of us. Yet, Karl chuckles as he counters that he was the only one in his age group!

As for how much longer he will work, Karl states, "Of course, the time will come when I can't do it anymore. I don't know when that will be." With a sly smile, he concludes, "I'd like to hang onto life a bit longer."

The current NSTC training schedule can be found posted on our website at www.akteamsters.com.

Who's the Youngster on the Harley?

No way! is the typically surprised reaction when people learn Brother Clem Bolden's true age. With his spiked hair and bright blue eyes, one would predict he was in his 50s, not to mention he moves like someone half his age.

Born in 1937, Brother Bolden is AT&T Alaska's eldest working teamster. Hired in 2006 as a material controller in the Anchorage warehouse, Clem was a mere 69 years young. After four years of employment, he's still going strong. The average age in the warehouse is around 48 years old, so Clem has a few more decades of life than the rest of the crew. Working with the different generations doesn't seem to faze him, though. His supervisor states he is a hard worker who puts forth a lot of effort every day.



Having arrived in Alaska in 1956, Clem has spent most of his adult life in our great state. He originally joined Local 959 in July 1966. After several years away from the Union, he reactivated his membership in 2005 and gained his employment with AT&T Alaska.

In the 1980s, Clem went into aviation and his free time was spent flying. Now that he is grounded again, he enjoys spending his free time behind the wheel of a Harley and is the proud owner of both a 2002 Softail Springer and a 2005 custom painted Softail Deluxe.

Clem still has a few more years of work before he looks at retiring. Then, it's most likely the beautiful summers of Alaska and the warmer winter weather of the Lower 48 for this young biker. (One can't let those Harleys sit idle.)

ATTENTION TEAMSTER RETIREES



If you are a Teamster retiree and want to continue receiving the International Teamsters magazine after the May/June 2010 issue, contact the Anchorage dues office and let us know.

Due to the prohibitive cost of printing and mailing the magazine, coupled with the high number of retiree returns of the publication, the International can no longer automatically mail the magazine to Teamsters retirees. Please contact the Anchorage dues office at 907-565-8121 or toll free at 800-478-0959, if you wish to continue receiving your free subscription.



Anchorage Welcomes New Business Representative Jerry South



New Business Representative, Mr. Jerry South, joined the staff of Teamsters Local 959, Anchorage, on August 2, 2009. Jerry accepted the assignment of representing the bargaining units in the Freight Division.

Jerry joined Local 959 in 1979, with his first dispatch to Kent & Sons Trucking. The next few years kept him in the construction industry, working for South Enterprises. After his stay on Amchitka Island, employed by Taywood-Berg-Riedel Joint Ventures, Jerry

decided a local job was best. Prior to beginning his work as a business representative, Jerry spent 19 years working for Weaver Bros., Inc. in Anchorage. During his tenure with Weaver Bros., Jerry served as a shop steward for six years. He also worked as a relief dispatcher for two years.

Although driving was the work Jerry enjoyed most, the challenges and rewards of serving the membership is what enticed him to change gears in his career. Jerry said he felt his years spent doing the work of a teamster driver has prepared him for the tasks he will be faced with as a business representative. As a shop steward, Jerry came to understand the importance of representation in the workplace.

When Jerry is not busy representing the hard-working teamsters in the Freight Industry, he enjoys spending time with his wife, Jeanne. He and Jeanne have three children, Ryan, Chris, and Rebecca. Jerry also enjoys coaching youth sports, hunting, and, of course, fishing.

Teamsters working for Allied Systems, Horizon Lines, Lynden Transport, Inc., Sysco Food Service, Totem Ocean Trailer Express, United Freight & Transport, and Weaver Bros., Inc., will get to know Jerry quite well in the coming months and years. Be sure to welcome Jerry the next time he visits your bargaining unit.

Megan Ketchel The New Face of Contract Administration



Local 959's Anchorage office has a new face in the Contract Administration office. Ms. Megan Ketchel joined the Local's staff on November 1, 2009. Megan was hired after our contract administrator, Karen Elfering, announced her retirement.

