

DISTRICT 751

AERO MECHANIC

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Members 'Coordinate' New Process

Boeing Co. managers have turned to a team of experts to help develop a new process for customer coordinators in Everett, after initial process changes were being reviewed by management for implementation.

Who are those experts? They are District 751 members who do the actual work as liaisons between assembly workers and airplane customers.

By working with the Union and asking workers for their ideas, the Company hopes to improve the Quality Assurance process by identifying minor defects earlier in the process before the Customer inspections, said Susan Schuessler, the Quality Director for 747, 767 and 777s in Everett.

"We want them to come up with an idea, try it for a week, see if it works and report back," she said. "If it doesn't make the customer happy and doesn't make the work more efficient, it probably isn't the right process."

The new effort to work together started in August and grew out of a desire to change the way Customer Coordinators in Everett do their jobs. In an effort to identify minor defects earlier in the build

process, the Company is utilizing the experience and knowledge of Customer Coordinators.

"We got off to a bad start," Schuessler acknowledged. "The team got it and didn't like it."

"When it was first promoted to us, it had the feel that it was coming whether we liked it or not," said John Dyas, a District 751 member and a team leader for the 777 customer coordinators in Everett. "We weren't consulted, so of course we were offended."

Steward Galyn Rusher was concerned the Customer Coordinators were not involved enough in the proposed change and that the change would eliminate a Quality inspection. Galyn brought the matter to the attention of Union Business Rep Ray Baumgardner.

Baumgardner took up the matter with Schuessler, who had been his supervisor



751 member John Dyas and Business Rep Ray Baumgardner are working with management to improve customer coordination on the 777 line.

14 years ago when both were on the shop floor. She agreed there was a miscommunication regarding the change, and the participation of the Customer Coordinators was imperative.

"We were trying to thrill the customer by solving problems as a team," she said.

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WTO Ruling Could Give Boeing Upper Hand for Tanker

by Rosanne Tomyn

On September 4 a controversial, yet expected, preliminary ruling was made by the World Trade Organization (WTO) that found European Union "launch aid" loans given to Airbus were actually illegal subsidies. After years of fighting to ensure that American tax dollars go to an American made Air Force Tanker, the ruling could prove positive for the many Machinists members that have proven themselves capable of building a superior aircraft.

Wasting no time, Senator Patty Murray was quick to draft a letter to President Obama after the decision was made public. A long time advocate for aerospace workers in Washington, she wrote:

"For too long, American aerospace workers have struggled to com-

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Member Joe Tindall is proud to help build custom farm equipment at Edwards Equipment.



Union Pride at Edwards Equipment

Our members at Edwards Equipment, located in Union Gap, Wash. are very proud of the specialized equipment they manufacture. Since the 1940's, this family-owned business has produced dependable, specialized agriculture and industrial equipment and built a solid reputation for quality and reliability. Just as important as product reputation is their reputation as a good place to work.

The IAM has had a contract with Edwards Equipment since 1956, and it is a relationship that works well for all parties involved – employees, union, management and ownership. As a result, employees tend to stay there for a long time once hired.

"When I heard of an opening at Edwards, I applied because I knew it was a good place to work," stated Union Steward Dale Glaspey. "There is an atmosphere of mutual respect between workers, management and ownership. It is a close-knit company, which is hard to find anymore. I really enjoy working here."

While it may be a small shop – with just eight members – their products have made a big impact on the

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Union Ensures Proper Promotion

After 32 years as an active Union member and Union leader, Dan Meddaugh continues to see the value in Union membership. Recently, with help and support from the Union, Meddaugh received the proper upgrade and 29 days back pay for the time he should have held at a Grade 11 position.

Business Rep Heather Barstow and Union Steward Jeff Rose ensured that Meddaugh received the upgrade

he was entitled to, but also used documentation to get him 29 days of back pay after Boeing Human Resources (HR) made an error and did not file his Category B (promotion) rights for all locations.

The issue arose when Meddaugh and another member went to HR to file their Category B paperwork to be eligible for promotion. The HR rep handed them a form made of carbon copy. Realizing that most carbon copy forms have been eliminated at Boeing, Meddaugh questioned if this was the proper form. In addition to verifying the form, he and the other member emphasized they would like to be considered for all locations, which included both Seattle and Developmental Center (DC). Because a majority of members in

their job title work at DC, they specifically mentioned those two locations by name and were assured it was covered.

Several weeks later, Meddaugh heard of a Grade 11 opening at DC and was shocked to learn that he was not in the pool for consideration – even though he would have been the senior candidate. Unfortunately, HR had given him an outdated form from 2003 and bad information about his consideration for all locations.

Thankfully, Meddaugh had a witness to the conversation with HR. As a Union officer and District Council Delegate, Meddaugh understands the importance of documentation to prove a case.

After Union Steward Jeff Rose compiled excellent documentation, Business Rep Heather Barstow presented the facts to Boeing's Union Relations who agreed the situation needed to be remedied.

In the meantime, another Grade 11 position opened up in Auburn – where Meddaugh was working. Union Relations agreed to give Meddaugh the upgrade at his current location in Auburn. Barstow then was able to

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L to R: Union Steward Jeff Rose and Business Rep Heather Barstow helped ensure Dan Meddaugh not only received his promotion but the 29 days back pay he was due.

Contract Saves Benefits

Boeing's announced changes on Sept. 25 regarding their Learning Together Program (LTP) apply to salaried non-union employees only. There are no changes to the IAM/Boeing Joint Programs Education Assistance Program because we have a Union contract in place.



Accessing History

Aero Mechanic newspaper now available through online archives back to 1939

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Ratification

City of Woodinville employees vote to ratify first contract

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REPORT FROM THE PRESIDENT

Machinists Should Build New Air Force Tankers

by Tom Wroblewski,
District President

CEOs come go at the Boeing Co., but one issue seems to hang on forever – the U.S. Air Force tanker contract.

As this month's *AeroMechanic* was going to press, we were waiting for the Air Force to release its draft proposal for yet another round of tanker bidding between Boeing and the Airbus/Northrop Grumman team.

Our International Union officers are making a strong push on your behalf, writing to President Obama and urging him to keep tanker jobs with an American company and to not allow Airbus to benefit from the launch aid that the World Trade Organization has ruled is illegal.

Naturally, I support that effort – it's an argument that we've made for years.

But I also strongly feel that picking Boeing tankers is the only smart choice for the Air Force. Our skilled and experienced members here at District 751 – working side-by-side with our colleagues from SPEEA and factory floor managers – took a proven 737 airframe and turned it into the highly capable P-8A Poseidon. They did it on time and within budget – and did it without working a single hour of mandatory overtime.

Based on this experience, I believe our members have earned the opportunity to turn Boeing's proven 767 airframe into KC-767 tankers. The alternative – asking Airbus and Northrop Grumman to build their first-ever tankers in a factory that hasn't been built, with workers who haven't been trained – makes no sense at all.

One thing you can count on is that your Union – both at the District and International levels – will be working hard to make the case that you should be building



the next generation of Air Force tankers. We've already been lining up support in the business community and with local elected officials, and we're working with our friends in Congress too.

I'm confident that the Air Force will make the right decision this time.

But speaking of executives who come and go, most of our members got a new boss last month, when Jim Albaugh replaced Scott Carson as president of Boeing Commercial Airplanes.

I didn't know Jim Albaugh before this, and after one brief getting-to-know you meeting last month about all I can say is that he's certainly personable.

But in that one brief meeting, he said something that I found interesting. Albaugh told me that he thinks there are three keys to success for the Boeing Co. – or any business, for that matter:

- 1) Build a product that everyone in the Company is proud of;
- 2) Give every worker the chance to learn something new every day; and
- 3) Show every employee respect for the good work they do.

It's an interesting management philosophy and one I tend to agree with. But I'd also say that Mr. Albaugh has a way to go before this concept becomes a reality at Boeing.

The good news is that we do have a product that we're all very proud of. Our members are some of America's elite manufacturing workers, building the very best airplanes in the world. We truly are first in aerospace.

And the variety and scale of the work that's done at Boeing – from Fredrickson to Everett, from the machine shop to the flight line – means that our members do have the chance to learn and grow and continually add new skills.

But that learning has got to be a two-

way street. We've got members – like Marion Lauck, who retired last month after 56 years – who have been building jet airplanes since the days when Bill Allen and T.A. Wilson ran this company. They've seen it all, and done it all. Our members are smart and experienced and they have ideas – practical ideas, not business school theories – about ways this company could run more efficiently. Managers need to listen to them and learn from them, too.

The Company has a long way to go when it comes to showing respect for its workers. Many of you are routinely working 12-hour days and six-day weeks trying to get programs like the 787 back on track. Sure, you're getting paid overtime, but you're also missing out on birthdays, family outings, football games and just enjoying the last days of good weather before the winter rains set in. A simple "thank you" from management – thanks for your hard work and thanks for the sacrifice – would go a long way. That's exactly what I told Albaugh. And something like a barbecue would be even better.

I will say I was pleasantly surprised by Mr. Albaugh back in June when he came out to Renton for the P-8 rollout. Speaking from the podium, he seemed to go out of his way to praise the work our members did on that program, and he was complimentary of the job our IAM staffers – and our counterparts at SPEEA – do to support your work in the factory.

We'll see if his actions live up to those kind words, but it was an encouraging start.

Finally, you'll see in this month's *AeroMechanic* several stories and pictures featuring the men and women of Locals 86, 1123 and 1951 in eastern Washington.

Because the Boeing Co. is our largest contract, we tend to get caught up – maybe even lost – in what happens there. But District 751 doesn't just support the Boeing contract. We also represent over

a thousand other members working at 40 companies across Washington and Idaho – supporting men and women who do important and interesting work at transit agencies, agricultural equipment shops, even Hanford.

