Union restores seniority and so much more

The benefits of union membership paid off in a big way for 751-member Ron Agnew. Thanks to the efforts of Union Steward Bill Langlois and Business Reps Jon Holden and Jason Redrup, Ron received more than $13,000 in back pay.

Just as important, Ron’s progression step was properly reset resulting in more than $10 an hour pay increase, as well as back pay for the time he should have been receiving overtime at the maximum rate. Going forward this adjustment will bring him more than $20,000 annually.

In addition, Ron will have greater protection from a future layoff, and accumulate vacation at a much quicker rate (1 hour for every 11 hours worked instead of 1 hour for every 17 hours worked). As part of the resolution, he also received 160 hours additional vacation time to compensate for the time his vacation had been accumulating at the wrong rate.

His seniority was reset from his last hire date in 2011 to 1992 – giving him credit for previous time in the hourly bargaining unit and Cat A seniority accumulation after layoff.

The adjustments were the result of applying contract language: Section 14.4 Reinstatement of Seniority Lost by Reason of Duration of Layoff. The language provides if an employee loses seniority solely because their layoff exceeds their recall rights AND the employee returns to the active payroll before the time off the payroll exceeds the seniority time plus the seniority accumulated with Cat A recall rights. Keep in mind that each case is different and there are other factors that may affect 14.4 (i.e. if member elected to take layoff benefit or a lump sum).

Ron initially approached Bill to question if his seniority date was correct. When Bill began researching it, he was told that Ron had taken a retirement, but since he is in his early 40’s, that was obviously a mistake. Bill continued to work with Ron to correct the false retirement, which included three frustrating calls to TotalAccess.

Once that was fixed, they focused on his seniority. Ron had an unusual set of circumstances, which made it a bit more complicated to sort out. Ron originally hired into Boeing in Wichita (also covered by our contract) in the 1980s.

Under the IAM contract with Boeing, experienced workers earn paid leave at a higher rate, but Westwood’s leave was being computed as though he truly was a new hire who didn’t have the additional seniority from his first five years at Boeing.

Westwood wasn’t sure he would get the additional years when he spoke to his steward. He was surprised when he was told he would. He was able to get his seniority benefits back and has had more time with his daughter in the coming year, thanks to the Union.

New-born baby Alexis Westwood will get to spend more time with her dad in the coming year. Thanks to the Union.

Juaan Westwood, his son’s mom, said “This experience greatly improved my faith in the Union,” said Ron. “Without the union contract language, I would have had no way to pursue this issue and my previous time would have been erased. I appreciate the effort and having a Union to fight for me.”

Union member gets vacation he’s due

New-born baby Alexis Westwood will get to spend more time with her dad in the coming year, thanks to the work of his union.

Renton Business Rep Heather Barstow and Steward Johnny Parsons helped Alexis’ father, Juaan Westwood, correct a mistake in his records at Boeing that resulted in him getting an additional 288.8 hours of vacation time.

Westwood said he plans to use the leave over the coming year. Westwood works in the 4-75 Building in Renton where he receives and inspects seats, galleys and avionics for 737s.

He originally hired into Boeing in 1997 but like many, he was laid off in 2001. In 2006, he was hired back into his current job. “My paperwork said ‘new hire’ but my pay was the same and my seniority was the same and my progression step was the same.”

What wasn’t the same was his vacation accrual rate.

Under the IAM contract with Boeing, experienced workers earn paid leave at a higher rate, but Westwood’s leave was being computed as though he truly was a new hire who didn’t have the additional seniority from his first five years at Boeing.

Westwood asked about the discrepancy several times over the years, and went on his own to Human Resources twice. “The people I’d take it to, it wouldn’t pan out,” he said.

In September, he took it to Parsons. It didn’t take long for the steward to figure out there was a problem, and that Westwood wasn’t accruing vacation time like someone with his seniority should.

“When he gave me the numbers, I said ‘What’s your (seniority) date again?’” Parsons said.

Parsons, in turn, took the matter to Barstow, who also saw what was wrong.

“I contacted the company and said ‘There’s obviously a mistake’,” Barstow said. “I went over the numbers and the numbers didn’t add up.

The adjustments were the result of applying contract language: Section 14.4 Reinstatement of Seniority Lost by Reason of Duration of Layoff. The language provides if an employee loses seniority solely because their layoff exceeds their recall rights AND the employee returns to the active payroll before the time off the payroll exceeds the seniority time plus the seniority accumulated with Cat A recall rights. Keep in mind that each case is different and there are other factors that may affect 14.4 (i.e. if member elected to take layoff benefit or a lump sum).

