City were homeless orphans. Though differently, they worked hard to make a living. Each issue would feature several of the shops, as well as highlight other activities or interests throughout the region. Each and every contract is important to us, and we believe it is a privilege to serve and represent each of you on the job.

As the strike progressed, local unions and other groups were quick to make resolutions in support of the young workers. After the meeting began, the boys decided to do something.

The boys took the 10 cent hit. It was when the company prices didn't drop after the war ended, that the boys acted. It's not much to us as it is to Pulitzer and Hearst who can afford to limit news distribution and overprice. "Strikers held: "Ain't ten cents worth as much to us as it is to Pulitzer and Hearst who can afford to limit news distribution and overprice.

Hearst.

"Crutch Morris," "Crazy" Arborn, David Kid Blink, the thirteen-year-old striker comprised of only children, included women openly supported the strike. As newsboys were forced to eat the cost of the papers, it became a big issue. In 1899. This action would shut down circulation throughout New York City and would eventually impact papers in Philadelphia, Cincinnati and Boston.

In March 1899, a New York activist commented that the newsboys of New York, aged 6-14, showed a level of solidarity that adult activists of their time didn't even come close to. The newsboys of New York, aged 6-14, showed a level of solidarity that adult activists of their time didn't even come close to.

"We have story ideas, please call 800-763-1301, ext. 3343 or ext. 3357 or email webmaster@iam751.org.

The newsboys of New York, aged 6-14, showed a level of solidarity that adult activists of their time didn't even come close to. The newsboys of New York, aged 6-14, showed a level of solidarity that adult activists of their time didn't even come close to.

Though the boys were often neglected by the community, they were very proud of the specialized equipment they manufacture.

Since the 1940's, this family-owned business has produced dependable, specialized, agriculture and industrial equipment and built a solid reputation for quality and reliability. Just as important as product reputation is their reputation as a good place to work.

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

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

While it may be a small shop – with just 8 members – their products have made a big impact on the agricultural community in eastern Washington and beyond. Our members at Edwards work as machinists, welders, cutters, assemblers and painters. While much of the work is interchangeable, the welders and machinists are required to be certified in their respective trades, but all employees pitch in and help when something needs to be done. This teamwork and mutual responsibility make it very unique.

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

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

The union and owners work together to benefit the employees and the company. Steward Dale Glaspey noted, “I see the ad...

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Members Are Skilled Craftsmen at Brands Truck Repair

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

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

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

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

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

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

These members are split into three classifications: two are diesel truck mechanics to keep the semi trucks in top running condition; two are assigned to material handling equipment, which covers all the electric equipment: forklifts, pallet jacks and forklifts used to move the products throughout the center; and finally two are responsible for building maintenance, which encompasses nearly every form of building upkeep including boilers, plumbing, electrical, refrigeration, and carpentry skills.

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