I've directed our District communications staff to pay closer attention to the issues that involve our non-Boeing members, which will include more *AeroMechanic* stories, and a new *Machinists News* newsletter for eastern Washington.

Whether we're building airplanes, repairing buses or making tractor parts, the issues are all the same – we all want better wages, benefits and working conditions so we can support our families and improve our communities. That, as much as anything, is what defines us as Union Brothers and Sisters.

Woodinville Employees Ratify First Contract

City employees in Woodinville have ratified their first contracts as members of the Machinists union, nearly one full year after voting to organize as part of District 751.

"It took a year, and it was tough," said District 751 Business Rep Jon Holden, who worked with the new bargaining unit. "But we were very successful in getting things for them in writing, and laying a foundation to build on for years to come."

"The most important thing to me is that we have a say in our future," said Jason Burt, a code-enforcement officer who was a leader in the organizing effort. "We get to sit down and bargain for our future instead of being at the whim of whoever's in charge at the time."

About 30 people are covered under two separate contracts with the city, one contract for supervisory workers and one for non-supervisory workers.

The employees at the city have been considering union representation for many years, Burt said. This is the third time employees have tried to organize a union to gain more protection and workplace rights. "Workers were frustrated when city policies changed or were simply not followed," Burt said. "People wanted some contract protection."

The organizing drive last summer concluded with an overwhelming vote for union representation. But that success didn't make it any easier to get a contract



Woodinville city employees (from left) Dave Williamson, Ron Braun and Jason Burt count the ballots from the Aug. 27 vote that ratified workers' first IAM Union contracts.

in place. Even though we proposed sound justification for improvements in all areas, the city was unwilling to move on many subjects, said Burt. They fought us on one of the most-basic rights that union members expect, just cause. They fought us on that and argued that their employees did not warrant this right.

Eventually, the talks went to mediation, where the two sides were at long last able to work out what Burt called a "good starting contract, something we can build on."

Burt said the three-year contract offers "reasonable" improvements in pay and health care benefits, plus for the first time workers have a just-cause clause protecting them from arbitrary firings.

"We get to hold the city accountable for their personnel policies," Burt said. "People have been treated unfairly and they don't feel safe."

"Having that right to defend against improper discharge and discipline is important," Holden said. "It was whatever the city wanted before. Now they've got some protections."

After the long contract fight against management, now the Woodinville workers will have to learn to work together and support each other within the Union framework.

"To get a first contract isn't easy," he said. "They did that. They should be proud of that."

District Lodge 751, International Assn. of Machinists and Aerospace Workers

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Vice President

Susan Palmer
Secretary-Treasurer

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Don Morris
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POLITICAL ACTION

But I Already Have Health Care: The Health Care Reform and How It Benefits the Already Insured

by Rosanne Tomyn

“It will provide more security and stability to those who have health insurance. It will provide insurance to those who don’t. And it will lower the cost of health care for our families, our businesses, and our government” – President Barack Obama

District 751 members have gone on strike many times to preserve health care for themselves, their families, and the workers of future generations. Unions all over the country have been the strongest force for health care reform. We’ve marched. We’ve rallied. We’ve shared the heartbreaking stories of the many victims of our current system. Still, many are left wondering why the Obama health care plan should be important to them. After all, if we’re already insured, we don’t have to worry right? Wrong.

It hits hot button issues and creates arguments where it is not needed. Health care reform is about workers keeping insurance even if they have suffered a serious illness and have been laid off. President Obama made it clear that this is an issue that impacts the insured worker above anyone else: “You know this isn’t just about the millions of Americans who don’t have health insurance, it’s about the hundreds of millions more who do: Americans who worry that they’ll lose their insurance



751 leaders (Tom Wroblewski, Larry Brown and Susan Palmer) meet with Senator Maria Cantwell, WSLC President Rick Bender and SPEEA leaders to discuss health care.

if they lose their job, who fear their coverage will be denied because of a pre-existing condition, who know that one accident or illness could mean financial ruin.”

District 751 members who provide their families with insurance plans that they went on strike for, some of the best plans in our country, are still negatively impacted by the current system every single day. Rising co-pays, forced doctor changes, and skyrocketing drug costs ultimately impact us all. If left alone, the rate of inflation in this industry will continue to jump and costs will continue to cripple working families in every community. If we maintain the status quo,

more lives of the insured will be lost as doctors and medical centers operate at the mercy of for-profit health care companies that determine acceptable treatments and pre-established conditions. Decisions about care will continue to be lost as doctors wait for the green light to treat illnesses that should never be terminal.

In his speech at the 2009 AFL-CIO convention, Obama made it very clear that he intends to see great change in this country’s management of the health care system. And, he needs labor behind him

to make that change possible. “These are the reforms I’m proposing. These are the reforms labor has been championing. These are the reforms the American people need,” President Obama said. “And these are the reforms I intend to sign into law.”

For those who are insured, health care reform will prevent insurance companies from dropping members when they are sick, put a cap on out-of-pocket expenses required of the insured, eliminate extra charges for preventative care, and eliminate premium discrimination based on sex, age, and pre-existing conditions. Additionally, the plan will require large employers to cover their employees.

It’s time to conquer the health care beast and stand up against the maintenance of an unfair, unbalanced status quo. We’ve talked about health care for decades, we’ve marched and rallied, we’ve been there. As President Obama made clear, now is the time to act: “When are we going to stop this? When are we going to say enough is enough? How many more workers have to lose their coverage? How many more families have to go into the red for a sick loved one? We have talked this issue to death year after year, decade after decade...now is the time for action. Now is the time to deliver on health insurance reform.”

Don’t Buy Eyman Initiative

Initiative huckster/profitier Tim Eyman’s latest product is Initiative 1033. It would kill jobs in Washington state, prolong the recession, jeopardize our safety, and harm schools, roads and health care. Don’t buy it!

I-1033 kills jobs and prolongs the recession
I-1033 would prolong the recession into 2010 and beyond, making it much harder for Washington’s economy to recover. It would lock in thousands of layoffs, including nurses, teachers, police, fire fighters, road workers and other public employees. It would also lock in the “ripple effect” job losses in Washington’s private sector.

I-1033 jeopardizes our families’ safety
I-1033 would block police and fire departments from recovering to normal staffing levels. Fewer emergency services personnel means higher response times in life-and-death situations. Meanwhile, recession-forced prison cuts are resulting not only in job cuts and jail closures, but also in criminals being released and some offenders no longer being supervised upon their release. I-1033 makes those cuts permanent.

I-1033 harms schools, roads, and health care
Due to recession, thousands of Washington families have lost their health coverage, teachers and other school employees have been laid off, hospitals and nursing homes have cut services, and public transportation has suffered. I-1033 would make it illegal for elected legislators to restore these services when the economy recovers.

I-1033 is a proven failure
In 1992, Colorado became the only state—before or since—to impose revenue limits like those in I-1033. The damage was severe. Colorado dropped to 49th in the nation in education funding and the percentage of low-income children with no health insurance doubled. In 2005, voters in Colorado suspended the revenue restrictions.

Tim Eyman’s I-1033 is bad for Washington. Your Union urges you to..



VOTE **NO** on INITIATIVE 1033

751 RECOMMENDED CANDIDATES

Vote in the General Election - Tuesday, November 3rd

King County Executive

✓ Dow Constantine*, NP

King County Assessor

✓ Lloyd Hara*, NP

King County Council

Position 5
✓ Julia Patterson, NP

Port of Seattle Commissioner

Position 1
✓ John Creighton, NP
Position 3
✓ Rob Holland, NP
Position 4
✓ Max Vekich, NP

Snohomish County Council

District 1
✓ Ellen Hiatt Watson*, D

Mayor, City of Seattle

✓ Joe Mallahan*, NP

Seattle City Council

Position 4
✓ Sally Bagshaw*, NP

City of Seattle Attorney

✓ Tom Carr, NP

Mayor, City of Everett

✓ Ray Stephanson, NP

Everett City Council

Position 1
✓ Paul Roberts, NP

Kent City Council

Position 4
✓ Dennis Higgins*, NP

Tacoma City Council

Position 6
✓ Keven Rojecki*, NP

Renton City Council

Position 2
✓ Jim Flynn*, NP

Des Moines City Council

Position 1
✓ Matt Pina*, NP

Bremerton City Council

Position 3
✓ Adam Brockus, NP

Lynnwood City Council

Position 1
✓ Kimberly Cole*, NP

* Denotes Challenger

Referendums and Initiatives

NO on I-1033

Another Eyman initiative, caps revenue for state, county and city governments, making it illegal for local lawmakers to spend more than the previous year’s budget on schools, police, fire protection, roads, libraries, parks, hospitals and other services.

YES on R-71

Reaffirms the 2009 Domestic Partner Law Passed into law by the Washington Legislature. This law provides some legal protections for same gender domestic partners and opposite gender domestic partners over age of 62.

751 Shows Support Throughout Our Communities

Nearly every weekend our Union makes a difference in our communities. Our members assist local charities to keep valuable resources available to residents. We build wheelchair ramps, prepare and serve food at area missions, bolster other unions' picket lines, assist with local fundraising events and the list goes on.

Recently, when the Susan G. Komen 3-Day Breast Cancer walk passed in front of the Everett Hall nearly four dozen members turned out over the two days to cheer on those making the 60-mile walk to raise money for breast cancer research. Encouragement from members inspired the walkers to continue on their journey and showed 751's support in community event.

Throughout the Kent teachers' strike, District 751 members regularly showed their support on what was dubbed "Full Force Friday." Machinist leaders and members walked the line with teachers to raise awareness on their issues. The teachers appreciated the support and knew they were not alone in fighting their issues.