Megan hales from the state of Virginia. She, husband Barry, who is also a teamster, and daughter Skylar, age 8, were drawn to Alaska by its scenery and abundant opportunities. Barry is employed as a driver with Allied Systems, Ltd. in Anchorage.

Prior to relocating to Alaska, Megan worked as a data management technician for a Department of Defense contractor, providing support services for the U.S. Navy in Dahlgren, Virginia. She is currently utilizing her acquired skills to develop a new contract database for the Local. Megan explained the new database and search engines associated with the program will save valuable time when document research is required.

In addition to keeping up with newer, more modern technology, Megan

continued on next page

Retired Brothers & Sisters

RETIREE NAME

DECEMBER 2009

William Bunch
Jerry Sowa
Michael Sorsby
Michael Zura
Alfred St. Amand
Dale Allen
Jack Mize
Jesse Ryan
Gilbert Carlton

LAST EMPLOYER

AK Beverage Co.
Anchorage Sand & Gravel
Nanuq, Inc.
Longshore
Chugach Alaska Services
Safeway
Kodiak Oilfield Haulers
Kodiak Support Services
Chugach Alaska Services

JANUARY 2010

Lee Schooler
Roy Ewan
Richard Scheideman
Paul Austin
Leonard Urevich
Sally Nordstrom
Tim Buron

AT&T Alascom
Chugach Alaska Services
Anchorage Sand & Gravel
AES Pipeline, Power & Comm.
Elmendorf Support Services
Totem Ocean Trailer Express
Usibelli Coal Mine

FEBRUARY 2010

Terrill Prince
Janice Gilman
Gary Wood

Emulsion Products Co.
Alascom, Inc.
Golden Valley Electric Assoc.

MARCH 2010

Bill Hacklin
Kenneth Hanson
John Rasmussen
Ivan Nelson
Deborah Madrid
Jim Herring
Suzane Davis
Mark Tyree
Karen Elfering
Duane Anderson
Howard Morris
Michael Fleming

Doyon Associated
Chugach Alaska Services
Liquid Air, Inc.
QAP
AT&T Alascom
Kodiak Support Services
AT&T Alascom
AT&T Alascom
Teamsters Local 959
AES Pipeline, Power & Comm.
K&L Distributors
Anchorage School District

APRIL 2010

Harlan Hanson
Charles Leach
John Cofield
Donald Moilanen
Thomas Bell
Carol St. John
Scott Sauer
John Weum
Kimberly Frisk
Walter Anderson
Dana Adams
James Bailey

Bechtel Construction
Black Gold Express
Mason & Hanger
Arctic Surveys
United Parcel Service
Alascom, Inc.
CMSI-Bell
HC Price Co.
Anchorage School District
Anchorage School District
United Freight & Transport
ARCTEC Alaska

Marvin Brink

Our Retiree Association's Reigning Retiree King



Born in 1923, Marvin is currently our oldest active member/retiree in Local 959. He is one of only a couple dozen surviving active members (of the original 1200 or so) who were around when Jesse Carr championed the merger of Alaska's six Teamster locals into Anchorage's Local 959 for statewide jurisdiction.

Brother Brink moved to Alaska in 1947 from Harrison, South Dakota. Being a military veteran, he was able to acquire a homestead in what is now the Brink Subdivision in Muldoon.

For many years, Marvin and his wife, Zona, lived a remote lifestyle as they started their family, with no running water or electricity. (Their two sons would grow up to become members of Local 959, as well.)

Marvin's first teamster job was at the newly organized Gillman's Bakery in 1955, immediately following a strike by the employees for better wages and working conditions. Ten years as a route sales driver for Gillman's encouraged him to transfer to Sunrise Bakery when Gillman's went out of business in 1966.

During his next decade of employment with Sunrise Bakery, Marvin had the opportunity to serve on a contract negotiating committee. He clearly remembers the first day of negotiations.

"We were all in the room waiting for the company – a few bargaining unit members, Local 959 Union reps, and Jesse Carr. The company people finally showed up. They threw some papers on the table and said THAT was what they wanted. Jesse just grabbed those papers, threw them all into the trash, and said 'Now we'll talk!'" proclaimed Brink.