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New-born baby Alexis Westwood will get to spend more time with her dad in the coming year, thanks to the work of his union.

A steward and one union member get vacation he’s due.

Taskforce formed to help land 777X

In his effort to land the fabrication of wings and assembly of the 777X, Gov. Jay Inslee has asked the Machinists Union to join a newly established Aerospace Taskforce. District 751 Political Director Larry Brown is joined on the taskforce by representatives from SPEEA, aerospace suppliers, Washington Department of Commerce and more than a dozen state legislators, who will work to ensure our state captures the work building this next big airplane. To do so, the taskforce must figure out how to implement the recommendations in a recently published report on Washington’s aerospace industry. Many of these recommendations will require legislative action. The study was commissioned by the Washington Aerospace Partnership and was conducted by Revel Consulting.

At a recent aerospace conference the governor cited the Revel report and announced his intentions to pursue implementation of the recommendations. Chief among the recommendations was the extension until 2040 of the current aerospace tax incentives. The current law would have these incentives expire in 2023. Among the report’s long list are recommendations to incentivize the hiring of aerospace apprentices, fund student loans for short-term skills training, K-12 STEM (Science, Technology, Engineering & Math) initiatives and to make more engineering slots available at the Continued on page 3
REPORT FROM THE PRESIDENT

We can’t afford a D.C. style mess in this Washington

Most of all, we can’t afford these efforts to be sidetracked by political gamesmanship or fights over nonsense like “Right to Worse” laws.

We have real issues that need to be resolved in real time. District 751 is acting as a partner to move our state forward. We will support elected officials — from either party — who will join us in that effort.

And just as we will on a Congressional level, we as a union will do our best to hold accountable any legislator who puts their personal political gain ahead of doing what’s right for our state’s working people.

We can’t afford to let what has happened in Washington D.C. happen here in Washington state.

Negotiations begin for first contract at AIM

Negotiators for District 751 reported they’d reached tentative agreements in a few areas with their counterparts representing AIM Aerospace in Sumner during the second round of contract talks on Oct. 1.

“We are making progress toward improving the quality of life for our members,” said Andrew Riggs, who represents AIM-Summer workers on the union bargaining team.

However, the two sides remain far apart on key issues, including pay.

The company’s first contract proposal included pay increases of 3%, which now average $13.30 an hour for AIM workers in Sumner.

“It appears the company is satisfied with what they’ve got,” said District 751 Business Rep Brett Coty, who leads the union bargaining team. “We’ve already told them it’s unacceptable. In fact, low pay is the main reason the AIM workers joined the Machinists Union in the first place.”

“We have a long road ahead of us,” said Greg Clark.

District 751 represents more than 250 workers at the AIM plant in Sumner, who voted in July by a 3-to-2 margin to join the Machinists Union.

AIM is a Tier 1 supplier to both Boeing and Airbus, providing composite interior components, aircraft structures and electrical and air ducts and related systems. The company, which also has plants in Auburn and Renton, supplies components to other Boeing suppliers, like Spirit AeroSystems.

Talks between the union and company on a first union contract began in September.

During the Oct. 1 bargaining session, union negotiators protested the way AIM managers in Sumner selectively intimidate workers who have to use the restroom.

“Federal law allows for relieving yourself as needed, with no limitations,” Coty said. “We made that clear, and I’m hopeful things will improve.”

Coty and the negotiating team urged AIM workers to continue to wear their union t-shirts on Tuesdays, and to also reach out to the handful of workers at the Sumner plant who have not yet joined the union.

“Solidarity in the shop is the key,” Coty told the Machinists at AIM. “The stronger you are, the better the proposals will come from the company. When all of you are on board, everyone wins.”

“This is what we need,” said Riggs.

“We are here fighting for a better future and a better workplace for the entire region.”

At Boeing, health assessment required; screening optional

The health assessment questionnaire for District 751 members working at Boeing is now available through Boeing’s TotalAccess. Keep in mind there are no wrong answers on the assessment.

Each year Union members and their spouses or partners covered by Boeing medical plans have to complete the health assessment questionnaires or face higher monthly out-of-pocket costs for health care in the coming year (up to $40 per month if both employee and spouse/partner fail to complete the assessment).

This year’s health assessment can be taken between Oct. 1 and Dec. 3.

The questionnaires are available online at TotalAccess. Members can fill them out at work by logging on to the TotalAccess site and clicking the “My Well Being” tab. To answer the questionnaire at home, members can log on to TotalAccess by going to www.boeing.com/express, then entering their BMESID and TotalAccess password, then clicking “My Well Being.”