Thanks to all the volunteers who make a difference in our communities!



Below: Members pose for a photo after completing a wheelchair ramp.



District 751 President Tom Wroblewski talks with Kent teachers on the picket line.

Above: 751 members turned out for Full Force Friday to support striking Kent Teachers.



751 members lined the streets outside the Everett Hall on September 11 and 12 to cheer on those taking part in the 3-Day, 60-mile Breast Cancer Walk.

WTO Ruling Could Give Boeing the Upper Hand in Third Tanker Bid

Continued from page 1

pete on an uneven playing field against Airbus, whose government-sponsored subsidies have allowed the company to grow without assuming any of the financial risk and accountability that U.S. firms contend with. These subsidies, which include non-commercial rate loans, have eroded U.S. market share in the commercial aerospace industry and have cost American jobs in a critical economic sector."

And Senator Murray is not alone. Washington State Congressional Representative and member of the House Armed Services Committee Rick Larsen quickly got together with fellow supporter of an American made tanker, Kansas Representative Todd Tiahrt, to draft a letter as well.

Signed by 45 other representatives, the letter expressed concern over Air Force Secretary General Michael Donley's decision not to factor the ruling into the tanker bid process:

"[...] we are deeply concerned that the United States Air Force is still considering purchasing over \$35 billion worth of aerial refueling tankers which are based on Airbus' illegally subsidized aircraft. Buying Airbus tankers would reward European governments with Department of Defense dollars at the same time that the U.S. Trade Representative is trying to punish European governments for flouting international laws."

In response to this action by the Congressional Representatives, Airbus supporters shot back against what they call "irresponsible congressional intervention." Rather, these political leaders are ensuring that the Pentagon and White House hear the cry of many Americans against such irresponsible defense spending. Awarding a multi-billion

dollar national defense contract to Airbus while U.S. officials are simultaneously trying to punish the European country for flouting international laws would be a huge injustice. Tiahrt said, "We won't just sit by. There will be an outcry from the House." Echoing that sentiment, Senator Sam Brownback of Kansas said if the subsidy issue is not addressed, Congress could cut off funding for new tankers. Brownback said,

"This is a huge burr under my saddle. If they don't do it (consider the subsidy), I will use all the tools available to make them."

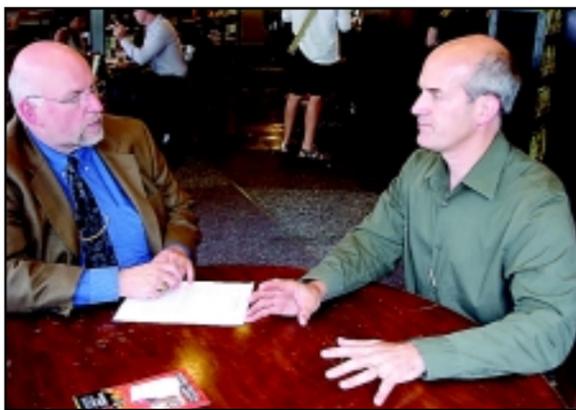
Though supporters of Airbus, like Senator Richard Shelby of Alabama, continue to chime in about the need to move forward without discussing the illegal subsidy issue, there is far more pressure coming from others that feel it is their duty to advocate for American workers and taxpayers. Congressmen and women from around the

country are making it very clear that an Airbus built tanker cannot be the result of the bidding process.

Here in Washington State, District 751 and other industry leaders are working hard within the Washington Aerospace Partnership to raise visibility on this issue. The group is also reaching out to other states that have a vested interest in building an American made Boeing tanker.

The only acceptable result of this decision to spend taxpayer money on defense aircraft, especially in a struggling economy, is to award such a contract to an American company that will give that work to American workers. With a proven track record that includes the supply of the Air Force's current tanker fleet, Boeing is the only reasonable option.

The Pentagon re-issued a draft Tanker RFP on Thursday, September 24, while this issue was going to print. There will be more to follow in the November issue of the *Aero Mechanic*.



In September, District 751 President Tom Wroblewski (l) met in Everett with Representative Rick Larsen to devise a new tanker strategy.

Members 'Coordinate' New Process

Continued from page 1

"That was the kernel of the plan we put together, but it didn't get communicated right."

As a result, Schuessler formed a working group of Customer Coordinators from across the Everett factory to brainstorm solutions and share best practices.

John Dyas is one Customer Coordinator who's been involved in those sessions.

"It's been actually pretty good," he said. "A lot of different ideas, different ways we could help the process along."

"You pool all that talent and you realize you have a solution you'd never thought of," Dyas continued. "There's a guy over there, he's got 41 years here. He's got a little bit of knowledge, a little bit of experience."

One of the solutions will involve Customer Coordinators being more involved with final assembly so that "instead of going in with the customer to find out what's wrong (with the plane), they're going in knowing there's nothing wrong," Baumgardner said. "Instead of finding things wrong, we'll get things at an earlier stage so you can see everything's right."

Another change will be to make sure when customers and customer coordinators do find problems with the way parts or systems are installed, they go back upstream on the assembly line to find the person who installed it wrong, so they can change what they're doing, Dyas added.

"That sounds easy, but it's very very hard," Dyas said. After all, the Everett plant is bigger than Disneyland, and it can take hours to figure out who installed what on a plane as big as a 777, a task that "takes me off what I'm doing."

But it's vital to stopping repeat problems, he said. "If the guy knew he's not supposed to do this, he wouldn't do it."

Both the Company and the Union are closing in on alternatives that will make the work go better for District 751 members who are customer coordinators, and also make airline customers happier.

"It makes good sense for the people who perform a job to have input into any changes in their jobs," Dyas said.

"We're listening and working together well," Schuessler said.

AeroMechanic Online Archive Makes Accessing 751 History Easy

In September, the Union unveiled our official archive for District 751's *Aero Mechanic* newspaper. For several years, volunteers serving on the District's Labor History Committee have dedicated their time to ensuring the preservation and accessibility of our unique and important history, as well as the history of the labor movement. Making our history accessible to our membership, as well as the community, has been top priority.

One of the top tasks of this committee, besides researching and compiling other historical information, is to preserve the many issues of the *Aero Mechanic* that District 751 has published since 1939. This paper gives us a unique glimpse back in history - and allows us all, as members, to truly see how important our history is to our region and nation. Chronicling the news of the day from the perspective of the Union, this paper is also a great source for the community as a whole.

Working to preserve this history, the Labor History Committee digitized each issue before allowing the University of Washington's Labor Library to take possession of originals for preservation. This digital collection of *Aero Mechanic* newspapers has been compiled on a ContentDM website that will allow our members, as well as libraries across the

nation, to access them. This digital management website secures and preserves billions of pieces of information. As a search tool for libraries and schools across the globe, ContentDM is the perfect program to make the history of the labor movement as a whole accessible to mem-

bers, students, and the community. you would like to look up in the search field provided. Much like any other search engine, the site will then filter through the text of each issue and provide you a list of those issues that include that information. When looking through the issues listed after your search, you

will find an asterisk (*) next to the page that the information is located on. You will also find that the word, phrase, or name that you searched will be highlighted wherever it is found within the text.

District Labor History Committee Chair Tom Lux would like to thank the many people involved in this successful effort. Without their steadfast support and persistence, our Union's history would have been in jeopardy of being lost forever. Each of the individuals that played a part in this project have ensured that our history will

be readily available for generations to come.

Committee members past and present involved in this project: Chair - Tom Lux, David Swan, Jim Kakuschke, Duy Tran, Chris Louie. Past members: Jason Redrup, Keith Hanson, Greg Campos. Support role: Tom Wroblewski, Susan Palmer, Connie Kelliher, Ed Lutgen, Eric Monge, Rosanne Tomy, Kay Michlik.



District Secretary-Treasurer Susan Palmer (l) delivered the original *Aero Mechanic* newspapers to the University of Washington's Labor Library for preservation and storage.

bers, students, and the community.

Using ContentDM is easy. You can also access the site through the District Website. We have added a link on our homepage under the *Aero Mechanic* block.

When you've accessed the site <http://cdm9015.cdmhost.com/index.php> you can search through issues by simply clicking on the "Advanced Search" link and typing a name, date, phrase or event that

Boeing Members Now Have 'Best Doctors' Option

IAM members working at the Boeing Co. can take advantage of a new health-care service that offers free second opinions from doctors who are experts in their field.

The "Best Doctors Second Opinion Program" is provided by Boston-based Best Doctors, an independent third-party vendor. The company began offering the benefit in mid-September as part of the portfolio of Wellness Programs offered by Boeing. It is available to all employees who are eligible for



Members at Boeing can use Best Doctors to get an optional second opinion to confirm a diagnosis and see if alternative treatments are advised.

a Boeing health plan. In addition, it is available to their enrolled family members. Retirees or their family members who are enrolled in a Boeing health plan - but not enrolled in Medicare - also are

eligible.

The program is free for Members to use, and optional and confidential. To use it, Members would call Boeing TotalAccess toll-free at (866) 473-2016 and say "Best Doctors" when prompted. That will connect you to a registered nurse who will speak to you about your diagnosis and treatment plan.

With your authorization, Best Doctors then will compile all your medical information and test results and forward them to a doctor who is considered an expert in their specialty. That doctor will analyze your records and deliver a report back to you, letting you know if there are

alternatives to the diagnoses or treatment plan that's been prescribed by your regular doctor. You can opt to have Best Doctors forward the report to your doctor. The process takes between two and eight weeks.

The service is separate from the second surgical opinion service that continues to be available through Members' medical plans. Best Doctors does not consult on behavioral or mental health issues or occupational injuries or illnesses.

