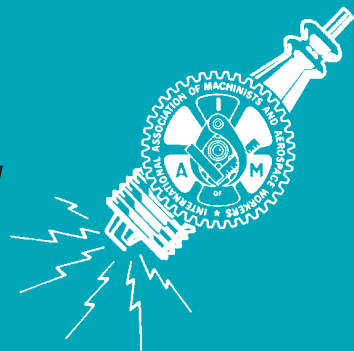


The IAM District 190 Sparkplug



VOL. 12 NO. 3



June/July 2010

Serving the Active and Retired Members of IAM District Lodge 190

It's time we put Main Street ahead of Wall Street

By Jim Beno
**IAM District 190 Directing
Business Representative**

Californians now know the choice for California's next Governor comes down to Meg Whitman or Jerry Brown. Now it's up to us to make clear that the choice isn't just between two people or two styles of leadership, but about the kind of California we want in the decades to come.

We've had enough of the Wall Street way, but that's the kind of thinking Meg Whitman wants to bring to the Governor's office. We've seen what happens when Wall Street controls our mortgages, our retirement savings, and our economy. We can't let "Wall Street Whitman" get her grip on our schools, our healthcare, and our jobs.

Everywhere Whitman's gone throughout her career two things have happened: workers lost jobs and she got richer. That's because Whitman believes to her core that what's good for Wall Street must be good for everyone. If a CEO has a fatter bonus at the end of the year, it justifies job cuts and slashed benefits. We know all too well just how wrong she is. When the economy collapsed, Whitman and her corporate friends made off with millions. We paid the price with job loss, home foreclosures and other hardships.

But there is a better way: Jerry Brown represents the Main Street values of good jobs, quality schools and public services and a stronger California. In his time as Governor from 1975-1983, he created nearly two million jobs. He's spent a lifetime fighting for us at all levels of government. That's the kind of proven leadership we need to emerge from this recession. But before we can work with Jerry to get our economy back on track, we've got to stop Whitman's "Wall Street Express" in its tracks.

Wall Street Whitman has already shelled out more than \$90 million on her hostile corporate takeover of California and she's on track to more than double that before the November general election. Defeating her corporate agenda will take more than money; it will require an

army of passionate volunteers and activists.

That's where we come in. Union members hold the key to this election. If we mobilize to spread the truth about Whitman's real agenda, we'll prevail in November. Together, we need to carry out a massive grassroots campaign to expose the truth about Meg Whitman's Wall Street agenda and what it will mean for California and our priorities of good jobs, great public schools, quality public serv-

es, and a safe environment.

Meg Whitman's plans to corporatize and downsize California's economy will be disastrous for everyone living in California—whether they work in the public sector or the private sector. While Whitman's campaign is fueled by her allegiance to the Wall Street culture that destroyed our economy, our campaign needs to be powered with the passion of tens of thousands of workers like us who are

determined to build better lives for ourselves and our children.

We can't let Meg and her Wall Street agenda take the express jet to the Governor's office. Our army of volunteers will expose her plans to do Wall Street's bidding and we will tell the people of this state what her Governorship would mean for California's families.

For more on Meg Whitman's record and background, go to www.WallStreetWhitman.com.

CEO Meg Whitman's jobs plan: eliminate, outsource, downsize

Meg Whitman wants to "run California like a business." So what does that mean for California's working families? Whitman has a history of layoffs, outsourcing and exorbitant executive perks as CEO and Board Member of eBay. While on the campaign trail, Whitman has pledged to continue cutting jobs while giving lavish tax breaks to her corporate millionaire friends.

Whitman oversaw mass layoffs at eBay

Whitman approved layoffs of 10% of eBay's workforce as a member of the Board in 2008. As thousands of workers lost their jobs, the Board approved million-dollar severance packages for executives.

Whitman sent eBay jobs overseas

Under Whitman's leadership, nearly 40% of eBay's employees were overseas.

From 2002-2007, Whitman increased the number of overseas workers at eBay by 666%, rather than keeping jobs in California.

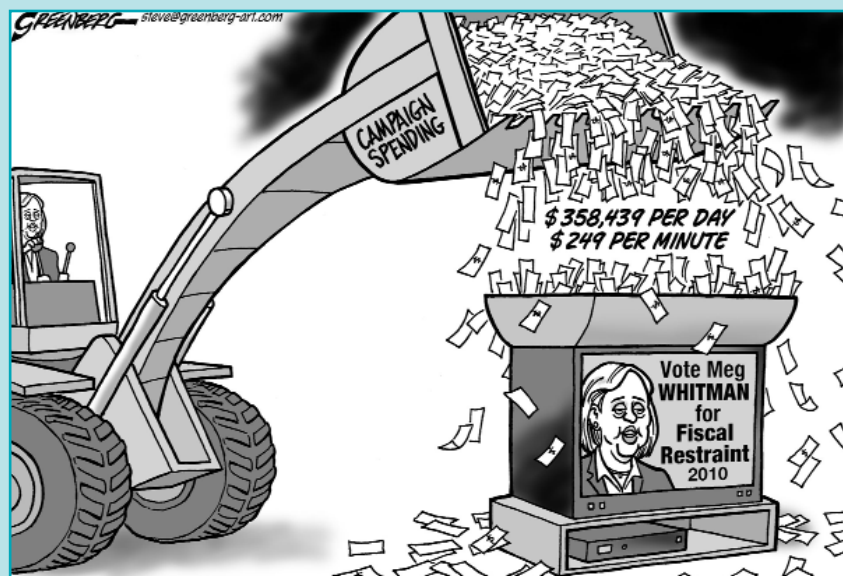
Whitman supports using H-1B visas to replace workers in California

Whitman says she's a "huge fan" of increasing H-1B visas to foreign workers, meaning fewer jobs for California workers. H-1B workers often earn less than U.S. workers, leading to potential exploitation of those workers.

U.S. Senator Dick Durbin has introduced legislation to limit the H-1B program, because "the H-1B visa program is plagued with fraud and abuse and is now a vehicle for outsourcing that deprives qualified American workers of jobs. Our bill will put a stop to the outsourcing of American jobs and discrimination against American workers."

Whitman would cut 40,000 state jobs—10% of the workforce

Whitman proposes to cut 10% of the state's work-



force, about 40,000 state workers, supposedly without cutting public safety. Yet even Governor Schwarzenegger's office ridiculed her proposal, saying "The governor only has authority over contracts with 100,000 state employees paid through the general fund. About two-thirds of those are in Corrections. So it's unclear how you cut 30,000 positions without affecting public safety."