Spouses or domestic partners enrolled in a Boeing-sponsored medical plan must go online at www.webmdhealth.com/boeing.

Union members who’d rather not answer the questionnaire online have the option of calling TotalAccess at (866) 473-2016 to request a paper form to be mailed to them, or have a TotalAccess representative ask them the questions on the phone. Paper copies are also available at each of the Union offices.

REMEMBER: IAM members and their spouses/partners aren’t required to get the screenings, and they aren’t required to report any numbers to Boeing on the Health Assessment questionnaires.

Screenings have no impact on deductions from your paycheck for medical benefits.
Taskforce formed to help land 777X

Continued from page 1

As the governor announced his willingness to extend these very useful tax incentives, he noted the incentives would be contingent upon landing the 777X and for the wings to be built in Washington. This would be different than the 2003 incentives when there were no requirements to build the wings in Washington. The wings are a job-rich portion of building large airframe aircraft, an opportunity lost in the 2003 incentives designed to capture the 787.

The taskforce is charged with preparing specific legislative solutions to address the Revel report recommendations. These legislative actions can be implemented during a potential special legislative session in November 2013, if it occurs or for the regular session to begin in January 2014. The taskforce has already met once and will again meet Oct. 11.

The governor also announced his intention to be very careful in dealing with the complicated issue of surface water quality, sometimes referred to by one of the regulatory measuring tools, as the so-called fish consumption rate. This is an environmental issue which carries with it the potential for lawsuits and massive mitigation costs. The governor has assumed all that he intends to be mindful of human health and the health of the economy as he moves forward with any new regulations. He has assembled an advisory group of stakeholders to accomplish this task.

“We are very fortunate in Washington that we have a governor who understands the importance of the aerospace industry and its impact on jobs for our region,” said Brown.

Legislator says Right to Worse would be wrong

A Right-to-Worse law would be wrong for Washington, a Republican legislator said during a recent aerospace industry forum.

“I tell my party colleagues it would be a mistake for Washington to use a short-term political situation to effect a policy that may or may not be successful in the long run,” said Bruce Chandler, a Republican from Yakima who represents the 15th District in the Washington House of Representatives.

If Republicans were to push forward with that kind of anti-union legislation in Olympia – as Spokane Republican Sen. Michael Baumgartner has proposed – Democrats and their allies in labor would “both end up beating us bloody and I don’t think we’d accomplish anything.”

Baumgartner has said the only way to ensure a healthy aerospace industry in Washington would be to weaken unions with so-called “Right to Work” laws, which would make it harder for unions to negotiate good wages and benefits for their members. Workers in “Right to Work” states earn $7,000 a year less than workers in states like Washington, which is why Washington unions call the anti-union laws Right to Worse.

Rep. Larry Springer, a Kirkland Democrat, said he doesn’t think a Right to Worse law would make any difference on Boeing’s thinking as it decides where to put its 777X fabrication and final assembly plants.

“I don’t believe that where Boeing builds its next plane is dependent on whether this is a ‘right to work’ state or not,” Continued on page 4
Machinists tell Scott Walker to ‘go home’

District 751 Young Machinists have made it clear: Wisconsin Republican Gov. Scott Walker’s anti-union rhetoric isn’t welcome here.

A group came together on short notice to join a protest of Walker’s appearance Sept. 5 at a conservative think tank’s fundraising event in Seattle. In a little over two years as governor, Walker has managed to curb freedom to bargain collectively and pass corporate tax cuts while gutting health care and education budgets.

Machinists joined members of the M. L. King County Labor Council and other labor and progressive groups in chants of “Scott Walker, GO HOME!”

“We have a very active group of Young Machinists that have really stepped up,” said District 751 Legislative Director Larry Brown. “This was just another example of their willingness.”

Brown says the group wanted to let Walker know that his broken policies wouldn’t fly in Washington.

“We have organized around making sure we don’t replicate what happened in Wisconsin,” said. “We wanted to make sure Scott Walker knew that he was not welcome here by the working men and women of the state of Washington.”

751 pushes for comprehensive transportation plan

Washington’s Legislature must commit to a comprehensive transportation plan if the state is to be successful in keeping Boeing’s 777X program here, District 751 Legislative Director Larry Brown testifed in September.

“There really is no choice,” Brown told legislators at Sept. 17 hearing in Bellevue. “We must invest now in our transportation system. If we don’t, we could see our industry and jobs fly away.”

District 751 was part of a broad coalition of unions, businesses and environmental groups that had come together on a transportation improvement package during the 2013 legislative session.

