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Boeing Strike in Missouri: A Fight for Fairness

The Boeing strike in Missouri is now well into its third week, and for the 3,200 machinists on the picket line, this moment has been building for years. Members of IAM District 837 walked off the job at the start of August after overwhelmingly rejecting Boeing's latest contract offer. That decision shut down production on fighter jets, trainers, and other defense projects in St. Louis and nearby Illinois.

For many of these workers, the issue isn't just the numbers on a paycheck. It's about respect, fairness, and keeping up with the rising cost of living after years of standing by the company.

In the last decade, Boeing machinists in St. Louis accepted freezes and concessions to help keep the company stable. But while executives recovered, wages for those on the shop floor lagged far behind. The company's most recent offer promised a 20 percent raise spread out over four years, along with a \$5,000 bonus. On paper it sounded fine, but when you compare it to inflation, it would have left many workers falling further behind.

Veteran machinists in particular felt shortchanged. Some of them have spent nearly two decades waiting to reach the top

pay scale, only to see newer workers getting better raises. "We aren't building toasters," said Christy Williams, an assembly mechanic who joined the strike. "We're building fighter jets. We deserve something fair."



The union is pushing for faster wage progression, stronger retirement contributions, and raises that actually reflect the skill and danger involved in building military aircraft. They also fought back against Boeing's attempt to change schedules to 12-hour shifts that could include weekends, a plan that many said would wreck family life.

Boeing insists its offer was generous. Company leaders pointed to fact sheets claiming workers could see 40 percent
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Congratulations to our union brothers and sisters at Aerojet Rocketdyne in West Palm Beach on ratifying your new collective bargaining agreement with L3Harris. This is a powerful achievement that reflects your unity, hard work, and commitment to securing fair wages and protections on the job. Your victory strengthens all of us in the labor movement, and we stand proud alongside you as you move forward under this new agreement.

You can find details about the tentative CBA on our Local's website, or by scanning the QR code below with your mobile device.



International Association of Machinists & Aerospace Workers Local Lodge 971



www.iamll971.org



Phone: (561)277-9606

IAM Local Lodge 971

President Jermaine Phillip
Vice President.....Chris Fowler
Rec. Secretary Jacob Doyon
Secretary-Treasurer..... Zachary Hill
Editor Zachary Hill

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overall pay growth and said some entry-level mechanics might eventually make six figures. But union members see that as a sales pitch that ignores reality. In truth, most seasoned employees would have seen much smaller bumps. "It's a farce," one worker said flatly.

To keep production going, Boeing has shifted some work to salaried staff. Executives downplay the impact, but machinists see it differently. As IAM chairperson Chad Stevenson put it, "They act like maybe St. Louis is less important, but it's just as important to this company."

This is the first strike at Boeing's Missouri plants in almost 30 years, and it comes during a wave of worker actions across the country. Union members in St. Louis draw strength from last year's strike in Seattle, where machinists won a 38 percent raise after holding out for seven weeks. Many here say they'll stay out "as long as it takes."

The picket lines have become a gathering place not just for workers but for families, neighbors, and supporters. Other unions have delivered food. Local politicians have shown up to lend their voices. Horns honk in support as cars pass the gates. What's clear is that this fight has struck a nerve well beyond Boeing's fences.

The outcome matters for more than just 3,200 workers. Boeing is one of the largest employers in the St. Louis region, with up to 17,000 employees tied to its defense plants. A fair contract would mean millions of dollars in local wages flowing back into stores, restaurants, and small businesses.



A weak deal, on the other hand, would continue to chip away at middle-class stability in the region.

For machinists, though, this fight is about more than economics. It's about dignity. As one striker put it, "We could go flip burgers for the same money. But we're out here building the best fighters in the world. That has to mean something."

Negotiations are set to resume, and union members are clear about what they want: fair pay, respect for their experience, and a deal that recognizes the sacrifices they've already made. However long it takes, they're ready to stand together until they get it.

IAM and TCU/IAM Celebrate 100th Anniversary of the Brotherhood of Sleeping Car Porters

The International Association of Machinists and Aerospace Workers (IAM) and the Transportation Communications Union (TCU/IAM) celebrate the 100th anniversary of the founding of the Brotherhood of Sleeping Car Porters (BSCP), the first labor union led by African Americans to join the American Federation of Labor (AFL).

On August 25, 1925, Pullman porters at the Pullman Company turned to pioneering civil rights leader and labor organizer A. Philip Randolph, to help guide them in building a union to fight for dignity, fair wages, and justice. Despite fierce opposition from the Pullman Company, which sought to keep its workforce divided and subservient, the porters' determination sparked a decade-long struggle that ended with official recognition of the BSCP in 1935.

"The Sleeping Car Porters proved that solidarity can overcome even the most powerful corporate opposition and deep-seated injustice," said IAM Union International President Brian Bryant. "This anniversary is a celebration of the past and a reminder of the work ahead. Their story continues to inspire the IAM and TCU/IAM as we fight for fairness and dignity for every worker."



The BSCP's victory was more than a labor milestone. It became a cornerstone of the modern civil rights movement, inspiring generations of working people to demand equality in the workplace and society. It was the first major black union in the United States and the first to be granted an international charter by the American Federation of Labor (AFL).

"When the BSCP merged with our Union, they brought an extraordinary legacy of courage and resilience," said TCU/IAM National President Artie Maratea. "That proud history is alive today in the men and women working onboard trains across the country. The Sleeping Car Porters and the legacy of A. Philip Randolph and his belief in organized labor are a celebrated source of pride that TCU/IAM will continue to uphold."

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According to a 1973 Washington Post interview, when A. Philip Randolph was asked if he had ever become discouraged during the bleak years when he was trying to bring the Pullman Company to the bargaining table, Mr. Randolph avoided the word “discouraged.”

“I don’t ever remember a single day of hopelessness,” he said. “I knew from the history of the labor movement, and especially of the black people, that it was an undertaking of great trial . . . that, live or die, I had to stick with it and we had to win.

The Porters merged with BRAC (now TCU/ IAM) in 1978, forming the Sleeping Car Porters System Division.

“The legacy of the Brotherhood of Sleeping Car Porters shows the link between the labor movement and the civil rights movement,” said Josh Hartford, special assistant to the IAM International President. “Their struggle for dignity on the job helped lay the foundation for greater justice in our society, and that fight continues today through the IAM Union Rail Division.”

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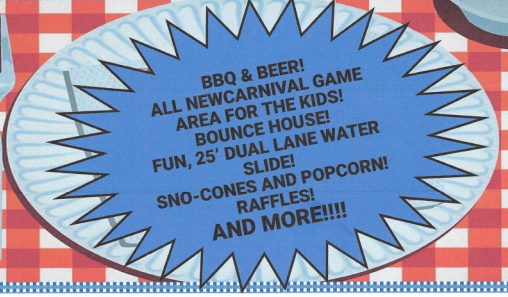


SUNDAY, AUGUST 31, 2025 | NOON - 4 PM
ADMISSION \$10 | CHILDREN UNDER 12 FREE
IBEW HALL | 4620 SUMMIT BLVD, WEST PALM BEACH
 INFO OR QUESTIONS: MARCIA WEBER, AFL-CIO LABOR LIAISON
marciaweber@unitedwaypbc.org | C: 561-718-2763 | O: 561-375-6610

Don't forget... Food Drive!!
 Bring *non-perishable* food items to donate








Union Meeting

September 21st

7:00pm

Executive Board Meeting at 6:30