Even though Whitman would not have the authority to cut positions in the University of California system, she would cut UC's budget in order to force layoffs of key university personnel.

Whitman's proposal would supposedly include state workers paid through Special Funds, meaning that she would fire state workers, creating hardships for those workers and local businesses, for no savings to taxpayers or to the state.

California already has the second-lowest number of full-time state workers relative to population in the entire nation—second only to Illinois and tied with Florida.

Whitman's job creation plan has no basis in reality

In February 2009, *Sacramento Bee* columnist Dan Walters contended that Whitman's promise to create two million jobs "defies economic, demographic and political reality."



RESOURCES

Union of Unemployed (UCubed) unveils “Hire US, America” campaign



A month-long effort by UCubed leaders and activists to craft a guiding document has resulted in a 21-point plan that is unique for the priorities it identifies, as well as for how the plan was developed. Nearly 450 UCubed activists participated in an online survey to debate and refine suggestions for an action plan to put more than 30 million

unemployed Americans back to work. “Now that the Hire US, America plan is finalized, the next step is to secure its endorsement by state and federal candidates for office,” said UCubed Acting Executive Director Rick Sloan. “UCubed leaders and jobs activists will be visiting campaign headquarters this summer and asking them to support the Hire US, America plan.” UCubed, is an IAM community service project designed to assist the millions of unemployed and underemployed Americans, and to provide them with a structure that allows them to take advantage of their growing numbers. For more information, visit: www.unionofunemployed.com



WORKERS’ COMP

Understanding “future medical awards”

In a workers’ compensation case that is resolved or settled with a **future medical award**, one needs to be aware of several related issues. First, the award is for life, which means that it is not limited to five years from the date of injury. Second, the award is independent of and not related to employment status. Whether you change jobs, the employer goes under or the carrier goes belly-up, your medical award stays in place. The third reality of a future medical award is that several potential land mines lie in the road toward adequate and timely care. If you haven’t pre-designated a doctor in writing to the employer before any potential injury, you are limited to treatment by a doctor within the employer’s network. If they haven’t established a network, you may still select any doctor to treat you. If you are treated within a network and are dissatisfied, you may change doctors at least twice within the network before going to another evaluator to determine the scope and type of appropriate care. Assuming, at this point, that you are being treated with a PTP (Primary Treating Physician) that is acceptable to you and he or she prescribes a surgery, physical therapy or medication, you may still run into problems. First, if the surgery is a spinal surgery and the carrier objects, that will trigger a second opinion review mechanism. A request for an MRI or physical therapy (PT) may lead to a Utilization Review (UR) denial or delay letter from the carrier. Basically the carrier has 5-14 days to say yes or no to a requested treatment, test, or medication. UR is a managed medical care process primarily focused on cost containment. The UR doctor reviews only what the carrier submits to him, does not see you, and is asked to

generically apply general guidelines that are supposedly “scientifically-based” without regard to the specific patient. These guidelines may refer to appropriate types or modalities of treatments for differing types of injuries, length of care, the type and dosages of medications prescribed, the type of testing to be used and a host of other issues. You may, of course, be familiar with UR from the way the case was handled before the “lifetime medical award” was issued. Nothing’s changed. They can still, and often do, UR everything after the award and, in some egregious instances, will actually say, “we want to settle the award and if you don’t, we will UR everything asked for” as an attempt to discourage the injured worker. Don’t despair and don’t cave. Call your lawyer or get one if you haven’t already. Some specific tips: 1) keep your copy of your medical award in a safe place for ease of reference as the carrier may change or the Workers’ Comp Appeals Board (WCAB) may not be able to locate it. 2) tell your doctor that you want a copy of all medical progress reports and treatment or testing authorization requests, 3) if you get a UR denial letter, call your doctor ASAP and confirm that they will be getting out a rebuttal report (their explanation as to why the UR denial is wrong). That will preserve your right to contest the denial at the WCAB. 4) call your lawyer. Injured workers have a right to treatment to cure or relieve the symptoms of ALL industrial injuries. The union health and welfare fund should not have to cover expenses that are legitimately the employer’s and their carrier’s.

—By John Harrigan

John Harrigan, Boxer & Gerson LLP, Oakland, Antioch, Burlingame, Santa Rosa, 510-286-2944, Jharrigan@Boxerlaw.com or on the web: www.Boxerlaw.com

Hire US, America

A 21-step emergency action plan for reversing the U.S. jobs crisis

- | | |
|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 Create a WPA-style jobs program and hire the jobless in the public sector | 12 Provide incentives for skills training and higher education |
| 2 Craft a national industrial policy | 13 Extend unemployment insurance benefits |
| 3 Discourage outsourcing of American jobs | 14 Add a Tier-5 to unemployment benefit extensions |
| 4 Renegotiate all trade agreements, beginning with NAFTA | 15 Extend COBRA and the 65% subsidy |
| 5 Stop China’s unfair currency manipulation | 16 Increase the maximum food stamp benefit amount |
| 6 Enact strong and enforceable “Buy American” legislation | 17 Re-create the CETA program to employ the structurally unemployed |
| 7 Provide investment tax credits for businesses to modernize their plants and purchase new machinery | 18 Permit the unemployed to tap their retirement accounts without incurring a 10% early withdrawal penalty |
| 8 Increase aid to states, counties and municipalities in order to restore and/or maintain vital services | 19 Re-imagine the Workforce Development Act (WIA) to integrate regional training systems in order to retool America’s workforce and transform regional economies |
| 9 Pool a portion of the Obama Cabinet’s discretionary funds for emergency job creation programs | 20 Re-institute the Civilian Conservation Corps and fund improvements in our national and state parks |
| 10 Make Wall Street pay back Main Street through the enactment of a financial transactions tax | 21 Bar employers from using a job applicant’s credit rating as a basis for employment |
| 11 Build a revitalized, green economy by investing in green jobs | |



LETTERS TO THE EDITOR

Dear Editor:

Most local manufacturing has moved away. I think what's left should be supported. Several years ago, Hersheys moved from the Central Valley. I’ve avoided the product since.

I suggest we look for U.S. manufactured products and produce when possible. Ghirardelli is in San Leandro, Jelly Belly is in Fairfield, Christopher Ranch Garlic is grown locally, near Gilroy. Maybe these local people could more afford a new car or the services of Northern Californians if we all bought these local products.