That measure was shot down in the 11th hour by conservatives in the state Senate, who refused to allow it to go forward because it would have allowed for a light rail line across the Columbia River between Vancouver and Portland.

That had serious implications for the aerospace industry in Washington, Brown told the legislators.

“By not passing a transportation funding package earlier this year, our state has put these jobs and this industry in jeopardy,” he said.

Brown explained that Boeing uses just-in-time manufacturing processes and relies on a local road network to transport parts from Frederickson and Auburn north on State Route 167 to Renton and Everett.

The package blocked in the last session would have paid for improvements to SR 167. But now, “while airplanes are waiting to be assembled, workers and trucks loaded with airplane parts are stuck idling in stop-and-go traffic,” Brown said.

Boeing workers also rely on public transportation, he said. That too has been cut back during the recent recession, which has forced more workers to drive to work, which puts more cars on the road and always makes traffic that much worse.

The combination is “slowing the economy and degrading the competitive force of our state,” Brown told the legislators, urging them to pass a transportation improvement bill.

Pay for points committee implemented at Hytek

Members at Hytek Finishes continue to see the value of a Union contract. Their first IAM contract, which was ratified the end of February, established a new points system that can translate into additional money for members obtaining new skills.

The contract called for a joint union/company committee to define the skills, assess a value on each skill, and review job descriptions. The Union side of the committee consists of Jay Lang, Dee Fox, and Smitty Larsen. These members meet weekly with management to continually review, assess and update the program. Members are also encouraged to provide input to union committee members and also through suggestion boxes that were placed throughout the Hytek facility in September.

Before the IAM contract was approved, pay increases were for time and a half, but couldn’t be translated into additional pay for the members, nor was their any input from employees. Now with the contract, employees get paid for the additional skills/points as long as they are not at the maximum of their pay range. It is another way to ensure that members are paid for the skills and knowledge they bring while encouraging members to get additional skills - making them more valuable to the company.

Having each person document their own progress, training and skills.

If you are currently not documenting your skill points or have not received the skills points tracker of 2013 (see left), please contact your Union Steward at Hytek.
Guides help new Machinists learn faster on the job

New training guides developed by IAM/Boeing Joint Programs are cutting the time it takes new Boeing workers to get fully proficient in their jobs – by as much as 50 percent. “It gets them out of the gate a little quicker and a whole lot safer, with better productivity,” said Jim Rice, an Auburn steward.

The guides are part of a structured on-the-job-training program developed by members of Training Connections for IAM programs. For decades, training at Boeing has been a matter of senior Machinists passing down “tribal knowledge” to newcomers in their shops.

“I’d go out with the subject matter expert, follow him or her around every day until I could do my job at maybe 70 or 80 percent,” said Ron Nielsen, a Joint Programs administrator. That process, he added, could take months – even up to a year. The problem, said Rice, is that while Machinists are experts at what they do, few have any training as teachers.

And if it’s been 20 years since your first day on the job, you’ll probably assume that everyone knows the lessons you learned 18 or 19 years ago – forgetting that people brand new to the company haven’t had time to learn them yet, he added.

Whatever the drawbacks, the passing on of tribal knowledge through time-honored on-the-job-training has worked well enough at Boeing for decades. But things are changing. A generation has passed on, and with it a tradition of passing on knowledge to the younger ones.

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Members drove home the green for Guide Dogs at the first Local F Karting Challenge on September 7 at PGP Motorsports in Kent. Twenty-two teams with four drivers each maneuvered the track for two hours straight in an intense competition.

The event steered nearly $15,000 to Guide Dogs of America and provided entertainment for both drivers and spectators. While there was competition on the track for the racing title, there was also competition to raise money for Guide Dogs of America. Team Acropolis, which consisted of Gabby Rogano, Sara Baumgardner, Ed Lutgen and Connie Kelliher, brought in more than $1,200 for Guide Dogs. Starting positions for the race were determined by the amount of cash raised. More than one team that finished close to the top vowed to bring in more donations so they wouldn’t be fighting to move up from one of the last positions in next year’s race.

Final winners were determined in the last two minutes of the race. The first place team was Dennis Hall, Mark Feuerborn, Kevin Murray and Gary Feuerborn. The second place team was comprised of Lem Charleston, Russ Wise, Ken McMahon, and Austrin Wise.

Local F is looking to expand next year since there were additional teams wanting to take part in this fun-filled event.

*Photo Left:* Finishing first in the race, sitting L to R: Dennis Hall, Mark Feuerborn. Standing L to R: Kevin Murray, Gary Feuerborn. *Photo right:* Team Acropolis was the top fundraiser with more than $1,200 in donations. Top Ed Lutgen, Connie Kelliher. Front: Sara Baumgardner, Gabby Rogano.