Best Doctors was founded in 1989 by doctors affiliated with Harvard University's Medical School.

According to Best Doctors' own data, it finds a misdiagnosis in about 20 percent of the cases it reviews. (The majority of cases involve cancer, heart disease or a neurological disorder, according to a report on Best Doctors done last year by Business Week.)

And even when the diagnosis is correct, about two-thirds of the time Best Doctors may prescribe a better, alternative course of treatment.

ECF Now Accepting Trustee Applications

The Employees Community Fund of Boeing Puget Sound (ECF) is now accepting applications from IAM hourly employees interested in serving as a member of the ECF Board of Trustees. The opportunity to become a candidate for two IAM ECF Trustee positions is open to all IAM employees who are ECF members and contribute to the ECF Puget Sound Pooled Fund. The application period is open through October 21. The election will be held December 9 - 18, 2009 with new Trustee assignments start-

ing in January 2010.

Trustees, elected by ECF members, serve two-year terms during which they will visit nonprofit health and human services agencies, review grant requests, and determine which programs will receive ECF Puget Sound funding.

• Becoming a Trustee provides ECF members an opportunity to make an even greater difference in local neigh-

borhoods

For more information about qualifications, requirements and responsibilities, visit the ECF Puget Sound Trustee application website, http://community.web.boeing.com/nwrregion/ei_ecf_trusteeapplic.cfm.

Questions can be directed to IAM ECF Trustee, Tony Vevea at (425) 760-3391.



Union leadership and members wished Ed Rittenberg and his wife Rita well at his retirement party.

Rittenberg Retires

District 751 said goodbye to Ed Rittenberg the end of August, as he retired from decades of service to the membership.

His activity in the Machinists Union spanned 35 years and began when he hired into Hanford in 1974. He served as Union Steward there for over 25 years and project steward at Hanford for 20 years, but that just scratches the surface of his Union leadership. He served for 15 years on the District Council and 12 years on the District Executive Board, as well as holding a number of Local Lodge positions. In Local 1951, he held various leadership positions, including Local Lodge President. Ed also represented the membership's interest at several Grand Lodge Conventions - fighting to make the changes that members felt were important, and he spent many years as a delegate to the Washington Machinists Council.

Ed expanded his role in helping members in 2004 when he accepted the position of staff assistant. In this capacity, Ed continued to serve as delegate and executive board member of the Hanford Atomic Metal Trades, as well as serving on the Hanford Negotiating Team for the past 30 years - giving him plenty of experience in negotiating and servicing contracts before becoming a staff assistant.

While Ed worked out of an office in the Tri-Cities, his assignment extended far beyond. The new vehicle he purchased in 2002 has over 240,000 miles today - testimony to the amount of time he spent on the road representing members. Ed had the opportunity to meet and represent members in various locations - from Cummins in Pendleton, Oregon to Rabanco in Goldendale, various contracts in Yakima, several irrigation districts, and Alcoa in Wenatchee, to name just a few.

Ed was committed to helping members every step of the way and took his job very seriously. Now that he is retired, he looks forward to spending more time with his wife, Rita, and finally getting to the list of home projects he didn't have time to do when he was working. He and Rita plan to go to California in November to be with their daughter as she brings their grandchild into the world.

Back Pay Delivered

Continued from page 1

convince Union Relations to compensate him the 29 days of Grade 11 pay that the other individual had received for the first upgrade.

"Thanks to the efforts of Jeff Rose and Heather Barstow, I was able to get my permanent upgrade and am very grateful. It is just another example of the importance of having Union representation to correct a situation," Meddaugh stated. "Because I had a witness and we both completed the outdated Category B form, which HR provided and we stressed it was for all locations, there wasn't much to dispute. We should have been on the Category B list. I'm glad Boeing did the right thing once it was brought to their attention."



Unemployment Insurance - Saving WA Businesses, Jobs Amid Recession

by David Groves, Washington State Labor Council, AFL-CIO

Imagine a company that does business in every county in Washington state, pumping billions in payroll dollars into our economy. Better still, this company is counter-cyclical, ramping up hiring and payroll when the state economy is struggling.

The rest of the business community and public officials all benefit from this company, thanks to increased consumer spending and tax revenues to fund improved public services. So you'd think everyone would go to extraordinary lengths to keep this company healthy and strong, right?

That "company" exists. It's called our unemployment insurance system, and in the last 18 months it's pumped some \$5 billion into our state economy. But some political and business leaders seem more intent on undermining the U.I. system than strengthening it. Ignoring its benefits, and the many businesses and jobs it has preserved, they decry its costs and seek to cut its benefits.

Washington has one of the healthiest U.I. systems in the nation. About 18 months

into this recession, it is sufficiently funded so that our state can afford a major new U.I. tax cut that takes effect Jan. 1, 2010, saving employers hundreds of millions of dollars a year, while also temporarily increasing U.I. benefits to laid-off workers.

In contrast, many states — including every state considered to be our rivals for Boeing and other aerospace industry jobs — have U.I. systems that are now insolvent. Those states are borrowing billions from the federal government that will have to be repaid by raising employers' taxes amid the recession.

So, which state has a better business climate on this issue? One with responsible tax rates that can pump billions into the state economy and cut employer taxes when both are most needed? Or one with artificially low taxes that not only pays lower benefits — providing less of an economic safety net for businesses — but also requires a major tax increase amid a recession?

What is Unemployment Insurance?

One reason the U.S. economy spiraled into the Great Depression was that millions of Americans lost their jobs, and their ability to pay for the basic goods and services needed to survive. This lack of consumer spending led to more business closures and more layoffs. And so on.

That's why in 1935 the unemployment insurance system was established and it's largely why America has kept economic recessions from spiraling into depressions since then. Jointly financed through federal and state employer payroll taxes, states manage the programs and determine the benefit levels and taxes necessary to fund them. Those taxes are experience-rated, meaning that employers that lay off workers pay higher taxes, just like employers with high work injury rates pay higher workers' compensation premiums.

The U.I. system is designed not only as a safety net for families who've lost their sources of income through no fault of their own, but also as a safety net for businesses. It provides economic stability in times of recession, like the current one.

U.I. also helps businesses maintain a stable, skilled workforce during economic downturns, in-

stead of forcing laid-off workers from their homes or to other states in search of employment. Boeing and other companies that historically have laid off workers during downturns and recalled them when conditions improve have especially benefited.

Unemployment Insurance: The Best Stimulus

Our U.I. system provides temporary partial wage replacement for struggling families, helping them pay rent and keeping food on their tables. Since February 2008, when the national recession hit Washington and job losses began, about \$3 billion in benefits have been paid out in our state, according to Employment Security Department data.

The U.S. Department of Labor estimates that for every \$1 of benefits, \$1.64 of purchasing power is created in the economy. Unemployment benefits are the best kind of economic stimulus because recipients immediately spend their money, which then gets circulated in local economies. That's why their economic impact is magnified.

In the current recession, our unemployment insurance system has created \$5 billion in purchasing power on Main Street in Washington: \$85 million in Benton County, \$130 million in Whatcom, \$144 million in Yakima, \$156 million in Thurston, \$295 million in Spokane, \$634 million in Pierce, \$646 million in Snohomish, and about \$1.5 billion in King.

This money is saving jobs and businesses. That's what it's designed to do, and that's what it's doing every day.

What Does It Cost?

Employers in Washington pay an average tax rate of 0.98%, the seventh highest rate in the nation, according to 2008 U.S. Dept. of Labor data. The national average is 0.65%. By another measure, employers here paid an average \$437 per covered employee in 2008, which ties us with Connecticut for seventh highest.

But most employers here pay far less. About 55% of Washington employers pay 0.35%, about one-third of the state's average tax rate. Plus, a significant new tax cut will take effect on Jan. 1, 2010, that promises to drop Washington in these rankings as other states raise taxes to cover benefits and replenish empty U.I. trust funds.

2003 U.I. "Reform"

In 2003, the State Legislature sought to approve a package of tax incentives and other legislation to encourage Boeing to choose Washington as the final assembly site for its 787 Dreamliner. Boeing wanted to address a cross-subsidy issue whereby it was paying more than its share of U.I. taxes to subsidize high-unemployment industries at the maximum tax rate, like homebuilders. Labor-business negotiations led to a proposal that took a huge bite out of the cross-subsidy issue, saved Boeing \$5-7 million a year, prevented a scheduled tax increase for all employers and made significant benefit concessions.

But given Boeing's momentum, business lobbyists sensed they could get even

more. They began separately negotiating with legislative leaders and during a second overtime session in June 2003, without so much as a public hearing before the vote, they succeeded in passing sweeping legislation that made dramatic changes to the U.I. system. It drastically cut benefits, cut the maximum benefit duration from 30 to 26 weeks and created significant new eligibility restrictions.