I recently bought an American-made stove; I choked on the price, but it’s still what's good for us Americans. Consider items you use quite commonly, such as hot sauce. Both Tabasco and Tapatio brand hot sauces are produced in the U.S.

Sometimes I miss my mark, and in most cases it isn’t even possible to buy American, but give it a try. **The Sparkplug** could be a great advocate regarding this issue.

Retired Local 1546 Union Worker

If something in **The Sparkplug** makes you happy or mad or inspires you to action, write us a letter. All letters will be used, space permitting. They may be edited for length or grammar, but not for content. Letters may be submitted as follows:
e-mail: dchaplan@mindspring.com • **fax:** 510-288-1346
mail: IAM District 190, 7717 Oakport Drive, Oakland, CA 94621

The IAM District 190

Sparkplug

Debra Chaplan,
Managing Editor

The Sparkplug (USPS 007966) is published bi-monthly by District Lodge 190, International Association of Machinists, Oakland, Calif., a non-profit organization. Periodicals postage paid at Oakland. Subscriptions are \$3 per year.

The Sparkplug is the official publication of District Lodge 190 and its affiliated local lodges and notification of any meeting or election in this paper shall constitute official notice per Article B, Section 4 of the IAMAW Constitution and Articles V and VII of District Lodge 190 By-Laws.

Postmaster: Send address corrections to: The Sparkplug, 7717 Oakport Street, Oakland, CA 94621.



EDUCATION OPTIONS

ATLAS Program trains workers for new opportunities in transportation and logistics industries

Scott Albright, who’s been an instructor in the College of Alameda’s Diesel Program wants IAM members to know about the Atlas Program.

ATLAS (Alameda Transportation and Logistics Academic Support) is a regional training project led by the College of Alameda (COA) with The Workforce Collaborative in partnership with the Machinists Union, the Teamsters Union, the International Longshore & Warehouse Union, the Port of Oakland, Oakland Adult & Career Education, regional Workforce Investment Boards, and a consortium of eight other community colleges in Northern California.

Under grants from the Department of Labor, the California Employment Development Department and others, ATLAS was designed to bring job seekers and employer services together in a new and innovative model to help displaced workers, returning veterans and unemployed individuals realize careers in transportation and logistics. The ATLAS project will also strengthen trades and logistics industry growth in Northern California.

“It has been my privilege to be involved with ATLAS from the start at COA,” Albright says. “In the Diesel Department, where I am department chair and an instructor, we made space available to forklift operators training. We also provid-



ed support in the procurement of training equipment and classroom space for the program. On the 3rd cohort, I took over as forklift operator training instructor. We just finished cohort 8 and will be continuing with Cohort 9 in July.”

In addition to the Warehouse and Forklift Operator training offered through ATLAS, both COA and Contra Costa College (CCC) recently began Green Diesel and Hybrid Automotive training. At CCC, candidates will learn the technology necessary to land jobs as qualified technicians able to service and repair hybrid/electric passenger cars.

In the courses at the COA, we are training displaced truck drivers and others in a three-fold program that was developed after polling

industry partners. This COA program is known as the Green Diesel PMI Program. It is designed to certify a candidate for a commercial driver’s license, green diesel preventative maintenance and inspection with welding/fabrication. With this training, candidates will have a strong base for entry level positions in the heavy-duty diesel transportation trades. Candidates will be able to operate heavy-duty vehicles, service and inspect these vehicles

and install the newly mandated computerized diesel particulate filter exhaust systems on heavy-duty diesel vehicles.

- Technical Skills to be learned from this program:**
- General shop safety practices;
 - Heavy-duty vehi-

cle preventive maintenance services and DOT safety inspections;

- Welding for transportation technologies;
- Class “A” commercial driver’s license training;
- Introduction to “green technology” for heavy-duty vehicles including: periodic smoke test, compressed natural gas engine service and diesel particulate filter systems.

The program is now applying for further grants from the Department of Labor to continue and expand its work into the future. Some of the industry partners ATLAS is collaborating with are SamTrans, Peterson Caterpillar, Cummins West, Golden Gate Freightliner and Waste Management. The program has also developed partnerships with the IAM and its regional Joint Apprenticeship Training Committee. ATLAS hopes to expand the green diesel program to include alternative fuel and heavy-duty vehicle hybrid technology.

“Through grants from the Department of Labor and with economic redevelopment funding, COA is looking to these programs in ATLAS to accomplish much for our community,” Albright adds. “We appreciate the opportunity that we have been given to provide this critical service to our community.”

For more information about signing up for ATLAS, contact Albright at: salbright@peralta.edu



Scott Albright

Reminder to Members

Be sure to notify your local union office when you are off work for medical reasons or due to lay off or termination. Members who miss more than one half of the work days in a month may be eligible for a reduced dues rate or an Honorary Withdrawal Card.

Why I pay dues

- I pay dues for job security
A better life for my family
- I pay dues to have a voice
Some may say “I have no choice”
- I pay dues, such a small fee
For all who fought and died for me

Julie Gonzalez
Recording Secretary, Local Lodge 1528

The key to a strong union is ORGANIZING—and you can help keep District 190 strong!

Do you know people who work in your industry but don’t have a union? Often non-union workers have the same wages as union employees—but that’s all they have. Talk to people in non-union shops about the benefits of having a contract, a grievance procedure, a pension and good union benefits. If they’re interested, ask if one of our organizers can call them. (Remind them that the call will be completely confidential.) Here’s a contact form for you to complete and send to District 190.

About you:
Name: _____
Where you work: _____
Your phone number: _____

Please call the following to tell them more about IAM representation:
Name: _____
Company: _____
Home or Cell Phone Number: _____
Best time to be reached: _____

Please return this form to: District 190, 7717 Oakport Street, Oakland, CA 94621. (Use this form, or just include the info on your own paper.)

SAVE THE DATE

**Cal Conference of Machinists
Summer Conference**
July 15
District Lodge 725’s Area-1 Hall, San Diego
...
Open to delegates elected from each local



Get your IAM news on the web!
District 190 has updated its website and added lots of new features. Go to:
www.iamdistrict190.org



AROUND

Local 1414 San Mateo

Congrats to Employee of the Month

Congratulations to Local 1414 member Tom Clark, who was named Golden Gate Transit's Employee of the Month in June.