Brother Brink ended his working teamster years at Matanuska Maid Dairy in 1984. Yet, Marvin has never stopped supporting the union he feels was so good to him for all those decades. He states the retiree fees he pays each month to stay active is a small price to pay to show his appreciation for what Local 959 did for him in job security, decent wages, health and welfare benefits, and a good retirement.

Marvin's loyalty to his union does not stop with a check delivered to the Union Hall. He talks the talk of a union man, outside union walls. Marvin recalls many conversations with anti-union proponents over the years, when he, himself, defended union principals. One such debate was with a local contractor who was complaining about the union. Brother Brink quickly responded, "Well, you wouldn't have too many homes to build if it weren't for union wages, now would you?"

Megan Ketchel *continued*

works diligently with both business representatives and employers alike. Tracking contracts for expiration and opener dates, as well as preparing and proofing agreements for proposal, ratification, and distribution, are only a few of her never-ending duties. The position has also proven to provide variety, along with the occasional challenge.

Megan says she is excited to be a teamster. She is intrigued by the rich history associated with the Teamsters organization, and is proud to share a stake in the future of Local 959. "What I see in the future for

Teamsters Local 959 is more – more bargaining units, more members, and many more contracts," Ketchel said.

While Megan thoroughly enjoys working for, and serving, her new Teamster family, she truly enjoys spending time with the family she brought to Alaska. Megan's husband and daughter share her love for camping and Alaska's great wilderness wonders. She also enjoys scrapbooking and staying in touch with family members back in Virginia.

Milestones

Congratulations to the following individuals who have achieved 35, 40, 45, and 50 years of continuous dues-paying membership in Local 959.

DECEMBER 2009

Linnea Stein	35 years
Lila Russell	35 years
Tony Knuutila	35 years
James Trochim	35 years
Thomas Smith	35 years
Gerald Hood	35 years
John Logsdon	35 years
Theodore Gillens	40 years

JANUARY 2010

David Urban	35 years
Bradford Butler	35 years
Karen Ricks	35 years
Frederick Swain	35 years
Donald Pestka	35 years
Roger Zak	35 years
David McCloud	35 years
Knox Chain	45 years
E. Augustin	45 years

FEBRUARY 2010

James Elliott	35 years
Robert Pillifant	35 years
Armand Loring	35 years
H. (Leroy) Johnson	35 years
John Zimmerman	35 years
Terry Quirk	35 years
Robert Bayer	35 years
Mike Pritza	35 years

Jimmie Ricks, Jr.	35 years
Sheri Marrufo	35 years
Thomas Shoemake	35 years
Joseph Crum	35 years
George Berry	35 years
Heather Sewell	40 years
Stevens Drapeau	40 years

MARCH 2010

Keith Cordes	35 years
Douglas Carney	35 years
Harry McNeal	35 years
Charles Muehlenkamp	35 years
Susan Wyrick	35 years
Teddy Tompkins	35 years
Armond Dube	35 years
Alan Starner	35 years
Jay Priest	35 years
Debra Morris	35 years
Gordon Bailey	35 years
Richard Radcliffe	35 years
Bruce Hendrickson	35 years
Rodney Anderson	35 years
Dan Carroll	35 years
Vernon Wallis, Jr.	35 years
Dennis Downs	40 years
Arthur Almon	40 years
Fred McMillan	40 years
Douglas Roderick	40 years

APRIL 2010

Kent Pearce	35 years
Myron Walker	35 years
Paul Henry	35 years
Nick Walker	35 years
Michael Nixa	35 years
Edward Todd	35 years
Nieka Morrison	35 years
Evelyn Dickens	35 years
Sharon Bragg	35 years
Donavon Rearick	35 years
James Elledge	35 years
Warren Schimmeyer	35 years
James Moore	35 years
David Prince	35 years
Russell Wood	35 years
Lionel Gamez, Jr.	35 years
Jeddie Mitchell	35 years
Richard Wilson	35 years
Henry Scepurek	35 years
Jack Mize	35 years
Ronald Kruckenberg	35 years
John Etcheverry	35 years
Roger Brooks	35 years
John Snyder	40 years

Gary Atwood – Commitment to Community

Teamsters Local 959 retiree, Gary Atwood, has demonstrated 53 years of commitment to Local 959 and his Fairbanks community.