In the years since, acknowledging that the 2003 U.I. cuts unfairly and unnecessarily



Our Economy's Safety Net

	U.I. benefits paid Feb. 2008 thru July 2009	Local economic activity from those benefits
Adams	\$4,743,000	\$7,779,000
Asotin	4,476,000	7,341,000
Benton	51,824,000	84,992,000
Chelan	28,430,000	46,625,000
Clallam	28,550,000	46,822,000
Clark	162,363,000	266,275,000
Columbia	1,218,000	1,998,000
Cowlitz	57,504,000	94,307,000
Douglas	14,651,000	24,028,000
Ferry	3,635,000	5,962,000
Franklin	22,688,000	37,209,000
Garfield	298,000	489,000
Grant	34,950,000	57,318,000
Grays Harbor	43,747,000	71,744,000
Island	22,567,000	37,010,000
Jefferson	10,069,000	16,513,000
King	901,433,000	1,478,350,000
Kitsap	87,065,000	142,786,000
Kittitas	16,646,000	27,299,000
Klickitat	7,641,000	12,531,000
Lewis	43,093,000	70,673,000
Lincoln	3,036,000	4,979,000
Mason	27,516,000	45,126,000
Okanogan	17,561,000	28,799,000
Pacific	9,992,000	16,386,000
Pend Oreille	6,614,000	10,848,000
Pierce	386,430,000	633,745,000
San Juan	4,070,000	6,675,000
Skagit	56,149,000	92,084,000
Skamania	5,706,000	9,357,000
Snohomish	393,942,000	646,064,000
Spokane	179,834,000	294,928,000
Stevens	23,142,000	37,953,000
Thurston	95,382,000	156,427,000
Wahkiakum	2,014,000	3,303,000
Walla Walla	11,573,000	18,980,000
Whatcom	79,526,000	130,423,000
Whitman	3,882,000	6,367,000
Yakima	87,930,000	144,206,000
Total	\$2,941,888,000	4,824,696,000

Source: WA State Department of Labor & Industries

Deep in the Heart of Taxes

This month, the president of the Association of Washington Business wrote a column praising Texas, one of our state's aerospace industry competitors, for keeping its unemployment insurance taxes low and for refusing to accept federal stimulus grants for its U.I. system.

Gov. Rick Perry made Texas one of just four states to refuse the \$7 billion in grants because Texas would have had to fix its outdated eligibility rules to cover more low-wage, part-time and female workers. Texas ranks dead last among states with just 35% of its unemployed workers getting benefits, according to the Department of Labor. The U.S. average is 58%.

The low U.I. taxes in Texas — less than half the national average — may make the hearts of Washington's business-lobbying echo chamber go a-flutter, but all is not well in the Lone Star State.

The Texas system is insolvent. (So are the U.I. systems in our aerospace competitor states of North Carolina and South Carolina, and Kansas is getting there.) It went broke due to the recession — which is what it's there for. Funds were insufficient to cover even the notoriously stingy benefits that just one in three Texans are qualified to receive during this downturn.

The Texas Workforce Commission projects the state's U.I. fund will be underfunded by \$1.5 billion by October. Meanwhile, Gov. Perry still refuses to accept the \$556 million in federal aid offered to him, a stance scoring political points with his state's right-wing conservatives who oppose President Obama's stimulus plan. But it's going to cost Texas businesses.

The state will have to raise taxes — nearly doubling them by one estimate. Gov. Perry is trying to postpone the tax hike until after his 2010 re-election bid by selling an estimated \$2 billion in bonds to repay the Feds. So in 2011, employers will not only pay a U.I. "deficit assessment" but also Installment #1 of a "bond obligation assessment" lasting several years.

In contrast, Washington's U.I. fund is stable and in no danger of insolvency. This year, state legislators temporarily boosted benefits and passed a \$377 million U.I. tax cut. So employers here get a double stimulus in this recession: billions in consumer spending and a tax cut.

harmed laid-off workers, the Legislature took steps to mitigate some of the damage done.

Certain business lobbyists and elected officials have suggested that the restoration of some of the benefits cut in 2003 amounted to renegeing on the 787 deal with Boeing. The truth is, Boeing supported the biggest and most contentious restoration of benefits in 2005, testifying in support of EHB 2255 to restore two-quarter averaging for benefit calculation.

What's Next for Unemployment Insurance?

Washington's labor movement believes we should be looking at ways to strengthen our unemployment insurance system by expanding eligibility. This would further boost our economy and bring more federal dollars to the state.

Ideological efforts to slash benefits in the name of "improving our state business climate" deliberately ignore the positive impact of our U.I. system, and should be opposed.

The next article in this series will focus on whether Washington State's strong labor movement helps or hurts its business climate.

Green for the Guide Dogs

Recent District and Local Lodge fundraisers for Guide Dogs of America have proven very successful and demonstrate the variety of events that can bring in additional donations. Raffles, car shows, golf tournaments, raceway tickets, fun runs are just a few of the ways 751 raises money for this very worthwhile charity.



Local F's MasterCard Raffle raised \$7,785 for Guide Dogs of America. Above: Local F officers, reps and staff present the check at a District Council meeting.

Photo right: Chris Clogston (l) receives the Mastercard win in the drawing from Local F Conductor-Sentinel Paul Veltkamp and Business Rep Jon Holden



The Pacific Raceway ticket sales fundraiser generated \$13,010 for Guide Dogs of America. Above L to R: Business Rep Chuck Craft, Sec-Treasurer Susan Palmer, Robley Evans, Business Rep Brett Coty, District President Tom Wroblewski. Special thanks to Honest Performance of Federal Way.



Dave Swan was on the 3rd place team.



751 Golf Tournament raised \$6,000 for Guide Dogs. L to R: Susan Palmer, Tony Curran, and Tom Wroblewski.

This year's 751 Charity Golf Tournament raised \$6,000 for Guide Dogs of America. While Guide Dogs were the real winners, the top three teams, along with those in several other categories were also recognized.

- 1st Place - Mark Blondin, Bruce Spalding, Steve Fluke, Casey Scott.
- 2nd place - Jon Holden, Ed Haala, Aaron Lease, Chris Lease.
- 3rd place - Chuck Craft, David Swan, John Carter, Ron McGaha.
- Women's Longest: Wendy Panchalk. Men's Longest: Chris Lease.
- KP 2 - Mark Blondin. KP 18 - Dick Watanabe



L to R presenting the Eastern Washington Guide Dog fundraiser check: Ken Howard, Susan Palmer, Mike Krouse, Gary Swartz, Fred McNeil, Jim O'Brien and Tom Wroblewski.

Local Lodges 86, 1123 and 1951 pooled their resources to raise money for Guide Dogs of America and raffled off a barbecue donated by Ranch & Home Inc. The ticket sales raised \$2,050 for Guide Dogs. Local 86 member Gary Swartz was the lucky raffle winner.

Photo right: Local 1951 President Ken Howard (far left) and Eastern WA Business Rep Steve Warren (far right) thank Ranch & Home owners Jeff Dress and Bill Dress for donating the barbecue.



Local 751-A's Steel & Wheel Car Show resulted in \$10,400 for Guide Dogs of America. L to R: Susan Palmer, Stosh Tomala, Kim Dove and Tom Wroblewski. Thanks to all the sponsors who made it a success, including: Car Toys, Hoglund's Top Shop, N.W. Eagle Soaring, Pride Custom Art, Marysville Speed & Custom, Kauzlarich Smoked Products, Country Carver, Osmosis Water, Scott Wealth Management Group & Robblee, Brennan & Detwiler PLLP.

MONEY to SPARE for MNPL

Machinists Non-Partisan Political League (MNPL) was rolling in the green after Local F's bowling fundraiser brought in \$3,692.

First place trophy went to the "Reclamation Wrecking Crew" comprised of Steve Premel, Lloyd Wray, Joyce Wray and Carver White. Carole Craft won high series and high game for women while Will Houghtaling won the two categories for men. Larry Brown collected on the 50/50 honey pot while the team of Cassy Nogle, Dylan Nogle and Wendy Mooney took home the "We Tried" trophy.

Special thanks to all who participated, donated prizes and purchase lane sponsorships.



Local F officers, reps and staff present the bowling proceeds of \$3,692 for MNPL.



Above: Garth Luark throws a strike. Right: Sec-Treasurer Susan Palmer presents Will Houghtaling with the high series and high game trophy.



Above: Dena Bartman delivers a strike. Photo left: Sec-Treasurer Susan Palmer (far right) congratulates the first place team dubbed the "Reclamation Wrecking Crew." L to r: Carver White, Joyce Wray Steve Premel Lloyd Wray.



My Mom, the Radical: How Mary Harris Jones Became the Mother of Organized Labor

by Rosanne Tomy

How did an elderly woman, always robed in black and rather frail in appearance, become what national labor organizer Elizabeth Gurley Flynn called “the greatest woman agitator of our times”? How did this same woman, at the age of 76, land behind bars? How did Mary Harris Jones become history’s greatest female labor leader? She followed her own motto: “Pray for the dead and fight like hell for the living!”

Regarded by the Senate as the “grandmother of all agitators,” Mary Harris Jones made it known that she hoped to one day be remembered as the “great-grandmother of all agitators.” She earned her nickname, Mother Jones, after years of dedication to the plight of workers – especially the children that labored in the fields and mines of America prior to the introduction of child labor laws. And it was this “Mother,” this labor organizer and activist that would impact labor like no other figure in the 19th century.

Mary Harris was born in the summer

Mother Jones, in her customary black dress, was the biggest threat to big business in the 19th century.



of 1837 to Richard and Ellen Harris in Cork, Ireland – one of that country’s largest cities. Poor tenant farmers, her parents were hard workers who dealt constantly with the brutality inflicted upon the poor by British soldiers. After the hanging of Harris’ grandfather, an Irish freedom fighter, at the hands of the British, Mary’s family was forced to flee to the Americas. Still, the move wasn’t fast enough for Mary to be spared tough lessons about the separation between the working class and the elite.

Mary spent the rest of her formative years in Toronto, Ontario. After graduating high school, she pursued teaching in a Michigan convent school. After finding out almost immediately that teaching was not a good fit, she left for Chicago where she established herself as a dressmaker. “I preferred sewing to bossing little children,” she noted in one of many interviews.

Eventually, Mary settled down in Tennessee after marrying a “staunch member” of the Iron Molders Union in 1861. Her husband, George E. Jones, is said to have been the driving force behind her growing fascination with the labor movement and the plight of the working man in 19th century America. As she later stated, she believed that wives “must care for what the husband cares for if he is to remain resolute.” And she did care, deeply, about George’s support for union causes. For six years, she lived life as wife, mother, and avid supporter of her George’s union efforts. Unfortunately, that part of her life came quickly to an end when tragedy struck in 1867. Married just six years, Mary lost



Mary Harris Jones leads a march to the capitol during a 1914 labor protest in Denver.

her husband and each of their four young children to an epidemic of yellow fever.