Clark received a framed certificate on June 11 at the company's Board of Director's meeting in recognition of his going beyond the call of duty to aid a fellow worker, and for his technical expertise.

Clark found a co-worker experiencing a health crisis in the employee parking lot. He stayed with the ailing worker while another employee went to summon an ambulance. He kept his co-worker calm and provided



Tom Clark proudly displays his Employee of the Month certificate

assistance until the paramedics arrived.

"Due to Mr. Clark's quick-thinking actions, the distressed employee came through fine," said Celia Kupersmith, General Manager of the Golden Gate Bridge, Highway and Transportation District. "In addition to his calm and effective reaction to crisis, we also recognize Mr. Clark for his outstanding technical competence as a mechanic and

his unwavering dedication to the District's mission. For these reasons, Mr. Clark is frequently called upon to analyze and solve complex equipment issues and to mentor and train junior and newly-hired employees. His strengths in these areas are greatly appreciated by his supervisors and co-workers."

Clark has been a mechanic in the Bus Division and member of IAM Local 1414 since September 1990.

Local 93 San Jose

Contract update

Negotiations have been completed for Jennings Technology in San Jose and TM Industries in Santa Clara. Members at both locations voted to ratify new three-year agreements.

Next in line is Granite Rock Company's Wilson Quarry in Aromas. This multi-craft agreement covers Machinists, Operating Engineers, Teamsters and Laborers and expires on July 15.

Local 653 Fresno

Dealership expands

Fresno Chrysler-Jeep is now Fresno Chrysler-Dodge-Jeep-Ram. The

family-owned dealership recently acquired Lithia Dodge and moved to the former Dodge location at 6162 N. Blackstone Ave. in Fresno.

"With the economy the way it is, standing still is like going backwards," said owner Tim Finegan, Sr. "I have to take a chance. I'm a gambler and have faith in our community and my staff. Bringing all of the Mopar products under one roof makes Fresno Dodge-Chrysler-Jeep-Ram a one-stop store. You can have all your Mopar products serviced, repaired, and buy a new car, truck or van for personal or commercial use." Come by and see Tim and his staff and all the Mopar Products.

Contracts move ahead

Between April and June, Local 653 finished negotiations and signed new agreements with Freedom Ford Truck Center, Fresno Chrysler Jeep and Hedrick's Chevrolet.

The Local is currently in negotiations with Herwaldt Automotive Group, Fresno Unified School District and Calaveras Materials and will be opening contracts for Sun-Maid Growers, Elliott Manufacturing and Commercial Manufacturing soon. "We are particularly concerned about the school district talks, because like most public institutions in California, they have no money and are seeking to furlough our members on a regular basis," says Business Rep Tom Rotella.

Local 1484 Wilmington

And more contracts

Local 1484 is in negotiations for its two biggest contracts: SSA Terminals and ITS. Both contracts expire on June 30.

The eight members at WWL ratified a 5-year agreement in May. This company handles Nissan products at the Port of Los Angeles. "We got a really good agreement in light of this tough economy," says Business Rep Kevin Kucera. The contract includes full coverage for health and welfare and decent wage and pension increases.

Local 1528 Modesto

Bucking takeaway fever

The members at Silgan Containers Riverbank ratified a new three-year agreement in May.

"When our members met to take proposals and elect their bargaining committee, the union committed to keeping them informed about the progress of the talks. When the company gave us their initial economic offer, we knew immediately that these negotiations would not be easy. The company had proposed nothing but takeaways," says Business Rep Gilbert Gonzalez. "We told the company that everything they were asking to take back had been hard won in previous negotiations and

we were not going to give those up. They wanted to change our overtime and vacations, freeze wages, and eliminate our jobs in the office."

As the talks continued, Gonzalez reports, all of the takeaways slowly came off the table. However, when the Teamsters at Silgan's Toppenish, Washington plant rejected the company's offer and went out on strike, the Riverbank talks stalled out. "We did our best not to let that strike interfere with our negotiations. The Teamsters even asked to sit in on our talks and we respectfully declined. In the end, we were able to get a \$1,000 bonus for year one, and wage increases of 2% and 2.25% in years two and three. We also got the employees back into AI's Plan A with a very sizeable cap for the contract."

Gonzalez thanks Mark Martin, Sam Cook, John Langley, Jeff Wyatt and Matt Dunn for their help and insight during these negotiations.

Steward training

Shop Steward training classes are held the 3rd Saturday of every month from 10-11:30 a.m. at the union hall. Everyone who is a steward or is interested in becoming a steward is invited to attend. If you have any questions please call Lisa at 209-402-3470.

Local 1546 Oakland

Good new contracts

The members who work at Mile Motor, which is the crane shop at the Port of Oakland's Pier 35, ratified a new contract.

The three members at Livermore Sanitation ratified their first contract. The two-year deal includes wage increases of \$1.25/hour each year, reasonable caps for the health and welfare increases in the pension fund and contributions to the Mike Day Retiree Machinist Trust. "We had a relationship with this employer at another location. When he got the contract in Livermore he agreed that the mechanics should be

SHOP TALK: What do you think about the BP oil spil in the Gulf of Mexico?



BOB ECKLUND
Fabco — 30 years
Local 1546

"The Gulf oil spill was a tragic loss of life and an environmental disaster. The danger to workers was the first thing that struck me, maybe because I'm a steward. I don't know if anybody knows how to fix this, but I don't know that we even have the best and the brightest on it."



CHARLES LYNCH
Fabco — 5-1/2 years
Local 1546

"It's all BS. They said it was okay after Alaska, then they let them drill that deep and now they can't do anything about it. Look at the jobs and tourism that will be lost. They talk about safety, like with the mine disaster, but nobody is critiquing stuff to be sure it's done right"



MARTIN CARDENAS
Fabco — 18 years
Local 1546

"It's really bad. Everything is contaminated. It's not good for anybody, even the animals. It's a big problem."



PATTY SOARES
Fabco — 3-1/2 years
Local 1546

"They need to do something about it. They should listen to people who have ideas. They're not listening to anybody but themselves. They need to find alternative sources of energy."



"It's ugly. They at the beginning engineering is d solutions. We ne need to take pre asters and impro

THE LOCALS



able to join the union if they wanted to. They did, and we were able to negotiate some nice increases for them,” says Area Director Don Crosatto.

Local 1596 Petaluma

In the works

Talks are in the works with Vincent Whitney in Sausalito, Novato Toyota, AMAC Plastics in Petaluma, Fred’s Body Shop in Eureka and Bayshore International in Petaluma, reports Area Director Tom Brandon.

