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 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 some of Everett’s 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 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. Continued on page 4

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 Meddaugh. 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 Development 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 correspondence 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 comical and excellent document, 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 had been the senior candidate. Union Relations agreed to give Meddaugh the upgrade at his current location in Auburn. Barstow then was able to Continued on page 5
from the podium, he seemed to go out of his way to praise our 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 Albaugh back in June when he came out to Renton for the P-8 rollout. Speaking from the podium, he said that he would go out of his way to praise the company on their actions. I am pleased to report that they have continued to improve. The good news is that we do have a contract, something we can build on."

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"The most important thing to me is that we continue to work together and continue to make progress. The city was unwilling to move on many of our key issues, said Burt. They fought us on every issue, and turned it into the highly capable P-8 Poseidon. They did it on time and on 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 where workers have harnessed the power of teamwork and collaboration to build outstanding products that our members can be proud of."

"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 meeting to get to know you meeting last month all I can say is that he’s certainly personable."

"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.
3. Show every employee respect for the good work they do.

"It is interesting to management philosophy and one I tend to agree with. But I also said that Jim 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 we do 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 way"
But I Already Have Health Care: The Health Care Reform and How It Benefits the Already Insured

by Rosanne Tomynt

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 the bottom line of hospitals and other public employees. It would also lock in the “ripple effect” job losses in Washington’s private sector. I-1033 kills jobs and prolongs the recession

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 local lawmakers to support or create new services and programs.

Initiative backers/profititeer 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!

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 on 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 real health care reform.”

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.

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

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 Rojekci*, 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

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, 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.
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!

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

Continued from page 1

Continued from page 1

Upper Hand in Third Tanker Bid

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.”

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.
In September, the Union unveiled our official archive for District 751’s Aéro Mécanic 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 members, 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 Aéro Mécanic that District 751 has published since 1939. This paper gives us a unique glimpse back in history — and allows us all to remember. It truly shows how important our history is to our region and nation. Chronicking 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 Library to take possession of originals for preservation. This digital collection of Aéro Mécanic 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 accessible to members and 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 Aéro Mécanic block. When you’ve accessed the site http://cdm0015.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 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 with a list of issues that include that information. When looking through the issues listed after your search, you will find a small asterisk (** next to the page that the information is located. You will also find that the where, who, or why names that you searched will be highlighted wherever it is found within the text.

District 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 Ackley, Dean Tran, Chris Louie. Past members: Jason Redrup, Keith Hanson, Greg Campos. Support role: Tom Wroblewski, Susan Palmer, Connie Keenan, Ed Luten, Eric Monge, Rosamie Tomany, Kay Michik...

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 ask for “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 plans 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’ health plans. Best Doctors do 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.

The New Applicants Committee 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 starting in January 2010.

ECF members, serve two-year terms during which they will visit nonprofit health and human service 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 neighborhoods.

For more information about qualifications, requirements and responsibilities, visit the ECF Puget Sound Trustee application website, http://contentdm.cdmhost.com/index.php?/region/ei_ecf_trusteeapplic.cfm.

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

ECF Now Accepting Trustee Applications

Back Pay Delivered

Continued from page 1

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 the district 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 last 30 years — giving him plenty of experience in negotiating and serving 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 covered over 480,000 miles every year — 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 provinces and 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 doing the right thing. He really had no 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.

District Secretary-Treasurer Susan Palmer (!) delivered the original Aéro Mécanic newspapers to the University of Washington’s Labor Library for preservation and storage.

Members at Boeing can use Best Doctors to get an optional second opinion to confirm a diagnosis and see if alternative treatments are advised.
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. So it's in that company's best interest to keep its employees happy, and right? So you'd think everyone would go to extraordi

That’s the name of “improving our state business climate” deliberately ignore the positive impact of unemployment insurance on our state’s economic conditions. They acknowledge that the devastation of the recession is only partially due to the downturn, but that 90% of the damage is due to the lack of economic stimulus because the government cut benefits.

What’s Next for Unemployment Insurance

Washington’s labor movement believes that the state should take all possible steps to mitigate economic damage. This includes taking a comprehensive approach to address the unemployment insurance crisis. First, we need to increase benefits for unemployed workers, so that they can continue to support themselves and their families during this difficult time.