### Puppy Putt delivers for Guide Dogs

This year’s Puppy Putt motorcycle ride to benefit Guide Dogs of America brought in more than $11,663 for the charity. The Puppy Putt organizing committee presented the check at a recent District Council meeting. L to R: Patience Sarzynski, District Secretary-Treasurer Susan Palmer, Rachel Sarzynski, Chrissy Sarzynski, Jim Kakashchke, Kendra McKinney, Art Schilling, Terri Myette and District President Tom Wrobleski.

*Photo right:* The second place team consisted of (sitting 1 to r): Lem Charleston, Russ Wise; (standing 1 to r): Austin Wise and Ken McMahon.

Local A is raffling off a 60-inch plasma television, which the prize winner will get to take home in time for the holidays.

The TV was given away in a prize drawing at the annual Bill Baker Memorial Steel n’ Wheel SuperShow in August. But prize winner Jeff Leach donated the TV back to Local A to be raffled off again, with the proceeds going to support Guide Dogs of America.

Local A stewards and officers are selling tickets for the drawing for $5 a piece. Tickets also are available at all Puget Sound union halls. The drawing will be at the Local A lodge meeting on Dec. 5. You need not be present to win.
COMMUNITY SERVICE

Machinists make a difference in Day of Caring

When United Way of Snohomish County held a Day of Caring, more than 20 Machinists 751 volunteers and family members turned out despite rainy conditions.

Our volunteers focused on a project at Garfield Park in Everett to spread 48 yards of bark. While the wet weather made the bark heavier and messier to spread, volunteers stepped up their efforts and got the job done in less than half a day.

“The turnout was wonderful and the enthusiasm and hard work to get the job done so quickly and precisely was amazing,” said Katrina Lindahl, a member of the Riverside Neighborhood Association. “We were anticipating this project to take several months due to limited volunteer and Parks Department resources so it was very gratifying to have this project completed in one day. It was a great team effort. Please send our thanks and praise for a job well done to all of your volunteers.”

Besides beautifying the park, the bark will also help suppress weeds reducing the need for herbicides.

751 food drive for Northwest Harvest in Oct. and Nov.

District 751 Machinists once again are doing their part in the fight against hunger. MVP Committee members have begun collecting donations of food and cash for KING-TV’s annual HomeTeam Harvest food drive to benefit the Northwest Harvest food bank.

In addition, as many as 150 District 751 volunteers are expected to be on hand for the Dec. 7 food drive itself, helping to load semi-trailers with donations of food dropped off by Channel 5 viewers from around Puget Sound.

The MVPs will collect food and cash at local lodge meetings during October and November. Members also can drop off donations of food or cash at any IAM 751 union hall in Puget Sound.

“Hunger is no game,” said Robley Evans, the MVP chairman. “We see it all too often, through our volunteer work at homeless shelters and at the Northwest Harvest warehouse in Kent.”

This will be the 11th year that District 751 volunteers will take part in KING-TV’s annual winter food drive.

Last year, more than 130 union members volunteered. The union’s local lodges and individual members came together to collect $2,300 in cash, plus more than 500 pounds of food. The Washington Machinists Council — the umbrella group for all IAM local and district lodges statewide — contributed another $1,000.

“Truly, the aerospace machinists union has become as much a part of HomeTeam Harvest as anyone else,” said Betsy Roberson, the community relations manager for the TV station. “You’re the ones out there directing traffic and carrying those big bags of food from trunks to trucks.”

According to a recent report from the U.S. Department of Agriculture, 14.6 percent of Washington families — nearly 1 in 7 — struggle to put food on the table, and 6.1 percent of Washington families regularly go hungry.

Despite that, conservatives in Congress have targeted food stamps and other federal programs that provide even modest amounts of food, promising to cut the budget for them in half.

Northwest Harvest supplies food banks across Washington. Since 2008, the number of people visiting the food banks it supports has jumped 40 percent — from 500,000 a month to 700,000. Northwest Harvest now distributes 26 million pounds of food to those people — up more than 50 percent from 2008.

Suggested donation items

Northwest Harvest can use any nonperishable food or cash donations. If you prefer to donate food, select shelf-stable food with the lowest saturated fats and refined carbohydrates (sugar, white flour). NW Harvest buys white rice and beans in bulk, so you are encouraged to donate other items. Here are some suggestions:

**General food items:**
- Oatmeal
- Brown rice
- Whole grain pastas
- Tomato products
- Canned fish or meat
- Canned vegetables
- Shelf-stable milk
- Canned fruit, especially with low sugar (but not artificial sweeteners)
- Beef stew, chili and similar meals with low sugar and saturated fats

**Infant and baby food:**
- Baby formula
- Infant cereal
- Canned milk
- Infant & baby food
- Jars of baby food
- Powdered or canned milk
- Baby diapers are also accepted.