Always a woman of admirable strength, Mary Jones picked herself up and moved beyond the tragic loss of her entire family. To escape her grief, she moved back to Chicago where she again took up dressmaking. Before long, she established herself as an independently successful dressmaker. But tragedy came to her doorstep once more just four years later when, in 1871, the great Chicago fire claimed her home, all of her earthly belongings, and her shop.

The reflections that came out of the incredible tragedies she suffered in less than a decade led Mary Harris Jones to turn toward a life of activism. Having seen the unfair treatment of peasant workers in Ireland, witnessed the cruelty of childhood labor, and observed first hand the disregard that her wealthy clients in Chicago had for the poor, Mary decided her life had a greater purpose. She told one biographer, “Often while sewing for

the lords and barons who lived in magnificent houses on the Lake Shore Drive, I would look out of the plate glass windows and see the poor, shivering wretches, jobless and hungry, walking alongside the frozen lake front...the contrast of their condition with that of the tropical comfort of the people for whom I sewed was painful to me. My employers seemed neither to notice nor to care.”

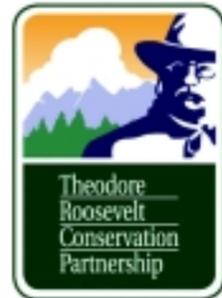
First aligning herself with the Knights of Labor, Mary began traveling across the country in support of the many who made the impressive industry boom of the late 19th century possible. Whenever she was asked where she called home, she quickly replied with “well, wherever there is a fight.” Her home from then on was in the shantytowns and mills that working men called home. Biographer Dale Fetherling noted that, “in lieu of a family, she would adopt America’s toilers, and they would call her ‘Mother.’” And so, Mary Harris Jones adopted the

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1st Annual Seattle Area UNION SPORTSMEN'S ALLIANCE SPORTING CLAYS SHOOT

The USA is a program of the Theodore Roosevelt Conservation Partnership and our AFL-CIO trade union partners providing exceptional outdoor benefits to union members and their families.



EXECUTIVE COMMITTEE

Tom Wroblewski - Event Chair
District President, Machinist Dist. 751

Susan Palmer- Event Co-Chair
Secretary-Treasurer, Machinist Dist. 751

R. Thomas Buffenbarger
International President, Machinists

Newton B. Jones
International President, Boilermakers

Richard L. Trumka
Secretary-Treasurer, AFL-CIO

Don Rollins
Chairman, USA Working Committee

Edwin D. Hill
International President, Electrical Workers

William P. Hite
General President, Plumbers and Pipefitters

Kinsey M. Robinson
International President, Roofers

Michael J. Sullivan
General President, Sheet Metal Workers

James A. Williams
General President, Painters

Dana A. Brigham
General President, Elevator Constructors

You're Cordially Invited

to participate in this special event as a sponsor, as an individual shooter, or by sponsoring a group of four from your organization.

Awards will be given for the highest scoring teams (organizations) and top individual shooters (Lewis class). *First time shooters are welcome and encouraged to participate.*

All proceeds from this event support the USA and TRCP to “help guarantee all of us a place to hunt, fish and shoot.”

WHEN: THURSDAY, November 12, 2009

Registration 8:00 a.m. sharp! • Shotgun start 9:30 a.m.

Lunch and raffle to follow

WHERE: Sumner Sportsmen's Association

15711 96th Street E

Puyallup, WA 98373 • (253) 848-9519

RETIREMENT NEWS

September Retired Club Business Meeting Minutes

by Ruth Render,
Retired Club Secretary

The meeting was called to order by President Al Wydick. The "Lord's Prayer" was said followed by the flag salute and singing of "God Bless America."

Roll Call of Officers: All Officers were present or accounted for.

Financial Report: The report was read by Treasurer Betty Ness. A motion was made to accept the report as read. **M/S/P**

Minutes: It was **M/S/P** to accept the minutes as printed.

President's Report: President Al Wydick thanked everyone who helped set up the Retiree Picnic this year. He also thanked DST Susan Palmer and DBR Tom Wroblewski for their tremendous support of Retiree Club events.

Health and Welfare: Helen Pompeo gave the report. A moment of silence was observed for the following deceased members: Pauline Baggett, Douglas O. Casey, William J. Clark, James "Jimmy" E. Darrah, Dwight D. Davis Sr., Edward L. Enticknap, Maria A. Graff, Robert M. Haberman, Daniel J. Hecker, Karen L. Hill, Leanna S. Hough, Helen Leedy, Marilyn E. Murphy, Petra S. Roqowski, Charles W. Shewes, Viola Skura, Bernard Tarpenning, Virgil L. Wattand, Michael D. Wells, Geneva M. Winters.

President Al Wydick also announced that Perry Sherman passed away. There will be a memorial for him on September 27 at 5 pm at the Sunnydale Saloon (14404 Des Moines Memorial Drive S, Sea Tac, 98168).

District Officer's Report: District



Those celebrating birthdays at the recent retired club meeting included L to R: Gene Hoglund, Al Wydick, Helen Pompeo, Ruth Render and Leroy Miller.

Secretary-Treasurer Susan Palmer thanked everyone for coming to the meeting. She sent well-wishes from President Tom Wroblewski who has been very busy. She talked about the Charleston decertification vote and the fact that those workers don't realize what they are losing.

Susan also talked about the healthcare debate. It's sad to see the amount of people that have been fooled by the Republican party. We need to help spread the truth about this issue. Legislative Director Larry Brown is working hard on that.

She also said that she and Tom are very proud that the District 751 Retired Club is the most active in our Union.

Legislative Report: Carl Schwartz reported the Healthcare Rally was a success. We had speakers from the state legislature, as well as Congressman Jim McDermott's office. It was an intelligent, calm, and measured rally and forum.

Carl outlined the four points of the

healthcare plan that District 751 and the Retiree Club want to see:

- 1) A universal plan
- 2) Everyone pays
- 3) A plan that isn't taxed as income
- 4) A public, non-profit alternative

Carl noted that most healthcare currently comes from uncompensated family members. President Clinton was the one who passed legislation that allows family members to care for those who are ill without the threat of losing their jobs. Religious groups and charities also play a huge part in healthcare as they provide much uncompensated care. There are also the government-run parts of healthcare – such as the medical schools, state and county hospitals, and military hospitals. Many of those are forced to go under-funded.

He spoke about the history of healthcare reform. Carl said that he supported Truman's plan, Johnson's plan, Carter's plan and then Clinton's. All were shot down. Obama is right, now is the time to make this happen. We can't

wait any longer.

Carl also touched on a resolution that the legislative committee has drawn up regarding the South Park bridge. He invited Gene Hoglund up to read the resolution.

Carl also noted the fact that the cost of living for people on Social Security is at zero. Congressman DeFazio of Oregon has introduced a bill, HR2365, which would allocate a somewhat compensatory amount of \$250 as a cost of living to seniors (SS recipients) to make up for fact they will not receive COLA. A Congress, which has allocated billions of dollars to the banks and \$3 billion to the auto industry, is balking to give \$250 to people whom \$250 will make a big difference. Urge us to support Dafazio bill HR2365 and ask the Washington Congressional Delegation to sign onto that bill. Cost of medical care and medicine continues to go up so it would be a net loss to people on Social Security because of cost of Medicare.

President Wydick asked the Club if there was a motion to adopt the resolution. **M/S/P**

John Guevarra explained that there is support for the resolution from three City Council members as well.

New Business: Nomination of new officers for the next two years were as follows:

President

Al Wydick
Darrell Wallace
Gene Hoglund

Vice President - T. J. Siebert

Recording Secretary: Ruth Render

Treasurer: Betty Ness

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Best of 'Lauck' on Her Retirement

CEOs have come and CEOs have gone, but one thing stayed constant at the Boeing Co. for more than a half-century: Marion Lauck.

The 85-year-old Lauck, a member of IAM Local 751-A and a fixture in the Renton blanket shop, retired in August after a 56-year career during which she installed insulation on more than 6,000 airliners.

"I enjoyed every year," she said. "We build the best airplanes."

Lauck describes herself as "a lady that enjoyed building airplanes."

According to her children, Lauck got her start at the Company on a dare. "My dad and his friend bet her she couldn't get a job at Boeing," said Jan Parmenter, Lauck's daughter who is a Boeing worker herself.

But Lauck had grown up on a farm in North Dakota, and was familiar with hardware and equipment, Parmenter said. "She could identify all the tools, so they hired her."

Lauck says she went to work for 99 cents an hour (\$7.98 in today's dollars) and "I thought I was going great," she said. "I've come a long way, haven't I?"

She started work on KC-135s, her



Business Rep Emerson Hamilton (l) applauds 56-year member Marion Lauck at her retirement.

son, James, said, and moved on from there to work on 707s, 720s, 727s and in time, 737s. She loved her job, and loved Boeing, he said.

When Lauck turned 65, he suggested that she think about slowing down. "I said 'Why don't you retire and enjoy life?'" he recalled. "She chewed me up one side and down the other."

She was also a loyal Machinist. District 751 Business Rep. Emerson Hamilton recalled meeting Lauck on the picket line in 2008. She'd sign up for late-night shifts, and turn down offers from younger colleagues who wanted to

drive her home after four hours on the line; instead, she walked.

"Anybody who'd come down and do her picket duty at that age," Hamilton said. "That's amazing."

