

# Air Line Employees Assn., Intl.

(ALPA/AFL-CIO)

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Chicago, Ill. 60638

Tel.: (312) 767-3333



Representing: Communications, Office, Operations,  
Reservations, Station, Ticketing, Training

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# the air line employee

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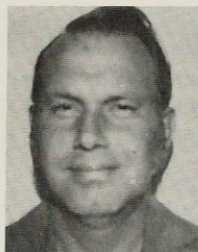


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All for one, one for all

## "A great bunch of guys . ." (Plus one)

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Mel Kreimier

If you climb into your car at Colorado Springs and head east for about 40 miles on U.S. route 24 you'll come to Ramah, Colorado. And somewhere out there on the plains, near a wide spot in the road called "Punkin' Center," you just might spot a 14'-wide mobile home. That's where Melvin Kreimier and his wife, Betty, are living at the present time — and after what he's been through, he's very thankful he can say that.

Mel is a station agent for Frontier Airlines and has nine years' seniority. Last October 19 while on the job at Stapleton Intl. Airport, Denver, he was stricken by a heart attack and rushed to a hospital. Released after 10 days, he underwent a series of tests and then received the dreaded news — triple by-pass, open heart surgery would be necessary, and it would be done December 8.

"I had no advance warning of my condition," he says, "As a matter of fact, I had always been the outdoors type, and except for smoking — which I now pledge to give up 100% — I had no bad habits that I know of. On the other hand, one of my five brothers had the same problem a few years ago, so I'm quite sure it runs in the family."

At the time of his attack, the Kreimiers were in the process of moving from their five-acre place near Longmont to their present 80-acre spread. No longer saddled with the responsibility (and joy) of raising seven children — now all married and moved out, their intention was to build a new home where they could devote their spare time to raising cattle. Even while in Longmont they had a few hogs and Mel often delivered packages of choice pork to "preferred customers" (agents) at the airport.

"Yes, we were all on friendly terms at Stapleton, but I really didn't know the meaning of the word until I was stricken," he says. "On moving day, with me laid up, Tip Wright, Dan Hall, and Bob Con-

(Continued next page)



# North Central plus Southern equals Republic/ALEA!

To all North Central employees:

"I am extremely pleased to announce that the Civil Aeronautics Board today instructed its staff to prepare an opinion approving the North Central/Southern merger. My sincere thanks to all of you for our past success; we look forward to even greater achievements as Republic Airlines."

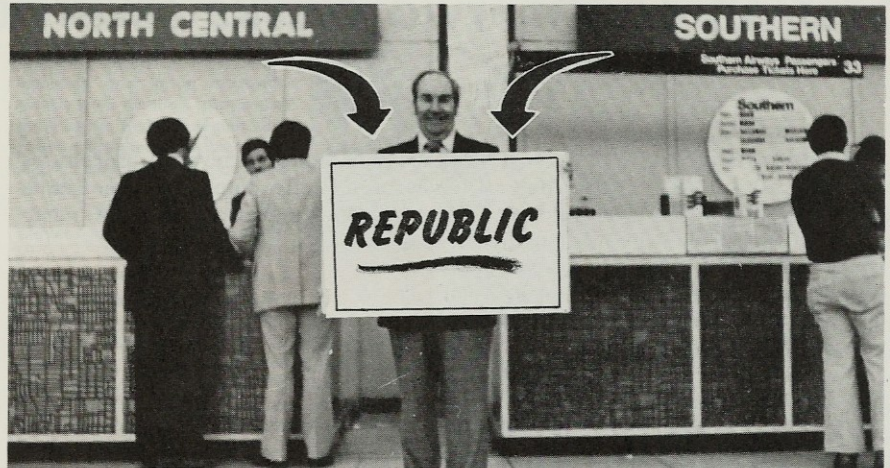
Bernard Sweet, President  
April 26, 1979

\* \* \*

"It went nearly as smoothly as a flight on one of our DC-9-50's," said one NC/ALEA member, referring to the past year's deliberations by the CAB, by officials of the two carriers, by stockholders, and by other "concerned parties" — particularly employee unions.

ALEA President Victor J. Herbert did not disguise the fact that approval of the merger — strongly supported by the Master Executive Council on North Central — carried with it the enormous task of integrating the seniority rights of some 3,500 clerical, office, fleet, and passenger service employees. About 2,000 of these have worked for North Central which has been under an ALEA contract for 26 years; Southern's 1,500 people have not been represented by any labor group, but will be required to sign up with ALEA within 60 days after the effective date of the merger.

"We have talked with Southern employees at several major locations and we are making good progress toward merging the seniority lists," explains NC Master Chairman Gene Risler.



ALEA Regional Director Bob Dye "jumps the gun" at O'Hare.

The NC/SO merger into Republic (which at press time was awaiting President Carter's signature) creates the 2nd largest local service carrier in the country — but what "local service" it provides! It's 34,000 mile system connects 150 cities in 26 states from New England to So. California, and from Canada to the Caribbean. Its 100 aircraft will carry 12 million passengers annually, and revenue has been estimated at \$500 million. In many respects the combined total will be more than the sum of the two parts because, as President Sweet has pointed out: "This merger is based on generating new business, not on saving costs. So we will need more employees, not less. Also, we intend to continue the policy of top manage-

ment visits to all stations — only now we will be talking with 8,000 employees, north, south, east, and west."

ALEA, too, will be traveling in all directions as each of its six regional directors take on new responsibilities, starting with the establishment of new councils and locally elected officers throughout the former Southern system.

"This merger, the first since Hughes Airwest was formed in 1967, is now a reality," said President Herbert. "We are pleased that it affords us an opportunity to extend the same excellent representation to former Southern employees as we have provided on North Central ever since the union was founded in 1952."

## Story of Melvin Kreimier and his ALEA buddies

nolly who is an officer in our ALEA Sub-Council 73b, all pitched in and help unload steel I had ordered for a quonset hut. This was a real job, but all they would accept for their time and effort was a sandwich and a cool beer."

Mel says, however, that the real impact of the station's concern for his health did not hit home until two months later. At that time, while slowly recovering from the operation, he began to run out of sick leave and vacation days. On January 23 the call went out from Jim DiFilippo, operations supervisor, and Jim Meade, vice secretary of the sub-council, for volunteers to work Kreimier's shifts and donate their earnings to him. Starting date for this plan was to be February 10, and it was to continue until Mel returned to the job. Response to this appeal was nothing short of wonderful — the first sheet to be posted was fully signed up during the morning shift, and other names were added that same afternoon, and in the days after that. Those are the names that make up the introduction of this story.

"They deserve to be at the top because they are the tops," says Kreimier. "In all my years of employment I've never known such a great bunch of guys. They've gone all out for me, including some I've never met!"

Now for some more good news. Mel's heart is almost as good as new; in mid-May he began light duty — this time at Colorado Springs, and he is looking after a herd of white-faced heifers at Punkin' Center. Hogs, he says, will come later, and he will raise them for breeding purposes. There's even time for a little fun too. As a licensed pilot who once took lessons from Frontier 1st Officer Emily Warner, he has his eye on a Cessna 170 that he and his wife can "play around with." Betty, meanwhile, is keeping close watch on her husband, making sure he follows his doctor's orders.

"She's pretty good at that," says Mel. "After all, she is the probation officer for the Adams County schools!"