Local 2005 Livingston

Winning grievances

Business Reps Tom Rotella, Jr., Gilbert Gonzalez, and Al Lopez, along with Organizer Ruben Zesati have been filing grievances on behalf of the members at Foster Farms and successfully closing them with positive outcomes. Two grievances have been approved or arbitration. “We feel real positive about these fights and we will not stop until we win,” says Tom Rotella.

Membership campaign

Our membership campaign is going great and our numbers are continuously growing. We are breaking the language barrier with our Hmong community and have begun gaining their loyalty and trust. We may not speak the same language but it doesn’t seem to deter them from joining.

We are putting a strong emphasis on in-plant organizing. We do have a similar understanding and that is respect and equality in the workplace.

We here at Local 2005 are committed to our members and the movement for a safe workplace, better hours, and respect from management.

Local 2182 Sacramento

Not playing by the rules

After issuing numerous complaints against Pacific Material Handling, the NLRB has set a trial date for August 24. The board is seeking significant back-pay awards for a number of employees in the group and agrees that the company changed the health and welfare plan without bargaining.

The employer recently hired a labor-relations firm to assist them in

bargaining, Area Director Mark Martin reports. “We now have several scheduled dates for negotiations. The company seems to have a strong desire to come to terms and reach an agreement. I’m guessing that they don’t want to go to trial.”

Victim of BofA

As of June 1, Stan Morri Ford in Tracy was taken over by a new entity. “Actually we feared they might close and go bankrupt, due to Bank of America’s freeze on lending,” says Martin. “The union will certainly take all appropriate steps to protect the interests of our members, but there may be some games being played in an attempt to keep us out.” Watch this space for more news.

First contract at AMR

Martin reports that Locals 2182, 1101 and 1528 and American Medical Response reached a tentative agreement on a first contract for the newly organized mechanics at the three locations, and they will be voting on the contract in the very near future.

Fighting the competition

The 50 members at Sims Recycling in Roseville ratified a new contract by more than two to one, reports Business

Rep Skip Hatch. “This was tough, partially due to the generally awful economy, but even more, because the mostly non-union competition in the computer recycling industry does not pay benefits or any type of living wage.”

Hatch reports that the members got some pay increases during the contact term and more money for their health and welfare. And they were able to move from AI Plan B to AI Plan A. “All in all, we did pretty well.”

Whose work is it?

Local 2182 filed PERB charges with City of Sacramento in April because they believe that Stationery Engineers Local 39 “is trying to pilfer some of our work jurisdiction. We’re taking steps to stop that from happening,” said Martin. At presstime, a hearing date had not yet been set.

Progress in Paradise

Martin reports that the Local is in bargaining with the nurses at the Sun Bridge Health Group, located in Paradise. “The talks seem to be going in a favorable direction and we have two more meetings scheduled when we’ll start delving into economics. We’ll know soon if we’ll have an agreement or a giant rat in front of the nursing home.”

ORGANIZING WINS

Concord Honda

By a vote of 14-6 on May 6, the techs at Concord Honda will again be represented by the IAM. “We used to represent this shop years ago, but lost it back in 1997,” says Area Director Jesse Juarez. “With today’s economy, the company stopped matching 401Ks and increased medical co-pays. Actually, there were a lot of other issues. After 13 years, the guys decided that they really need representation and we’re glad to have them back.” Juarez says that the Labor Board certified the election, and negotiations for a contract have begun.

Hopkins Honda/Acura

The 15 techs at this Fairfield dealership voted for union representation in March. Juarez reports that

the union and the company are in active negotiations for a first contract.

New campaign at Jensen Motors

Juarez is filing for election to represent 10 techs at Jensen Motors in Napa. “This shop got acquired by Hanlees VW & Subaru, who immediately implemented high co-pays for medical care. The people said that’s not acceptable and they’re looking for some support from the union.” Stay tuned.

Kimbal Motor Company

The nine techs who work at Kimbal Motor Company in San Luis Obispo will be voting on union representation as *The Sparkplug* goes to press. They’ve been working with Business Reps Sam Saiu and Richard Breckenridge.

Fairfield Toyota

After the techs at Fairfield Toyota voted for a union, the company challenged the election and refused to begin bargaining. The union launched a raucous picketing campaign that lasted for four weeks, agreeing to end the picketing only when the employer agreed to honor the decision of the Labor Board whenever it comes down.

Well, the company hasn’t kept its side of the bargain. The Labor Board issued a decision overruling all of the employer’s challenges to the election. The dealership appealed. “It’ll take another month for them to lose their appeal and be forced to recognize the union,” Juarez said. “We also have a lawsuit pending because they damaged our 20-foot rat during the early days of picketing. It was nasty.”



EN
9 years
546

ld have fixed it
t know what
out finding
oil, but they
ns to avoid dis-
process.”



LE LONG
Fabco — 4 months
Local 1546

“It’s terrible. The pollution is terrible. It’s a good idea to drill, but they have to be more careful.”



BARRY GRIFFIN
Fabco — 5 years
Local 1546

“I’d hate to have to try to clean it up. It’s an ecological disaster that will affect everyone for decades to come. We still need to increase our energy sources though, because we need more power for all the new people. We’ll have to burn something, but the way it’s going, we’ll be burning each other.”



JOEL MATOS
Fabco — 3 years
Local 1546

“It’s a catastrophe. It’s sad. There has to be some regulation. They were warned about the pipe so they could have done it safely. Now they’re at least \$1 billion out, to save \$1 million. The oil might go all the way to Norway and contaminate all the fish.”



JOSEPH LYNCH
Fabco — 3 months
Local 1546

“It’s terrible news. They tried to put the cap on and that made it worse. The drilling is in a prime spot to damage the coral reefs. The equipment that they were using wasn’t inspected well. Not a good location. This could have been avoided if they crossed their t’s and dotted their i’s.”



IN THE NEWS

Last California auto plant closes; workers assisted, reopening slated

Responding to the closure of the New United Motors Manufacturing Inc. (NUMMI) plant in Fremont, Secretary of Labor Hilda Solis announced a \$19,042,012 grant to assist some 4,300 workers affected by layoffs, at NUMMI directly and at several of its supplier companies. The workers at NUMMI had been members of UAW Local 2244.