Lauck had the respect of her managers as well. Bruce Burton, who was her second-shift supervisor for the past four years, said she had a perfect attendance record – a fact that he used to motivate her younger colleagues. "If Marion can do this and be there every day, why can't you?" he'd ask.

"It was a very phenomenal type of experience, to have her years of service and still be able to do functional type work," Burton said. "We've always had quality work around her area, and it built camaraderie on her crew."

Quality work is the key, Lauck told friends and colleagues at her retirement party.

"I was very careful when I did a job; I told all my fellow workers, 'Don't make a mistake, do everything right,'" she said. "Don't work fast. Do it right the first time and we'll save the Boeing Co. a lot of money."

"They all do a good job," she concluded. "That's why they're still here."

Meetings

• 751 Retired Club meets every Monday at 11 a.m. in the Seattle Hall (9135 15th Pl. S.). Second Monday of the month is the business meeting. A free lunch is served at noon every Monday following the meeting.

• Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of every month at 11 a.m.

• Alliance of Retired Americans South Area Chapter meets the second Thursday of each month at 1 p.m. at the Kent Senior Citizen Center (600 E. Smith St). For more info, contact Leroy Miller at 206-878-0601.

RETIRED CLUB OFFICERS

President	Al Wydick	253-735-8004
Vice President	T.J. Seibert	206-329-0160
Secretary	Ruth Render	206-324-4055
Treasurer	Betty Ness	206-762-0725
Srgnt-at-Arms	Leroy Miller	206-878-0601
Trustees:	Louise Burns	206-242-5878
	Cherie Menke	425-235-9361
	John Guevarra	206-762-3848
Union Office: (1-800-763-1301) or 206-763-1300		

Union Retirees:

Congratulations to the following members who retired from the Union:

Cecilia G Ball
Franklin D Barnett
Richard Bond
Donna J Dietz
Joseph Flood
Edgar B Giboney Jr
Deanna D Guerrero
James C Hansen
Gary C Hastings
Kenneth R Kayser
Shirley J Kindred
Khai V Le
Jenny L Lewis
Jerry W Mitchell
Patricia A Montgomery
Robert W Nelson
Ven T Nguyen
Stephen W Premel
Hui S Pang
Edward N Quiter
Greg H Rainwater
Marian Remy
Martin L Richards
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Ronald Wolfe
Dennis S Wright
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CABLE CHAINS, two pairs, new. Fits 235/75R-15 and many other sizes. \$35 ea. 206-762-4732

1970 FORD RANCHERO – parting out. L & R doors complete, L & R front fenders complete, 302 2V engine, C4 transmission, driveshaft and rear end. No rust. Call for prices. 425-902-1399

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GOLD'S GYM, RENTON, 10728 NE Carr Rd. Take advantage of Special Boeing Employee Rate - simply present your Boeing badge for discount! Family Owned & Operated by Boeing Employee Michael Cavaiani, a strong Union brother! One time processing fee of \$49, single monthly membership dues of \$29, family add-ons \$20. Personal Training rates available at \$49 per session (reg \$60). 425-793-5457

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ATTENTION TO AD RULES

Each single ad must be 25 words or less. More than 25 words will not be printed. Use a separate piece of paper or ad blank for each ad, as they are pre-classified physically. Ads are free only to members - active, laid-off, or retired. For best response, include phone number instead of addresses in ad copy. Members' "cottage industries" will be OK in ads, but no commercial ads. When using own paper for ads, include information required on regular ad blank.

Deadline For Next Issue Oct 13th

FURNITURE AND APPLIANCES

42" TABLE with 18" leaf and (4) chairs, \$60. 206-243-2048

EXECUTIVE DESK CHAIR, brown leather with cloth seat. Very good condition. \$30 OBO. 253-862-6759

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KONA, HAWAII oceanfront condo. Enjoy 2 BDRM/2 BATH fully equipped condo – pool, jacuzzi, private lanai, DSL, color TV w/VCR/DVD. \$1,025-\$1,175/wk. www.banyantreecondo.com. 206-938-9214

CASA GRANDE, ARIZONA 2 BDRM home in Mission Royal Adult Community. On golf course, fully furnished, 2 bath, A/C. \$400/wk or \$1,150/mo + \$100 cleaning deposit. 425-337-6087

HAWAIIAN VACATION, wedding, anniversary – 7 nights Kauai. Ocean front, pool, lanai, kitchen, sleeps 5. \$89/night. 360-297-8468

WATERFRONT 1 BDRM APT for rent. Close to Everett Boeing. Spectacular views of Puget Sound/Olympic Mts. Beach access. NS/NP. \$850/mo, \$500 damage deposit. 425-232-4183

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10 GLASS GALLON JARS plus covers – great for storage or refrigerator pickles, etc., \$3.50 ea. 5 – 1/2 gallon glass jars, \$1.50 ea. 50 glass freezer, craft or storage jars with plastic and metal covers (various sizes), 12 for \$3 or \$25 for all. 253-852-6809

35 GLASS JUICE BOTTLES, some collectible with new sealable covers, to make your own juice or wine. 25 qt bottles, 10 64-oz. All for \$30 or by dozen. 253-852-6809

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NATIONAL PRESSURE COOKER, 7 qt, needs new gasket. \$50. 253-852-6809

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1970 FORD RANCHERO – parting out. L & R doors complete, L & R front fenders complete, 302 2V engine, C4 transmission, driveshaft and rear end. No rust. Call for prices. 425-902-1399

2004 HARLEY DAVIDSON ELECTRA-GLIDE ULTRA CLASSIC. Loaded! Won 2009 Puppy Putt for best touring, see photo in August issue, page 4. \$20,500 OBO. 253-846-2626

1959 FORD GALAXIE, 2-dr, 292 V8, auto in great condition. VW engine 1600, \$50. 253-298-0669

1970 FORD RANCHERO / TORINO, (4) anodize gold rally wheels w/50% tread Bridgestone tires. Fair condition. \$300 OBO. 425-241-9370

1970 RS CAMARO SPLIT BUMPER, 307 V8, needs minor body work. All stock, red exterior, houndtood interior, good condition. \$5,800 OBO. 360-387-5083

2006 NISSAN 350Z, 6,500 miles, black on black, still smells like new; new \$35,000, sell for \$25,000. 1982 Chevy Corvette with Cross Fire injection, good condition; \$8,500. 425-760-6354

2004 HARLEY ELECTRA-GLIDE CLASSIC. Loaded! Spoke rims/white wall tires, custom garage remote, ready for heated gear, stage 1 kit. Must see! \$15,000. 253-846-2626

Mary Harris Jones: The Mother of Organized Labor

Continued from page 8

name Mother Jones, the name that would forever be recognized as the strongest female labor leader in the history of the movement.

She was there for the 1877 Pittsburg Railway Strike and at the Philadelphia Silk strike. She organized the children's march from the textile mills in New York that brought attention to child labor. In 1898, she helped found the Social Democratic Party and later one of the most prominent unions of the early twentieth century, the Industrial Workers of the World (IWW).

Never one to act her age, Mother Jones came to national attention when she was arrested at the age of 76 while leading a protest against the violence of the Paint Creek-Cabin Creek miners' strike in West Virginia. Following the march of 100 miners' children that she led through the streets of Charleston, West Virginia, she was put in prison.

Tried for conspiracy to commit murder, a charge that created outrage in the community, Mother Jones' case brought national attention to the dreadful conditions of the West Virginia coalfields. Though she was ultimately convicted to 20 years behind bars, Governor Hatfield intervened and vacated her sentence. Not one to back down, Mother Jones went straight back to the coal fields after being released from her cell. For her continued participation in the coal strike, she was imprisoned again – twice.

A Mother to all, Jones quickly earned the title within the jail system as well. Befriending all of the working class "criminals" alongside her in the prisons and jails, she grew increasingly bitter. "I asked a man in prison once how he happened to be there, and he said he had stolen a loaf of bread. I told him if he had stolen a railroad, he'd be a U.S. Senator."

Though an active participant in many of the biggest labor disputes during her lifetime, Mother Jones was most passionate about the massacre of the tent colony at Ludlow, Colorado in 1914. The Ludlow Massacre touched her so strongly that she spent the remaining 16 years of her life telling the story across the country. Her ability to draw attention to the atrocities faced by the working men of her time was unmatched, and it was that strength that gave her the upper hand in the fight for equality and the banishment of child labor. Both causes would ultimately see a resolution and, to this day, Mother Jones is credited as a guiding force in labor and the winner of the child labor dispute.

She lived an incredible life in a heartbreaking era. As Fetherling notes in the closing of his biography, Mother Jones was born "...less than fifty years after the end of the American Revolution. Yet, she died on the eve of the New Deal. She was alive when Andrew Jackson was president, and she sometimes quoted from speeches she heard Lincoln make. As an adult she knew the Civil War, the Spanish-American War, and World War I. She rode in automobiles, and she saw the railroads link the oceans. She saw and was seen in films and came to know the everyday use of the telephone, the electric light, and the radio. She watched unions grow from secret groups of hunted men to what she feared was a complacent part of the established order...It may have been a good time to live in America. But it also was a time in which one needed to fight very hard to survive. That she



A photograph of Mother Jones' grave in Illinois taken by 751 Legislative Director Larry Brown during the 2009 Hogs for Hunger charity ride.

did."

Mary Harris Jones, the Mother of Labor, died on November 30, 1930. At her request, she was buried next to the victims of the Virden, Illinois mine riot of 1898. It is there, at the Union Miners Cemetery in Mount Olive, Illinois that Mother Jones still rests.