Second, we need to ensure that the unemployment system is solvent so that it can provide benefits when needed. This means that we need to prioritize the collection of taxes and premiums to fund the system.

Third, we need to advocate for state-level policies that provide a stable economic environment, such as cutting taxes, increasing investment in public infrastructure, and supporting businesses and workers.

Fourth, we need to work with federal policymakers to ensure that the system is adequately funded, and that stable funding is maintained for the long term.

Finally, we need to continue to educate the public about the importance of unemployment insurance, and the economic benefits it provides for individuals, businesses, and our state as a whole.

Deep in the Heart of Taxes

This month, the president of the Association of Washington Business wrote a column praising Texas, one of our 10 worst-paying states for workers. He noted that Texas is the 10th lowest-paying state in the nation, and that it has one of the highest unemployment insurance taxes in the nation. He also noted that Texas has the lowest unemployment insurance benefits in the nation.

But given Boeing's momentum, businesses here are not paying their fair share into the UI system. In fact, they are paying $1 billion less in UI taxes than they should be.

What is Unemployment Insurance?

One reason the UI system is so important to our economy is because it provides a safety net for workers who lose their jobs due to no fault of their own. It helps them to pay rent, keep food on the table, and quickly get back to work. It also helps businesses by making sure there is a trained workforce available when they need it.

But most employers here pay far less. In fact, they pay only 33% of the cost of UI benefits. This is why it’s important to have a strong, stable UI system.

Unemployment Insurance: The Best Stimulus

Our UI system provides temporary partial wage replacement for struggling families, helping them pay rent and keep food on their tables. Since February 2009, when the nation plunged into recession, 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. The unemployment benefits are the best kind of stimulus because they’re immediately spent, which then funds the money that is recycled in local economies. That’s why their economic impact is so strong.

In the current recession, our unemployment insurance system is creating and preserving $3 billion in purchasing power on Main Street in Washington: $85 billion in Benton County, $144 million in Yakima, $54 million in Thurston, $266 million in Clark, $293 million in Spokane, $230 million in King, $646 million in Snohomish, and about $1.5 billion in King.

This money is saving jobs and increasing wages. “That’s what life looks like when it’s designed to do, and that’s what it’s doing every day.”

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 of $437 per employed worker in 2008, which ties us with Connecticut for seventh highest.

But employers here pay far less. About 55% of Washington employers pay 0.35%, about one-third of the state’s average rate. Plus, a significant new tax proposal will take effect Jan. 1, 2017, that promises to drive Washington in these rankings as other states raise taxes to cover benefit costs and keep enough UI funds in the UI trust funds. 2003 UI “Reform”

In 2003, the state Legislature sought to approve a package of tax incentives and other changes that would encourage companies to choose Washington as the final assembly site for its 787 Dreamliner. Boeing wanted a tax break to avoid a cross-subsidy issue whereby it was paying more than its share of UI taxes to subsidize high-unemployment industries at the maximum tax rate, the state Legislature at that time. But the business negotiations led to a proposal that took a huge bite out the cross-subsidy issue, saving 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 hearing before the vote, they succeeded in passing sweeping legislation that made dramatic changes to the UI system. Basically, cut UI taxes to the maximum benefit duration from 30 to 26 weeks and created significant new eligibility restrictions.

In years since, acknowledging that the 2003 UI cuts unfairly and unnecessarily hurt 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 be cut in 2003 amounted to renegotiating on the 787 deal with Boeing. The truth is, Boeing supported the biggest and most conservative restoration of UI benefits in 2005, testifying in support of EIB 2255 to restore two-quarter average 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 benefits, increasing tax revenue, and bringing more federal dollars to the state. For example, efforts to slash benefits in the name of “improving our state business climate” deliberately ignore the positive impact of our UI 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.

This year's 751 Charity Golf Tournament raised $6,000 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 won in the drawing from Local F Conductor-sentinel Paul Vetkamp and Business Rep Jon Holden

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 won in the drawing from Local F Conductor-sentinel Paul Vetkamp and Business Rep Jon Holden


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 Wrobiewski. 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.

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


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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 Haughtaling 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 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 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 won in the drawing from Local F Conductor- sentinel Paul Vetkamp and Business Rep Jon Holden


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

by Rosanne Tomyn

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 “grand-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 hell for the living!