Gary's membership with the Union began in April 1957 in the freight industry. In early 1972, he joined the staff of Local 959 as a business agent. During his career with Local 959, Gary also held the offices of trustee from 1977-1982, recording secretary from 1982-1989, and vice-president from 1989-1992 on Local 959's Executive Board. In addition, he was a business manager of the Fairbanks office.

Recently, Gary was inducted into the Fairbanks Hockey Hall of Fame for his contributions and commitment to building the hockey program in the area.

Gary initially became involved in hockey when his sons began playing in the youth hockey program in Fairbanks. He helped build several of the outdoor rinks at local schools, and soon found himself on the Fairbanks Amateur Hockey Association board of directors. In the early 1970s, Atwood opened a shop, which he named "Arctic Village," to help supply much-needed hockey gear to the local players.

Atwood also sensed there was an opportunity to start an adult men's program, which would play against teams from other cities. Being a Teamster member since 1957, Gary convinced Local 959 to sponsor the team by purchasing jerseys and a few other essentials and, in 1972, the Teamsters/Gold Kings team was born. The team played a limited

schedule against the rival Anchorage Wolverines and teams from the Seattle and Vancouver areas.

The Teamsters/Gold Kings were successful from the beginning. Atwood explains that finding players for the team was not a problem. "There were already quite a few good players in town," states Atwood. In addition, pipeline construction kept a large number of guys moving through. We were bound to find a few who could play hockey."

Improving every year, the team eventually changed its name to the Gold Kings to encourage broader support around the community. "Oil companies and other unions wanted to help give the program a boost, but it was hard for them to donate to a team that was named after a single union," states Atwood of the name change.

John Rosie, future president of the Alaska Gold Kings, remembers the crucial role Atwood played during those early years. "Gary was the catalyst behind taking Fairbanks hockey to the next level," Rosie said. "He had both the passion and the position to make things happen. He fueled the explosion of hockey talent into Fairbanks."

Thank you, Gary, for your commitment throughout the decades, not only to your Union, but to the Fairbanks community.

(Excerpts of this article were reprinted, with permission, from an article in the *Fairbanks Daily News-Miner*, authored by Randy Zarnke.)

In Memory

Deceased Brothers & Sisters

NAME	DATE OF DEATH	EMPLOYER
DECEMBER 2009		
Constancia Penamora	12/09/2009	Piquini Management
S. Lydia Totty	11/12/2009	Bendix Field Eng.
George Ludwick	11/28/2009	Alascom, Inc.
Isabella Dodge	12/09/2009	Anchorage Cold Storage
John Richardson	12/07/2009	ITT Federal Services
Cecil Sipes	12/08/2009	Lynden Transport
Donald Sapp	12/16/2009	Morrison Knudsen
James Zuehsow	12/19/2009	AT&T Alascom
Paul Reb	12/20/2009	Rogers & Babler
James Devine	12/29/2009	Norcon, Inc.
JANUARY 2010		
William Diedrich	01/02/2010	AT&T Alascom
William Taylor	12/31/2009	Mukluk Freight Lines
George Lott	12/28/2009	ITT Federal Services
Harold Plaster	12/26/2009	Ardees Alaska
Jean McCready	01/07/2010	Wien Air Alaska
Marion Kane	01/15/2010	Wien Air Alaska
Maynard Ward	01/07/2010	Alascom, Inc.
Michael Noonan	01/17/2010	Norcon, Inc.
Arthur Morris	11/13/2009	Pan Alaska Trucking
Walter Thomas	01/05/2010	Sealand Freight
Terrill Prince	01/25/2010	Emulsion Products
Raymond McNees	11/15/2009	Sunflower Pilot Car Services
James Thompson	01/23/2010	Consolidated Freight
FEBRUARY 2010		
Gerald Willett	02/04/2010	Pacific Western Lines
Gerald Fifer	01/21/2010	Mason & Hanger Corp.
Curtis Wilson	02/23/2010	Kiewit Pacific Co.
Gerald Curt	02/28/2010	Curt Trucking
Lauralee Terry	02/21/2010	Alascom, Inc.
Victor Barber	02/28/2010	Arctic Motor Freight
Charles Sanden	01/07/2010	Houston Contracting
John Kleinhuisen	01/08/2010	Alascom, Inc.
Robert Randall	11/12/2009	Martin Marietta Operations
John Forbes	02/23/2010	Usibelli Coal Mine
Sherri Bouton	02/10/2010	Alaska Industrial, LLC
MARCH 2010		
Johnny Chism	02/18/2010	Sohio Construction
Olen Hensley	02/24/2010	JB Gottstein
A. Elizabeth Mosher	02/23/2010	The Alaska Hospital
Marion Fishell	03/08/2010	Professional Pilot Services
Charles Smithson	02/08/2010	Anchorage Sand & Gravel
Vernon Nixon	03/05/2010	Bragg Crane & Riggins
Anthony Ferrone	03/25/2010	Longshoreman
Roy Reed	03/24/2010	Anchorage Cold Storage
APRIL 2010		
John Cronin, Jr.	04/01/2010	Weaver Brothers
Helmut Troutman	03/21/2010	Alascom, Inc.
Charles Piersol	04/11/2010	Price-Northland JV
Glenn Kent	04/04/2010	G. Kent & Sons Trucking
David Rabold	03/22/2010	Kaps Transport
Peggy Ketcham	04/17/2010	Anchorage School District
Michael Sorsby	04/26/2010	Nanuq, Inc.