Candy drive for area children

District 751 members are doing their part to make the holidays a little sweeter for low-income children in the White Center community south of Seattle.

The union is conducting its annual Halloween candy drive. Donations of unopened individually wrapped candy can be dropped off from now through Oct. 25 at any IAM 751 union hall in Puget Sound.

All the candy will be donated to the Salvation Army of White Center for its annual Halloween party, which offers children in the community a safe alternative to trick or treating.

Last year the union collected more than 500 pounds of candy, which was enough to provide candy for the Salvation Army’s Halloween party and Christmas party too.

Machinists walk to fight Alzheimers

Machinist volunteers took part in a walk to end Alzheimers in September. L to R: Rob Curran, Brenda Brammer, Trish Fromong and Clark Fromong.

Photo left: IAM 751 volunteers spread bark at Garfield Park in Everett.

Photo right: Business Rep Richard Jackson works on one flower bed.

The union is again collecting candy to donate to the White Center Salvation Army. Last year Dave Swan helped to deliver the hand.

District 751 volunteers, along with Mt. Baker Boy Scout Pack #1, spread 48 yards of bark at Garfield Park in Everett. The event was part of Snohomish County United Way’s Day of Caring event.
The Enumclaw Golf Course was filled with Machinists on Sept. 21 for the annual Fall Classic to raise money for the Machinists Non-Partisan Political League (MNPL), the political arm of the Union. Thirty-six golfers took part in the best ball format that delivered more than $1,600 for MNPL. Participants were treated to a delicious roasted pig barbecue lunch and dozens of raffle prizes.

Special thanks to the volunteers who helped ensure it was a success: Keith Elliott, Kathy Elliott, Clark Fromong, Trish Fromong, Beth Fromong, Britney Fromong, Chuck Fromong, Mark Brown, Rob Carran, Bill Young, Dallas Anderson, Cliff Goetsch, Joe Perry and Gary Kiehl.

Grocery clerks ask for support in efforts to obtain fair contract

Grocery checkers, baggers and other local grocery store employees voted to authorize a strike in protest of the latest contract offer from their employers, making long lines and un-stocked shelves a very real possibility at area grocery stores.

Thousands of grocery workers at Safeway, QFC, Fred Meyer and Albertsons stood strong and voted to authorize a strike by 98 percent in late September.

Despite the grocers showing increased profits and higher pay for CEOs, workers are being asked to take cuts in health care, pay and hours. The companies are gaming the Affordable Care Act to cut health care for grocery workers and their families by cutting their hours.

The union has set up a “Strike Alert Service,” giving shoppers the opportunity to receive a text if their local grocery store goes on strike. Shoppers can also sign up for email alerts at standwithourcheckers.com.

1. LIKE the Stand With Our Checkers support page on Facebook and then click SHARE to share it with everyone. Showing grocery store employees that you stand with them also sends a message to the big grocery store CEOs.

2. Sign up for the “Strike Alert Service.” Stand With Our Checkers is hosting this service -- they’ll text or email you when a store in your zipcode is on strike and will send you a list of alternative stores in the area. Text the word Checkers to 313131.

Stay tuned for word on food drives and other actions (www.standwithourcheckers.com District 751 leadership, along with leaders of several other large membership unions, have committed to sending a letter to grocery CEOs warning that our 32,000 members, who have a weekly payroll of more than $37 million, will not cross a picket line at their stores should they force a strike. In addition, UFCW has asked if a strike occurs, if members will step up and adopt their local store workers to help them through any labor dispute. 

Above: 751 Business Reps Ernie McCarthy and Emerson Hamilton were among Machinists showing support for area grocery clerks. 

Above: 5 to 6: Curt Gilbert, Scott Armstrong and Mike Norgard.

Above: Local C President Ron Coen (far right) presents the third place team with trophies. L to R: Curt Gilbert, Scott Armstrong and Mike Norgard.

Above: Local C President Ron Coen (far right) congratulates the first place team of (from left) Gerard Cleary, Kerin Cleary, and Gayl Bailey.

Business Rep Ernie McCarthy drives one.
Americans should not accept this ‘New Economic Normal’ economy

A recent article by U.S. Senator Bernie Sanders encourages Americans to not accept this ‘New Economic Normal’ where the economy is improving, but too many Americans are being left behind while the rich keep getting richer. He believes Americans should not be content with an economic reality in which the middle class of this country continues to disappear, poverty is near an all-time high and the gap between the very rich and everyone else grows wider and wider.