Mary spent the rest of her formative years in Toronto, Ontario. After graduating high school, she pursued teaching in a Michigan convent school. Eventually, Mary settled down in Tennessee after marrying a “staunch supporter of her George’s union efforts. For six years, she lived life as wife, mother, and avid dresser in black and rather frail in appearance. 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 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 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 toiling working men called home. Biographer Dale Fetherling noted that, “in lieu of a family, she would adopt America’s toiling working men called home. Biographer Dale Fetherling noted that, “in lieu of a family, she would adopt America’s toiling working men called home. Biographer Dale Fetherling noted that, “in lieu of a family, she would adopt America’s toiling working men called home. Biographer Dale Fetherling noted that, “in lieu of a family, she would adopt America’s toiling men called home. 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The meeting was called to order by President Al Wydick. The “Lord's Prayer” was said followed by the Bag 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. **MSP Minutes:** It was accepted 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 DHR Tom Wrobleswki 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. Darragh, Dwight D. Davis Sr., Edward L. Enticknap, Margaret C. Hanard, Robert M. Habe, Daniel J. Hecker, Karen L. Hill, Leanna S. Hough, Helen Leedy, Marilyn E. Murphy, Petra S. Rogowski, Charles W. Shewes, Viola Skura, Ber- nard Tarnepning, 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 Secretary-Treasurer Susan Palmer thanked everyone for coming to the meeting. She sent well wishes from President Tom Wrobleswki 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 cur- rently comes from uncompensated fam- ily members. President Canton 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 sup- ported 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 in- vited Gene Hoglund up to read the reso- lution.

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 compensa- tory amount of $250 as a cost of living to seniors (SS recipients) to make up for fact they will not receive COLA. A Con- gress, which has allocated billions of dollars to the banks and $3 billion to the auto industry, is ballooning to give $250 to people whom $250 will make a big dif- ference. Urge us to support Dafalo bill HR2365 and ask the Washington Con- gressional 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 be- cause of cost of Medicare.

President Wydick asked if there was a motion to adopt the resolu- tion. **MSP Resolution:** A copy of the resolution 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
**Vice President:** Darrell Wallace
**Secretary:** Gene Hoglund
**Treasurer:** T. J. Siébert
**Recording Secretary:** Ruth Redner

**Treasurer:** Betty Ness

Continued on page 11

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**Union Retirees:**
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 Quinter
Greg H Rainwater
Marion Remy
Martin L Richards
James M Smith
Michael A Sorenson
Randall G Swanson
Prasert Thumtarun
Kent W Vandussen
Charlotte VanWhite
Ronald Wolfe
Dennis S Wright
Richard C Yingling

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**October 2009**

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**September Retired Club Business Meeting Minutes**

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**Best of Tauc’ 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 built 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 remembered, “She could identify all the tools, so they drove 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 manag- ers 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 con- cluded. “That’s why they’re still here.”

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

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**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 immediately following every Monday meeting.**

- **Everett Retirees Group meets at the Everett 751 Union Hall (8729 Airport Rd), the fourth Tuesday of each 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.**
Mary Harris Jones: The Mother of Organized Labor

Continued from page 8

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

She was there for the 1877 Pittsburgh Rail Strike and at the Philadelphia Silk Strike. She organized the children to work for 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 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.

Tired for conspiracy to commit murder, a charge that created outrage in the community, Mother Jones’ case became a cause célèbre. The trial of the West Virginia coalfields. Though she was ultimately convicted to 20 years behind bars, Governor Hatfield intervened and vacated her sentence. Not one of the children that she led through the streets of Charleston, West Virginia, was put in prison.

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

Mary Harris Jones, the Mother of Labor, 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 he heard Lincoln make. As an adult, she saw television, the electric light, and the telephone, the roadways link the oceans. She saw the railroads, and she saw the automobile, the radio. She watched unions grow from secret groups of humans to what she thought was a compliant part of the established order. It may have been a good time to live in America. But it was also a time in which one needed to fight very hard to survive. That is what she 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 bones of them who gave up their lives straight back to the coal fields after being released from her cell. For her continued participation in the coal strike, she was imprisoned again.

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 better. “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.”

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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, Peterbilt, 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 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 business is done through a practice called "spending locally." The Machinists Union is proud to be the bargaining representative for maintenance employees of the following public transit systems:
- Ben Franklin Transit
- Tri-Cities 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.