"When the last call comes for me to take my final rest, will the miners see that I get a resting place in the same clay that shelters the miners who gave up their lives on the hills of Virden, Illinois on the morning of October 12, 1898, for their heroic sacrifice of their fellow men. They are responsible for Illinois being the best organized labor state in America. I hope it will be my consolation when I pass away to feel I sleep under the clay with those brave boys."

A month after the Washington State Labor Council honored District 751 members with the Mother Jones award for such strong solidarity during the 2008 strike, it is important to reflect on what that award means. Mother Jones was the personification of the words strength, perseverance, compassion, and solidarity. She didn't just speak of solidarity and brotherhood, she lived it. She stood up for what she believed in, even when pushed down for it. She never backed down, always faced the battle head-on, and always did what she knew was right. This award, in the name of the great-grandmother of all labor activists, is one that members should be proud of. Mary Harris Jones would have been proud to lend her name to such an award – and such a dedicated group of strikers.



District 751 President Tom Wroblewski with the Washington State Labor Council Mother Jones award, given to the union for its solidarity in the Boeing strike.

Salvation Army Halloween Candy Drive

The Salvation Army of White Center is asking for donations of Halloween candy to benefit the many underprivileged children in Seattle. Anyone who would like to help with this effort can drop off donations of unopened, individually wrapped Halloween candy at any of the IAM 751 Union Halls. Donations will be accepted through Wednesday, October 28 and then delivered to the Salvation Army.

The focals are as follows:

Seattle Hall: Jackie Boschok, Health & Benefits Rep.
Everett Hall: Chuck Craft, Business Rep.
Auburn Hall: Mark Johnson, Business Rep.
Renton Hall: Joe Crockett, Business Rep.

Retired Club Meeting Minutes

Continued from page 9

Sergeant of Arms: Leroy Miller

Trustee: Michael Keller

The election will be held at the next business meeting on Monday, October 12. The polls will open at 10 AM.

Birthdays & Anniversaries: The birthdays for August and September were: Al Wydick, Gene Hoglund, Leroy Miller, Ruth Render, Louise Burns, Helen Pompeo, Tom O'Brien, and Bill Masters. There was one anniversary in August: Sonny & Margaret celebrated 47 years. The membership sang "Happy Birthday."

Good and Welfare: John Guevarra let the club know that his wife, Robin, couldn't make it because she is taking care of her mother. Otherwise, she would have been at the meeting. Robin wants to talk about spouses being able to give input in the future of this club.

John talked about the article he distributed on the economy and how the resolution of our healthcare problem will rely heavily on the economy.

Tom O'Brien spoke about healthcare. He said that he missed the Retiree Picnic because he celebrated his 70th birthday in August. He explained that he got a letter from his insurance company that told him that, as he is celebrating his 70th birthday, his insurance rates will be going up.

He explained he has been working within the labor movement since he was 7. Herbert Humphry was a regular houseguest for his family and he's always held union values. He spoke about how important unions were in the establishment of important worker benefits and said that he doesn't feel that he should pay for the healthcare of those who haven't fought for their own benefits like he has. You have to fight for yourself – and your fellow workers. And that's why the union is the key to a strong economy and to healthcare.

Tom also noted that we need to pay better attention to who we vote for and endorse.

Carl Schwartz spoke about the need to research and think twice before voting for any politician. The WSLC has a new policy that they will not recommend or endorse any politician that will vote for issues that will hurt working men and women.

Helen Pompeo reported that the next casino trip will take place on September 30. They will be going to Lucky Eagle Casino and there are spots available.

Old Business: None.

Adjournment: Motion was made to adjourn. **M/S/P**

EASTERN WASHINGTON NEWS

Skilled Craftsmen at Brand's Repair

Brands Truck Repair in Yakima has been a proud Union shop since 1946. With just two employees, it is definitely one of the smallest IAM union shops in Eastern Washington, but the members there work only on the big rigs – mainly 18 wheelers. Danny Wohl and Chris Jessop are the experienced mechanics who run this full service truck repair and maintenance station. They regularly service Kenworth, Peterbuilt, and International trucks, as well as engines by Cummins, Detroit and Caterpillar.

Because it is a small shop, members there have a strong relationship with the



The IAM members at Brands Truck Repair service mainly 18 wheelers. IAM has represented those workers since 1946.

owner, Frank Mitchell. Union Steward Danny Wohl, who has worked at Brands for the past 20 years, noted, "We regularly sit down at lunch right across from the owner to brainstorm suggestions to improve the business because we all need our jobs. We have just as much at stake."

With business down, Danny and Chris agreed to roll over the Union contract another year effective September 1st. "We didn't ask for a raise because we can see Brands is barely surviving as a company," noted Danny. "By changing health plans, we were able to keep benefit levels the same while lowering costs for both the employer and employees. It was the right thing to do at this time."

These tough economic times have been especially troubling for this small shop. While they have regular customers who bring in entire fleets of trucks for service and repair, much of their busi-

ness has tapered off.

Like many of the IAM shops in Eastern Washington who have just a handful of employees, a common theme recurs when asked about the reasons for Union membership – better benefits through the Union health and welfare programs, which equates to strength in numbers. With only a handful of employees, finding a good benefit plan can be extremely costly. But through the Union programs, various groups of members at different employers are pooled together – lowering the premium costs while increasing the benefit levels – making it a win-win for everyone.

These journeymen continue to keep their skills top-notch and hope that business will pick up as the economy rebounds. In the meantime, they are thankful to have the Union benefits and contract and a steady job that utilizes the trade they have mastered over the years.



Steward Danny Wohl performs a brake overhaul.

Maintaining Safeway Distribution Center in Spokane

The six IAM members working at the Safeway Distribution Center in Spokane play a big role in ensuring that products arrive at the various Safeway stores throughout Eastern Washington.

They have been represented by the IAM since 1980. Not only does this facility process nearly all the products for Safeway stores throughout eastern Washington, these six individuals are responsible for keeping the facility and all its equipment in top operating condition.

The 288,000 square foot facility is a continual hub of activity – meaning equipment must be in top condition to handle the volume of product traffic. Our members there are dedicated to their jobs and have accumulated a lot of experience – with the least senior member having 13 years seniority and one member logging in 30 years with Safeway.

These members are split into three classifications: two are diesel truck mechanics to keep the semi trucks in top running condition; two are assigned to material handling equipment, which cov-

ers all the electric equipment including pallet jacks and forklifts used to move the products throughout the center; and another two are responsible for building maintenance, which encompasses nearly every form of building upkeep including boilers, plumbing, electrical, refrigeration, and carpentry skills.

To help ensure proper coverage, two of the members work an alternative week – one Tuesday through Saturday and the other Sunday through Thursday. These members ratified a new Union contract in 2008, which will expire in 2011.

Union Steward Doug Way not only has 21 years at Safeway, but 21 years as the Union Steward representing his fellow employees. "When the chief engineer retired, he was the Union Steward. No one at that time wanted to do the job so I stepped up to do it and have continued ever since," Doug noted.

In addition to serving as their representative to management, Doug has also been on the negotiating committee and served several years as the vice president of IAM Local 86 – giving him added Union experience.

The next time you're shopping at Safeway, think about these six members who play a key role in ensuring all the products are properly stored in the distribution center and get to the proper stores on time.



Member Doug Gangl working hard at Edwards Equipment.

Union Pride at Edwards Equipment

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agricultural community in eastern Washington and beyond. Our members at Edwards work as machinists, welders, cutters, assemblers and painters. While much of the work is interchangeable, the welders and machinists are required to be certified in their respective trades. However, all employees pitch in and help when something needs to be done. This teamwork and mutual responsibility make it unique.

Edwards offers a wide variety of tractor mounted forklift models and accessories – the most complete line in the industry – as well as roadside highway mowers and other specialized orchard and vineyard equipment.

Beyond the mowers and forklifts, members there make everything from lifts, bin dumpers, various brush spiders and rakes to sweep prunings, leaves and debris from trees, and spray booms.

The union and owners work together to benefit the employees and the company. Steward Dale Glaspey noted, "I see the advantage of a Union contract – especially in the benefit package. It is great. I haven't seen any better. Because it is a small employer, the union can get us a group rate on benefits so it is more cost effective for the company while still providing top-notch benefits."

Glaspey also served on the negotiating committee that delivered a new contract effective September 1. The union and owners worked together to find something that works for everyone. Last year when their office manager wanted to be included in the union for the benefit package, a special Letter of Understanding was signed to include her in the unit – testimony to the working relationship between union and company.

"It is a great atmosphere to work in. We offer a variety of products and work in a stress-free environment," Glaspey stated. "We all work together and everyone is very happy day-to-day with smiles on their faces."



Member Les Swale at Edwards.



At the Spokane Safeway Dist Center L to R: Tom Rowland, Ken Holweger, Doug Davis, Doug Way, Pat Flowers. Not pictured: John Ryser. Inset Photo: Doug Way works on a boiler.



IAM Proudly Represents Bus Facilities Employees for Public Transit

Throughout Washington State, the Machinists Union represents employees at various bus facilities for public transportation. These skilled machinists ensure that public transportation vehicles remain in top condition and have chosen to be represented by the IAM as their collective bargaining agent.

The Machinists Union is proud to be the bargaining representative for maintenance employees of the following public transit systems:

- Ben Franklin Transit

- First Transit
- Kitsap Transit
- Intercity Transit in Olympia
- Skagit Transit
- Community Transit (Snohomish County)
- C-Tran (Portland)

IAM members at Ben Franklin Transit in the Tri-Cities are seeing an expansion of their maintenance facility with federal stimulus money. It is important to see these improvements to the facility, and we are hopeful they will translate



The sign indicating Federal stimulus funds to update Ben Franklin Transit Base.

into additional jobs and job security for our members there.



Union Steward Dale Glaspey applied when Edwards had an opening because of its reputation as a good place to work.