"NUMMI's closure was not only a blow to the thousands of workers who were employed at the plant but to the region's economy as a whole," said Secretary Solis. "Many of the hard-working Californians impacted by layoffs at NUMMI now will be able to receive training and employment services that will allow them to re-enter the workforce in good jobs."

The grant will provide dislocated workers, many of whom also are certified as eligible for Trade Adjustment Assistance (TAA), with access to "wrap-around" and supportive services. These services include dependent care and transportation assistance, which are not available through the TAA program. Any affected workers at supplier companies whose pending TAA petitions are denied will have access to a full array of training and employment-related services under this grant.

While that's important news for the laid-off workers, the better news is that electrical car maker Tesla Motors announced that it will purchase the now-shuttered plant from Toyota and produce its electric sedan in partnership with Toyota.

Tesla founder and CEO Elon Musk told the *San Jose Business Journal* that the car maker initially will hire some 1,000 workers, with production beginning in 2012. Re-hires will be at the top of the list. He said the workforce could eventually grow to 5,000,



with another 5,000 jobs being created down the supply chain.

Musk also said Tesla will remain neutral on the question of union representation. "It was heartening to read that Tesla will let workers decide for themselves whether they want a union," UAW 2244 President Jim Wells told the AFL-CIO. "This kind of forward thinking will help Tesla hire the best workers and get this exciting venture off to a successful start."

Supreme Court sides with employers in NLRB decision

In a 5-4 decision issued on June 17, the U.S. Supreme Court ruled that the National Labor Relations Board (NLRB) cannot decide cases when it consists of just two board members.

For more than two years the NLRB operated as a two-person board with three seats unfilled. This was because Democrats blocked President Bush's nominees, who they believed were biased in favor of business. Then Republicans blocked President Obama's nominees, complaining that they were biased in favor of union interests.

The two-member board-made up of one Democrat, Chair Wilma Liebman, and one Republican, Peter

Schaumber, issued nearly 600 decisions. Prior to this ruling, five federal appeals courts had ruled that cases decided by the two-member board were valid.

According to Liebman, the two members ruled on hundreds of cases on which they could agree. Liebman said they were trying to bring finality to the people involved. But the bipartisan duo set aside about 60 cases in which they were deadlocked. They also set aside another 60 cases that they thought would set legal precedent.

Several employers objected to the two-person decisions and the Supreme Court agreed to review the issue in a case brought by New Process Steel.

"After fierce corporate pressure, the ruling adds insult to injury for thousands of workers across America," said Kimberly Freeman Brown, Executive Director of American Rights at Work. "Decisions in cases already decided by the NLRB will have to be re-opened, needlessly delaying finality for workers who were led to believe they already had it."

Justice John Paul Stevens wrote the court's opinion, and was joined by Chief Justice John Roberts and Justices Antonin Scalia, Clarence

Thomas and Samuel Alito. Justices Ruth Bader Ginsburg, Stephen Breyer and Sonia Sotomayor joined with Justice Kennedy's dissent.

California fines carwashes

California leads the nation in the number of carwash operations, but these businesses are notorious for violating workers' rights. After investigating 247 carwashes in California, California Labor Commissioner Angela Bradstreet announced that the agency issued more than \$700,000 in fines for wage-and-hour violations.

The investigation was instigated by the CLEAN Carwash Campaign, a coalition of community, labor and environmental groups, and was based on worker complaints.

For example, workers from A Moment's Notice Car Wash in Los Angeles came to the campaign with reports that they were being paid \$50 per day, although they worked between 10 and 12 hours per day. The workers said they were paid in cash and were not given lunch breaks, rest breaks or payment for overtime. Workers also told the CLEAN Campaign the owner of the carwash had threatened to call immigration officials or fire workers if they took legal action to recover their stolen wages. The carwash was fined \$16,000 for failure to carry workers' compensation insurance and failure to register with the state under The Carwash Worker Law. However, the carwash was not cited for violation of minimum wage and overtime laws, and no wages were recovered for workers.

The recent statewide sweep follows a similar campaign last year that resulted in 469 citations to carwash operations for various labor law violations, with fines totaling \$3.1 million for the year. In addition, the agency collected some \$311,325 in back wages on behalf of carwash workers last year.

SHOP TALK: What do you think about the BP oil spill in the Gulf?



BOB STEFFENAUCR
Fabco — 4 years
Local 1546

"It's a national crisis. The marshlands and thousands of animals are being destroyed. It's a long-lasting problem on the gulf, impacting people's lives and jobs. They're implementing a new technology of drilling 5,000 feet down. They should stop and investigate how to do it right so this doesn't happen again."



STEVE DUARTE
Fabco — 4 years
Local 1546

"So far I haven't seen any solution. We should have held off until we had the worst case scenario figured out. But we still need to drill; we need oil. We just need to figure out how to do it right."



BOBBY TRAN
Fabco — 5 months
Local 1546

"They should plug up that hole. It's messing up the ocean. Keep drilling? I guess."



LARRY STEVENSON
Fabco — 6 years
Local 1546

"It's an ecological disaster. They claimed they were leaking 5000 barrels a day but now they're recovering 10,000. The Obama administration should have come out a week after, because BP couldn't handle it—they clearly don't care about the U.S. Maybe they'll care when the oil comes to England."



EMPLOYER PROFILE

92 year-old FABCO gets new life with MRAP contract



2010 will be FABCO's biggest sales year since the company was founded in 1918 in Oakland. But just a year ago, the company was in dire straits, with workers on three- and four-day weeks and layoffs just around the corner.

The Livermore-based company produces front drive axles and transfer cases for heavy equipment, mostly construction equipment, fire engines, snow plows, transit mixers and heavy trucks. According to Al Sunderland, who's been president of the company since 1999, "our work tracks the construction industry. When construction is down, our sales tend to slow as well, and 2008-09 was about as slow as it comes."

But fortunately, in 2009, a contract came through for all-wheel drive front axles, gear boxes and PTOs for the Mine Resistant Ambush Protection (MRAP) vehicles used in Iraq and Afghanistan. "The previous configuration on these vehicles was okay in Iraq, because that's desert terrain. But in Afghanistan, there's much more off-road mountainous driving and the vehicles need independent suspension," Sunderland explains. "We got the contract to build 2,500 gear boxes, and they may still need an additional 500 by year's end." The new systems are much lighter, enabling the army to add more armor protection, hopefully reducing war zone fatalities due to IEDs.