The front pages of American newspapers are filled with stories about how the U.S. economy is recovering. There is some truth to that. Since President George W. Bush left office in 2009, significant progress has been made in moving our economy out of the abyss of the worst economic downturn since the Great Depression. Since 2008, the deficit has been cut by more than half from $1.4 trillion in 2008 to $642 billion this year.

While the stock market has recovered from the collapse in 2008, the top 1 percent of Americans earn more than the bottom 50 percent, and 100 percent of the new income generated in this country from 2009-2011 went to the top 1 percent. During that period the bottom 99 percent of Americans lost ground economically. Sanders believes the U.S. Congress and the President must begin discussing what can be done to provide jobs for Americans who have been left behind.

Communications:

Ruth Rendel read a thank you note from Dan Stuchowski.

Health & Welfare: Helen Pompeo gave the report for July and August. A moment of silence was observed for the following deceased members: Josephine Arazo, Leslie Brabender, William Dotsey, Andre Ho, Richard Jamieson, William Mullan, Phyllis Olmstead, Donald Stanton, Helen Wilson. Sympathy cards were sent to the next of kin.

Legislative Report:

Tom Lux gave the report on behalf of Carl Schwartz, U.S. Representatives Rick Larson and Jim McDermott have signed on to HR 1102 and Representaive Suzan DelBene has said that she will vote for it when it comes up for a vote. HR 1102 is the bill that would allow Medicare to negotiate with drug companies for lower prescription prices (similar to what is done for veterans). We sent a letter to all of our representatives asking that they sign on to this bill.

When Governor Walker visited Seattle in early September he was greeted by over 300 protestors including some from our union. Worker purchasing power is what creates jobs. People laid off or with cuts in pay, can’t buy products no matter how low the cost of production is. Since Governor Walker cut people’s incomes, jobs in Wisconsin have NOT improved (no surprise).

Tom also announced that the Retiree Club is sending six delegates to the Machinists Retiree Conference in Las Vegas in November. Any members that have an issue they want covered at the convention should speak to one of our delegates: T.J. Seibert, Carl Schwartz, Ron McGaha, Jackie Boschok, John Guevarra, Helen Lowe, Jim Hutchins or Tom Lux. Mike Lough asked if anyone else could attend the conference. Ron McGaha said people can attend at their own cost and to check with Jackie Boschok for information if you are interested.

Ron McGaha also added that Senate Bill 567 is being introduced to scrap the cap on Social Security. There will be a House bill on this issue too.


Good and Welfare: John Guevarra mentioned that it was Grandparents’ Day on September 8 and said we have an obligation to share our history with the younger generations. He also mentions the booklet that the union published about our union history. It is available in the lobby, and he asked people to pick up a copy, read it and discuss it with their grandchildren and others.

John also spoke about an upcoming Mayor McGinn fundraiser in September and said Helen Lowe participated in a radio commercial supporting Mayor McGinn. John spoke about a television program he recently saw about the female manifestation that takes place in Ghana. He also mentioned that Congressman Jim McDermott was at the Labor Day picnic and John suggested checking out McDermott’s website newsletter and let him know how you feel about Syria. Then John passed out an article by U.S. Senator Bernie Sanders titled “We Must Not Accept This Economic ‘New Normal’. John also spoke about an upcoming Bill Moyers television show on PBS on Sundays and said it provides valuable information if you want to be an advocate for social justice. John also passed out two Friday Alert reports.

Tom Lux reported that there will be another Seattle mayoral forum on Monday, October 14 at the Greenwood Senior Center from noon to 1:30 p.m.

Old Business: President Seibert said at the last business meeting in July Carl Schwartz made a motion to revise the Minutes:
Retired Club meeting minutes for September

Continued from page 9 club by-laws by removing the requirement to say a non-denominational prayer. Instead of voting on the motion at that time T.J. said he would appoint a by-laws committee to research the issue and report back at this meeting. He appointed a committee consisting of Jackie Boschok, Larry Wade, Ruth Render, John Guevarra and Jim Hutchins. Jackie Boschok reported that the committee found that all portions of the by-laws can be suspended for a period of time. The committee recommended a motion to suspend, until January, the section of the by-laws pertaining to the non-denominational prayer. She said this would give everyone more time to think about the issue. Much discussion took place with many viewpoints shared. President Seibert then asked the club to vote on the motion to suspend the portion of the by-laws requiring the non-denominational prayer. There was a hand count vote, and the motion failed to receive the two-thirds majority needed to pass.

