

Iron Workers promote Lee Worley, Jim Pauley

Lee Worley has been appointed executive director of apprenticeship training for the International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers.

Worley, 48, served as the administrator of the Portland-based Pacific Northwest Ironworkers Trusts for the past two years. Prior to that he was apprenticeship coordinator for Local 29's and Local 516's joint apprenticeship training committee for 13 years.

A 25-year member of Local 29, Worley relocated to Washington, D.C., earlier this year.

As executive director, Worley will oversee Iron Worker training programs nationwide, making sure they are in compliance with federal and/or state standards, as well as adhering to the Ironworkers Apprenticeship Certification Program. The IACP was designed by the international union five years ago to standardize the quality of training offered apprentices at every local nationwide.

Ironworkers on the West Coast have been in the forefront establishing state-of-the-art training programs, and Worley says he will borrow from that success as he travels to training programs across the country.

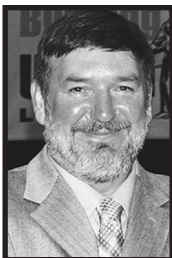
"I plan to use what we do in the Pacific Northwest as a model for other programs," Worley said. "I've learned from some of the best."

Worley is the son of retired Iron Worker general secretary (and former Local 29 business manager) LeRoy Worley. His uncle, Tom, was business manager of Local 29 for many years, and Lee came into the trade under the tutelage of retired Local 29 apprenticeship coordinator Frank Cusma.

Succeeding Worley as administrator



LEE WORLEY



JIM PAULEY

of the Pacific Northwest Ironworkers Trusts is Jim Pauley.

Pauley, 55, had been re-elected in December to a third term as president and business agent of Local 29. In accepting the job as administrator, he had to relinquish both positions.

He is a 32-year member of Local 29.

In his new job, Pauley is the collection coordinator for the trusts. "Basically, I'm the first line of defense for collecting unpaid contributions from contractors," he said.

Pauley also administers the budgets of the three apprenticeship training programs in the Pacific Northwest — Local 29 in Portland, Local 86 in Seattle, and Local 14 in Spokane, and he oversees the Drugfree Workplace Program.

...Machinists taking a stand for all workers

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gleaming concrete floors, past giant doors that part to allow each plane to exit to an adjoining airstrip for test flights.

Assembly workers represented by the Machinists and engineers and techs represented by the Society of Professional Engineering Employees in Aerospace (SPEEA), work round the clock, seven days a week. Every plane is shipped out and paid for as soon as it is done. Orders for the new 787 are piling up, as the plane is three years behind schedule.

Machinists District 751 was chartered in 1935, the year the National Labor Relations Act was passed. The act made it "the policy of the United States to encourage the practice and procedure of collective bargaining." A year later, the workers got their first contract with Boeing.

In the decades since, District 751 members improved their wages and benefits with each contract. Every new pact came at a cost, however, and three of the last four settlements were preceded by strikes. During negotiations, the union built solidarity with daily demonstrations on the shop floor. The 4,000 workers on the day shift walked out and circled the building, chanting and banging makeshift drums fashioned from plastic water coolers. Hours

later, some 3,000 night shift workers followed suit.

JOBS MOVED OUT OF THE COUNTRY

In the mid-1990s, the Machinists won language that requires Boeing to notify them when it plans to "offload" — outsource work — a trend that has accelerated in the last 10 years. The new 787 represents the ultimate outcome of those decisions: sections of the plane are produced in far-flung places, then flown to the Everett plant to be assembled.

Portions of the forward fuselage are made in Japan, the cargo doors come from Sweden and the center fuselage is manufactured in Italy. Landing gear is shipped in from the United Kingdom while part of the wing is produced in Australia. Workers say outsourcing is one reason the new plane is three years behind schedule.

They also blame the management of Boeing, which was taken over by McDonnell Douglas in 1997. That's when the tenor of the company changed — and executives started viewing workers not as partners but as "competition."

"It's frustrating," said Swank.

The company's plan to move 787 assembly to South Carolina could be overturned by the NLRB, but that won't be the end of the struggle, said Jason Redrup, president of Local A of District 751.

"They [Boeing executives] have no commitment to South Carolina," he said. Even though the first plane is yet to be built in that state, the company already is talking about moving work from there to Italy or Japan, he said.

STANDING UP FOR ALL WORKERS

Swank and Redrup believe their struggle to maintain good jobs in Washington state will have a ripple effect far beyond their own workplaces and communities.

"It's all about jobs, about good-paying jobs," Redrup said. "It's part of the message we send to the rest of the country. We'll stand up for you."

Whatever the outcome of the NLRB case, District 751 is not about to back away from its history of militant action, said Ed Lutgen, who coordinates the work of the district's hundreds of union stewards. Statues erected outside the union hall after the 1995 strike portray a family on the picket line, holding signs and gathered around a fire barrel.

The hall is located across the street from an assembly plant exit. "All of the customers that come to pick up airplanes see the sculpture," Lutgen said. "All the workers, union and nonunion, see it ... It sends a message."

(Editor's Note: Barb Kucera edits *Workday Minnesota*, a website of labor news and resources based in Minneapolis.)

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