A little history

F.A.B. Manufacturing Company set up shop in a small Oakland plant in 1918 making pumps and a brake system for the Ford Model T. During the 1920s, they added lumber handling equipment and expanded their sales territory to cover the entire Pacific coast. As business boomed throughout the decade, the company's list of products also grew.

FABCO survived the depression years, and began expanding again in the post-war years.



With customers in logging, oil field exploration, heavy construction, the military and agriculture, the company gained a broad understanding of on- and off-highway operational requirements.

The company is known for its axle assemblies, gear boxes and transfer cases. But more, it's respected for the superior performance and durability of its products.

Bringing FABCO forward

From March through December, 2009, FABCO's employees were on Workshare, a state-funded program that provides unemployment insurance for employees who are working reduced weeks. "The concept of this program was good," explains Shop Steward Bob Ecklund, who's worked at FABCO for 30 years. "Instead of laying anyone off, we all reduced our hours and kept our health insurance. Unfortunately, the concept was better than the reality. The state took forever to get us our checks because one office wasn't talking to another. That was really frustrating."

But things changed with the new year. Instead of layoffs, the company began hiring to meet the demands of their new contract. Since January, they have hired nearly 20 new assemblers, and now they're staffing two 12-hour shifts. "We're hitting record numbers in terms of hours and overtime hours," says HR Director Leigh Bisaro.

Gearing up for the new contract was a challenge. First, the federal government delayed



making a commitment to the project, but when it finally did, the deadline didn't change, and FABCO had less time to fulfill their obligation. "We did 25 weeks of planning in five," says Sunderland. "And now we have to push our suppliers to ramp up quickly so we can meet our tight deadlines."

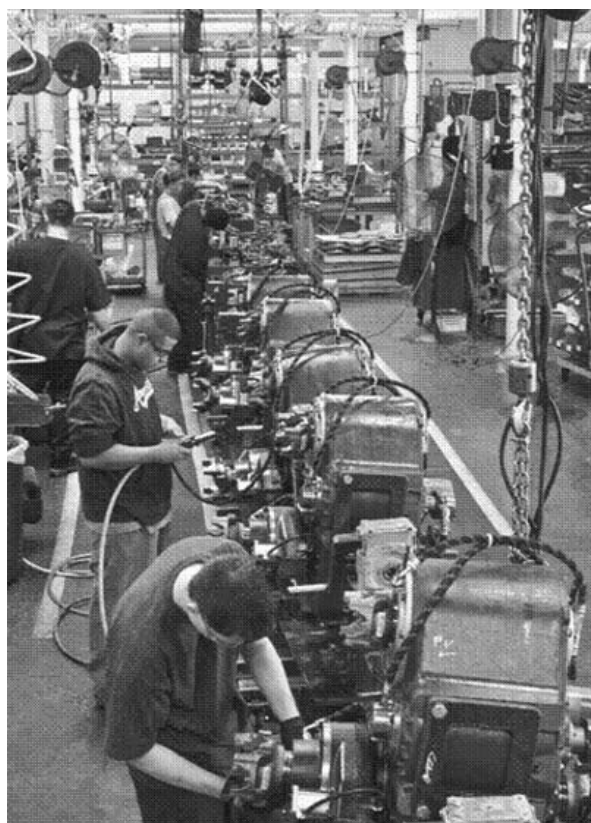
"And we're lucky that we didn't have to resort to layoffs, because we had a very skilled staff ready to go," Bisaro explains. "We did make some changes in work processes, however. We used to do stall-type assembly where everyone did their own process, much of which was highly customized. Actually, that still happens with our on-going clients and our more experienced assemblers work on these projects. But with the new MRAP contract, we've moved all the new assemblers to an assembly-line style. And now we have the second shift doing the state-of-the-art machining and sub-assembly work at night."

The new assemblers say that the company trained them for about a week before putting them on the line. "They still keep training us on more things, like sub-assemblies," says Marco Gonzalez, who's been at FABCO for nearly four months.

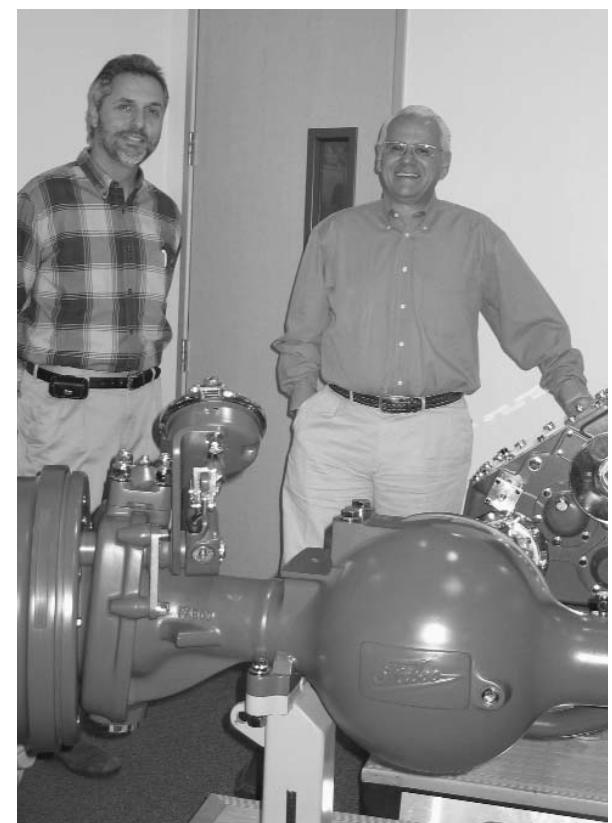
"It's a fun job," says Joseph Lynch, who's been on board for about three months. "My schooling prepared me well; the fundamentals are the same and they train us on what they need done here. This is a good field to be in."

The company has been union since the 1960s, if not earlier. "We have a good working relationship with the union," Sunderland adds. "Our common goal is to find as much work to keep as many people working as we can."

"They hired most of the assemblers out of Wyotech, which is a good thing," explains Ecklund. "These guys can get some real world work experience and we can teach them about the value of the union."



(Clockwise from top left) The FABCO Ford frame hauls goods from Oakland to Los Angeles; MRAP all-wheel drive vehicle; FABCO Ford frame extension from the early days; Human Relations Director Leigh Bisaro and President Al Sunderland behind an axle assembly; an assembler at work; the MRAP assembly line.





