

UNITED WE STAND, DIVIDED WE FALL

LOCAL 971

SHOP NOISE



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IAM and TCU Push to Expand Overtime Tax Relief for Airline and Rail Workers

The IAM Union, together with the Transportation Communications Union (TCU), is leading a bipartisan effort to expand overtime tax deductions for airline and railroad workers. Many of these employees are currently excluded from a benefit that others in similar industries receive, and the IAM and TCU are working to change that.

Under current law, certain workers can deduct up to \$25,000 of overtime pay from their taxable income. That measure was included in a recent bill often referred to as the "No Tax on Overtime" provision.

However, railroad workers and many airline employees are not eligible because they fall under the Railway Labor Act instead of the Fair Labor Standards Act.

For these workers, overtime is a routine part of the job. Long hours, irregular schedules, and travel demands make it common. Being left out of this tax deduction means missing out on the same relief that other workers receive. IAM and TCU say that difference is unfair and needs to be corrected.

The proposed change would adjust the current law so that workers covered by the Railway Labor Act are included. In practical terms, it would extend eligibility for the deduction to railroad and airline employees whose overtime is governed by collective

bargaining agreements rather than standard wage laws.

IAM Local Lodge 706 has publicly supported Amendment 2613 in the Senate, which specifically targets this issue. The union is encouraging members and supporters to contact lawmakers and back the amendment to ensure fair tax treatment across the transportation industry.



For IAM and TCU, this is about fairness. Two workers doing the same amount of overtime should not be treated differently because of how their job is classified. That message is at the core of the campaign. The financial impact is also significant. For workers who rely on overtime to support their families, being able to deduct part of that income can lead to meaningful savings. It helps offset the toll of unpredictable
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schedules and long work weeks.

The unions are building support from both sides of the aisle and framing the issue as one of worker equity, not party politics. The “No Tax on Overtime for All Workers Act,” a related proposal, would make sure that everyone who puts in the extra hours gets the same opportunity for tax relief.

Tax code adjustments are rarely simple. Lawmakers often debate revenue effects, eligibility definitions, and how to balance competing interests. Even when there is broad support, progress can be slow.

IAM and TCU understand that, which is why they are actively mobilizing members and coordinating with other labor organizations. By keeping the conversation going and maintaining pressure on lawmakers, they hope to turn this proposal into a lasting win for transportation workers.

The IAM and TCU effort to expand overtime tax deductions is about closing a long-standing gap that affects airline and railroad employees. If successful, it will mean fairer tax treatment, more take-home pay, and another example of labor standing up for working people beyond the bargaining table.

Strike Enters Tenth Week as Support Builds

IAM District 837 machinists began their strike against Boeing on August 4, 2025, after rejecting Boeing’s contract offer. As of mid-October, the walkout has stretched into its tenth week.

This strike involves roughly 3,200 members focused on defense and aerospace work in St. Louis, St. Charles, and Mascoutah, Illinois.

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Relations remain tense. Negotiations have continued, but progress has stalled and no new bargaining sessions are currently scheduled.

One major boost for the striking workers has come from solidarity donations. IAM's strike fund accepts contributions from union members, families, and supporters across the labor community. On the West Coast, IAM District 751 Boeing workers donated \$32,000 to the IAM District 837 strike fund to help sustain operations and support picket lines. That kind of contribution shows how local unions can come together when a strike stretches on.

District 837 has pushed back against Boeing's portrayal of the dispute. Union leaders say Boeing reduced a proposed signing bonus from \$5,000 to \$4,000 and accused the company of "game playing." They also stated that members had previously approved a "pre-ratified" offer intended to end the strike, which Boeing allegedly ignored. Pressure is mounting not only within the union but also in Washington and the public eye. IAM leaders are calling for Congressional support, citing the defense implications of delayed aircraft production. They warn that Boeing's tough stance, including plans to hire permanent replacements, could have lasting consequences for both workers and national defense programs.

For the IAM, the challenge is balancing the financial strain on members with the need to maintain unity and resolve. The wave of donations has helped, but morale after ten weeks is difficult to sustain. How Boeing responds to these pressures may determine how soon this standoff finally comes to an end.

Trade Policy, Federal Workers, and Industrial Strategy

This October the IAM is pushing hard on two intertwined fronts: defending the interests of federal employees and contractors during funding uncertainties, and backing trade and industry policies to revive U.S. shipbuilding.

On the federal side, IAM and its allied unions have emphasized the importance of protecting civil servants and contract workers when shutdowns loom. The union has called on Congress to guarantee back pay, ensure continuity of benefits, and shield workers from financial harm during government funding lapses. In recent statements IAM reaffirmed that salary and benefits promised under law should not become political bargaining chips.

One key legislative effort is the Federal Employee Civil Relief Act, which aims to protect federal and contractor workers from eviction, foreclosure, loan defaults, and credit damage when a shutdown forces them out of work even temporarily. IAM and its partners have echoed support for such measures, noting that even short interruptions in pay can threaten housing, healthcare, and financial stability.

The union's work in this area also reflects its historic ties to federal worker representation. IAM is affiliated with the National Federation of Federal Employees (NFFE), one of the oldest unions for civil service workers. Through that affiliation, IAM is engaged in legislative advocacy, workplace support, and coordinating responses when federal workers face threats of furlough or funding cuts.

Balancing this focus is IAM's active role in
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maritime and shipyard policy. The union recently joined the United Steelworkers in supporting moves by the U.S. Trade Representative designed to counter foreign maritime competition and rebuild domestic capacity. Relief measures, tariff proposals, and new incentives are being considered to discourage overreliance on foreign-built vessels and strengthen U.S. shipyards.

IAM has also supported the bipartisan SHIPS for America Act, which aims to rebuild shipyard infrastructure, modernize ports and repair facilities, and expand training for mariners and shipbuilders. The union points out that shipbuilding is not just a niche industry; its health is tied to logistics, defense readiness, supply chains, and union employment across coastal regions.

In public statements, IAM officials have framed both efforts in federal worker protection and maritime revival as part of a larger industrial agenda. They argue that protecting government workers ensures reliable public services, while rebuilding strategic industries like shipbuilding secures long-term job growth and strengthens national infrastructure.

By combining labor advocacy with trade and industrial policy, IAM is aiming to influence not only contract terms but also the broader rules under which key sectors operate. For its federal and maritime members alike, this

could be a defining moment in shaping how unions contribute to the nation's economic direction and industrial strength.

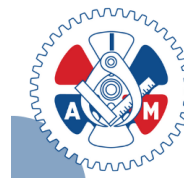
IAM LOCAL 971 MONTHLY MEETING

**Elections will be held this Sunday!
Come out and Vote!**

Sunday, October 19th 2025
Meeting starts at 7:00 PM

Polls open from 11:00AM - 7:00PM

IAM Local 971
100 Townhall Rd
Jupiter, FL 33478



Union Meeting

October 19th

7:00pm

Executive Board Meeting at 6:30

Old Town Hall,

1000 Town Hall Ave., Jupiter

Polls Open 11:00am - 7:00pm