2014 IAM Scholarship Competition Now Open

The IAM Scholarship Competition is open each year to members of the IAM and their children throughout the United States and Canada.

Awards to members are $2,000 per academic year. They are granted for a specific period from one to four years leading to a bachelor’s degree or a two-year vocational/technical certification.

Awards to Children of Members are:

- College: $1,000 per academic year. All awards are renewable each year until a maximum of four years, whichever occurs first.
- Vocational/Technical School: $2,000 per year until certification is reached for a maximum of two years, whichever occurs first.

Eligibility for Competition

Any applicant must be either:

- an IAM member
- the son, daughter, stepchild or legally adopted child of an IAM member.

Child of a Member Applicant--

- Must have one living parent with continuous good-standing membership for at least one year.
- Must be a U.S. citizen by birth or naturalization.
- Must be enrolled in or accepted into an institution of higher education.
- Must have an unimpaired ability to pay for tuition and fees.
- Must have a financial need to be eligible.
- Must apply for all other scholarships to which he/she is eligible.
- Must complete the application by the deadline.
- Must maintain qualifying grades.

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Top recruiters honored for AIM

Union leaders recognized Jeremy Coty and Robley Evans for being the most successful in the IAM Summer organizing drive. L to R: Dist. Sec-Treasurer Susan Palmer, 751 Organizers Loren Guzzone and Jesse Cote, Jeremy Coty, Robley Evans and their children throughout the United States and Canada.

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Union leaders in Eastern Washington stepped up their efforts to raise money for Guide Dogs of America this year. Throughout Eastern Washington, various events raised more than $11,500 for Guide Dogs.

"Members have really gotten creative and motivated in their efforts to raise money for this worthwhile charity," said Business Rep Steve Warren. "It is great to see new people getting involved and taking a leadership role in organizing fundraisers. The results have paid off for Guide Dogs and have helped educate others in our community on the benefits of union membership. At each public event, we distribute educational information on unions and the great work we do to build better communities."

The money was raised through a number of events, including the fourth annual Guide Dogs raffle. A trap shoot was held in August that attracted 75 participants.

Members from Local 1951 held two separate events in Yakima — with Union Steward Sam Jensen serving as the driving force in collecting various prizes for the raffle. One event was held in the PetSmart parking lot and included an educational booth, barbecue and selling raffle tickets, which raised $657 for Guide Dogs. A second barbecue was held at Pexco and additional raffle tickets were sold before the winners were drawn. The two events collected $1,700 for Guide Dogs. Great job by all who helped with the fundraising efforts!

At the Guide Dog booth at the Yakima PetSmart, L to R: Steve Warren, Ken Howard, Tom Woohlevski, Sam Jensen and Chris Siegfried. The event also served to educate the public on the value of union membership as IAM informational packets were distributed.

Eastern Washington union leaders stepped up efforts on Guide Dogs fundraising this year and delivered $11,513.77 for the worthwhile charity. Presenting the check at a recent District Council meeting to District leadership: L to R: District Sec-Treasurer Susan Palmer, Craig Smoot, Ken Howard, Jim Rente, Chris Siegfried, Allen Eveland, Gary Swartz, Steve Warren, Jim O’Brien, Rene Ochoa, Fred McNell, and District President Tom Wroblewski.

‘Pass a transportation plan this year’ is message at hearing

Recognizing the importance of a comprehensive transportation plan for future aerospace and manufacturing jobs in our state, the Machinists Union has been present at transportation hearings around the state.

On Oct. 2 when the Senate Transportation Committee held its sixth stop on a 10-city tour in Spokane, Machinists were there and ensured our voice was heard. Nearly 300 people attended the hearing at Central Valley High School, and 100 individuals signed up to testify. Among those testifying was Local 86 member and legislative chair Gary Swartz. The hearings were designed to let the committee hear what citizens and local officials think about the future of transportation and its funding.

Gary urged the Governor to call a special session in November to get a comprehensive transportation package passed this year to enhance our chances to land the 777X for Washington State, which will translate into aerospace jobs years into the future. He cautioned not to let Boeing use transportation needs as another excuse to move manufacturing jobs out of Washington, but use improved infrastructure to entice other manufacturers such as Airbus to locate here. Swartz emphasized the aerospace industry is threatened by gridlock in Western Washington, which slows movement of aircraft components from Triumph Composite Systems Inc, where he works.

"Washington is a progressive state, not some right-to-work state and stressed the importance of a living wage and income equality," he added. "At the end of the day, it is about jobs, jobs, jobs."