Gerald Curt – A Teamster for Life

September 3, 1918 – February 28, 2010

Brother Gerald Curt spent most of his 91½ years as a loyal 959 member. We had wanted to celebrate his faithfulness to our Union as our oldest active member, but, unfortunately, Brother Curt passed away prior to this newsletter edition going to print.

Gerald Curt's WWII military service, building runways for the Pacific campaign, paved his way for a civilian career in construction and road building. After completing his military service, Gerald returned to his Midwest home and pursued his lifelong dream to come to Alaska by applying for work on the Alcan Highway. However, by the time the telegraph came, announcing he had been hired, Gerald had already moved to Arizona. There, he had found work and Teamster membership with Local 455.

Brother Curt's Alaska dream finally materialized in the early 1960s. He transferred his membership from Local 455 to Local 959 in 1965, and worked for outfits like Anchorage Asphalt, Gilman Excavating, and Emerson Trucking. He and his brother, John, started Curt Trucking in 1969 as a Teamster owner/operator company.

Brother Curt retired in 1981, yet remained an active member by continuing to pay retiree fees until his recent passing.

"Gerald was very appreciative of what the Teamsters did for him," states his wife, Martha. "He was very proud of being a teamster and being Alaskan. It was important to him to stay a member, even when his health was failing."

Reminder for School District Employees

With the end of the current school year fast approaching, Teamsters Local 959 would like to remind all members employed with the School Districts of their dues options for the summer months.

When you become unemployed within the jurisdiction of Local 959, you can pay dues at the non-working rate for any months of non-employment, or you can request an honorable withdrawal from Local 959. For the withdrawal to be effective in June, your dues must be paid current through May, and your request for the withdrawal must be received before June 1, 2010.

For additional information, or to request an honorable withdrawal, please call the Anchorage dues office at 907-565-8121 or toll free at 1-800-478-0959; or in Fairbanks at 907-452-2959 or toll free at 1-800-419-4959. Dues office hours are 8:00 a.m. to 4:30 p.m. Monday through Friday, except holidays.

Legislative Announcement

The newsletter will no longer feature legislative updates. Please go to our web site at www.akteamsters.com, click on the ALIVE tab, and select Legislative Update, to get a quick overview of what's going on in Juneau.



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General Information Reminder

As a general reminder, please inform the dues office of any changes in your personal information, such as address, phone number, E-mail address, or beneficiary, so we may update our records. This will ensure that you receive union correspondence and your newsletter. Please also contact the dues office if you would like future tax statements sent to you via E-mail. Contact numbers for the dues offices are:

Anchorage

907-565-8121 or 1-800-478-0959

Fairbanks

907-452-2959 or 1-877-419-4959

Juneau

907-586-3225

Kenai

907-283-4498

Kodiak

907-486-8818

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