26th Annual Michael J. Day Memorial
Guide Dogs of America
Charity Golf Tournament
Friday, August 27, 2010

Alameda Municipal Golf Course

1 Club House Memorial Drive, Alameda (South Course)

Sign-In: 9:00 a.m. • Shotgun Start: 11:00 a.m.

Francesco’s Restaurant

Pardee & Hegenberger, Oakland

No-Host Cocktail Party: 4:30 p.m. Dinner: 5:30 p.m.

Entry Fee: \$300 per person/\$1,200 foursome

Includes: Greens fee, golf balls, tee prizes, awards dinner

Moving?

Or to report a member recently deceased...

Send the mailing label on this newspaper to your local union office.
See Calendar below for your local union’s address.



ATPA is the administrator for the Automotive Industries
Health & Welfare and Pension Trust Funds.

Contact us at 510-836-2484



UNION MEETINGS



District
Lodge 190

7717 Oakport Street
Oakland, CA 94621
510-632-3661

Meetings are the fourth Tuesday of each month

June 22 • July 27 • August 24

Executive Board Meeting: 6:30 p.m.

General Delegates’ Meeting: 7:00 p.m.

* Note: Date changed due to an IAM national
staff meeting

Local 93

2102 Almaden Rd., #105
San Jose, CA 95125
408-723-4900

Meetings are the second Tuesday of each month

June 8 • July 13 • August 10

Grievance Committee: 3:30 p.m.

Executive Board Meeting: 4:30 p.m.

Membership Meeting: 5:00 p.m.

Note: Office hours are now 8 a.m.—4:30 p.m. Monday through Friday.
The office remains open during lunch.

Local 653

544 West Olive,
Fresno, CA 93728
559-264-2815

Meetings are the third Wednesday of the month

June 16 • July 21 • August 18

Executive Board Meeting: 5:00 p.m.

Membership Meeting: 5:30 p.m.

Local 801

7717 Oakport Street,
Oakland, CA 94621
800-655-2182

Meetings are the third Thursday of the month

June 17 • July 15 • August 19

Membership Meeting: 4:00 p.m.

Meetings are held at the Carpenters’ Hall, in Reno.

Local 1101

2102 Almaden Rd., #105
San Jose, CA 95125
408-723-4900

Meetings are the second Thursday of the month

June 10 • July 8 • August 12

Executive Board Meeting: 5:30 p.m.

General Membership Meeting: 6:30 p.m.

Note: Office hours are now 8 a.m.—4:30 p.m. Monday through Friday.
The office remains open during lunch.

Local 1173

1900 Bates Ave., # H
Concord, CA 94520
925-687-6421

Executive Board Meeting: 6:30 p.m. on the second
Thursday of the month

June 10 • July 8 • August 12

Membership/Shop Stewards’ Meeting: 6:30 p.m. on
the third Thursday of the month

June 17 • July 15 • August 19

Local 1414

150 South Blvd.
San Mateo, CA 94402
650-341-2689

Shop Stewards’ Meeting: 5:30 p.m. on the third
Thursday of the month

June 17 • July 15 • August 19

Executive Board Meeting: 6:00 p.m. on the second
Thursday of the month

June 10 • July 8 • August 12

General Membership Meeting: 6:30 p.m. on the
third Thursday of the month

June 17 • July 15 • August 19

Retirees’ Club: 11:00 a.m. on the first Wednesday of
March, June, Sept., Dec. All are welcome!

June 2 • September 1 • December 1

Local 1484

1261 Avalon Blvd.
Wilmington, CA 90744
310-835-6688

Executive Board Meeting: 6:00 p.m. on the third
Thursday of the month

June 17 • July 15 • August 19

General Membership Meeting: 6:00 p.m. on the
first Tuesday of the month

June 1 • July 1 • August 5

Retirees’ Club: 1:00 p.m. on the third Wednesday of
the month: June 16 • July 21 • August 18

Local 1528

713 16th Street
Modesto, CA 95354
209-529-9210

Meetings are the first Wednesday of the month

June 2 • July 7 • August 4

Executive Board Meeting: 6:00 p.m.

General Membership Meeting: 7:00 p.m.

Women’s Committee Meeting: Please contact
local 1528 for times and dates of monthly meetings

Retiree’s Club: 10:00 a.m. on the third Wednesday
of the month:

June 16 • July 21 • August 18

Narcotics Anonymous: 5:30-6:30 p.m. every Tuesday

Local 1546

10260 MacArthur Blvd.,
Oakland, CA 94605
510-638-6705

Meetings are the first Tuesday of the month

June 1 • July 6 • August 3

General Membership Meeting: 7:00 p.m.

Member Education Meeting: 5:30 p.m.

Executive Board Meeting: 6:30 p.m. on the
Thursday preceding membership meeting

May 27 • July 1 • July 29

Retiree Club Pot Luck Luncheon: 12 noon on the
first Wednesday of each month

June 2 • July 7 • August 4

Alcoholics Anonymous: 9 a.m. every Saturday

Local 1584

8130 Baldwin Street
Oakland, CA 94621
510-635-2064

Meetings are the third Thursday of the month

June 17 • July 15 • August 19

Membership Meeting: 7:00 p.m.

Executive Board Meeting: 6:00 p.m.

Retirees’ Club: 12:30 p.m. on the first Tuesday of
the month: July 1 • August 5

Local 1596

4210 Petaluma Blvd. No.
Petaluma, CA 94952
707-795-0086

Meetings are the third Tuesday of the month

June 15 • July 20 • August 17

Executive Board Meeting: 6:30 p.m.

Membership Meeting: 7:00 p.m.

Local 2005

416 Main Street
Livingston, CA 95334
209-394-7822

Meetings are held the third Sunday, every other
month at the Veterans Memorial Hall: 1605 7th
Street, Livingston, CA 95334.

June 27 • August 15

Spanish: 1:00 p.m. • English & Punjabi: 2:00 p.m.

Executive Board Meetings are held at the Local
2005 office in Livingston:

June 27 (11 a.m.) • July 18 (9 a.m.) •

August 15 (11 a.m.) • September 19 (9 a.m.)

Local 2182

967 Venture Court,
Sacramento, CA 95825
800-458-9200

Meetings are the second Tuesday of the month

June 8 • July 13 • August 10

Executive Board Meeting: 6:00 p.m.

General Membership Meeting: 7:00 p.m.

Retirees’ VISTA CLUB: 11:00 a.m. on the third
Wednesday of each month: July 21 • August 18