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Stephanie DeLaRosa
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Buzz Enea Jr.
Treasurer

February 2010 Edition

Local 1440

What's going on?

Dear Brothers and Sisters,

What is going on in the plant? People with over 30 years seniority are being removed from their jobs. Does the company think that if all the senior people would retire that the plant would run better? Does it think that our 30+ years of service doesn't count for anything? Does it think that some kid with a college degree knows more about "steel" than us? Some kids (mangers) were still in their diapers when we were working for US Steel. You wonder who produces the steel in the plant. Is it the manager sitting at their desk, or standing at the exit of the tunnel waiting to give a safety violation or reprimand? Or is it the guys on the line working around the clock, rolling, annealing, tempering, galvanizing, tinning, shipping the steel and the ones repairing the lines to keep the process going.

Why do you need your hard hat and safety glasses as soon as you get out of the tunnel? Why not until you enter the building? Why don't you need them at the Administration building or the Learning Center? What is the difference between walking from the tunnel to your building or walking from your car to your building? If we need to be safe at the plant, we need to be safe at all areas of the plant and not exclude certain ones because it is inconvenient for some.

When you become a Steelworker, you become part of a brotherhood. You become part of a legacy. People fought and died for what we have. And it makes me sick to see people tear our Union apart from the inside by being company snitches and suckasses. If you get caught breaking a company rule, don't pull your brothers and sisters down with you. Do you think it is going to help you? Or do you just want to get others in trouble too?

Linda Doppe

Signed contributions are invited by Members of Local 1440. Other contributions may be accepted. All material is subject to general interest to the membership and space availability, and may not be returned. Articles, opinions expressed, and statements made are not necessarily the opinion or the policy of the Union. The union does not endorse any advertisers

RETIREMENTS

January

Pat Extrum – 33 years service, worked as a Tractor Operator in the Sheet Warehouse.

Hank Quesada – 32 years service, worked as a Roll Grinder in the Roll Shop.

Congratulations and good luck to our Brothers on their retirement.

**Our Union Meetings are held every
2nd Thursday of the month.**

**Our Next Meeting will be on
March 11th
5:30 PM at the Union Hall
677 Cumberland St.
Pittsburg**

LOCAL'S WEBSITE



www.usw1440.com

Grievance Committee

Buzz Enea Jr. - Chairman -Reliability
Mike Orlando - Rolling
Joe Perez Sheet
Steve Berendsen Tin
Stephanie De La Rosa M&I

Call Hall at 432-7396 for Grievance Person Phone No.

Contracting Out

Andy Angelo. - Chairman
Jim Gillespie - Assistant



**DON'T TREAD
ON MY UNION**

There are many government agencies to protect our rights as workers. Here are some numbers for your information.

FEDERAL – EEOC – WWW.EEOC.GOV
510-634-3230

STATE – FAIR EMPLOYMENT &
HOUSING – 1-800-884-1684

NLRB – WWW.NLRB.GOV – 510-637-3300

OSHA – WWW.OHSA.GOV – 925-602-6517
925-676-0227

Buy America Creates Jobs: *Transportation Secretary LaHood to Award \$63 Million for Arizona Streetcar Project Supporting Jobs across the Nation*

Washington, DC, February 18, 2010. U.S. Transportation Secretary Ray LaHood will award the City of Tucson, AZ with \$63 million in federal stimulus funds today for the construction of a four-mile, \$150 million modern streetcar system that will utilize streetcars manufactured by United Streetcar, LLC in Clackamas, OR. The streetcars are the first to be manufactured in the United States in 60 years, and thanks to Buy America policies, are spawning a domestic supply chain that is supporting good, middle-income jobs across America.

The announcement comes on the one-year anniversary of passage of the American Recovery & Reinvestment Act (ARRA), which included \$1.5 billion for surface transportation projects through the TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program. The ARRA has Buy America rules that direct tax dollars toward the purchase of American-made manufactured goods, so that public investment supports manufacturing jobs in America rather than "leaking" overseas. The Federal Transit Administration has permanent domestic content requirements dating back to the Reagan Administration. Both the City of Tucson and Pima County, Arizona have already passed their own Buy America resolutions as an additional pledge to support American jobs. As a result, the streetcars and other manufactured goods used in the project will come from American factories instead of being imported from factories abroad.

Steven Capozzola
Media Director
Alliance for American Manufacturing
www.americanmanufacturing.org

GOVERNOR LAWBREAKER

Many of you will recall the Governor piously pontificating at the time Senate Bill 899 was passed and signed in 2004 (so called Workers' Comp reform) that he did not intend, nor would the bill, hurt "truly injured" workers. Of course, as we all know by now, subsequent revision of the permanent disability rating scheduled by his appointed administrators related to those changes resulted in a 50-70% reduction – that's DECREASE – in permanent disability payments. Those would be the "truly injured", by definition would have been drastically cut. In an attempt to correct this to some extent the legislature raised PD rates three straight years only to have the modest increases, which still would not have gotten them back to 2004 levels, cancelled by the veto pen of the Governor.

As 2010 approached there was finally a clear mandate, a law, that REQUIRED a revision of the PD schedule by that date. Hope was in the air that the "truly injured" would get back some of the drastic cuts they had suffered over the past 5 years. However, as John Belushi used to say, "**BUT NOOOOOO!**"

Despite the statute saying the schedule "shall (that's a lawyer word for "have to do it, no excuses") be amended every 5 years", which

would have meant by 1/1/2010, the Governor and his administrators have simply refused to do it as it would "have put a burden on employers". Nowhere over the past 5 years have they evidenced any concern about "burdens on workers". So, the Governor simply says, in effect, "I don't care what the law says, I'm ignoring it and what are you going to do about it". Where is his concern for the "truly injured"? Remember this in 2010 when you pick your next Governor. Who, in the coming race, cares a hoot about workers? Find out who it is and do everything you can to get them elected. I'll give you a hint, you've seen him before and he does get better with age. It matters. It may even matter to you more if you, or someone you know, become one of the unlucky ones, the "truly injured". Meanwhile, call the lame duck and ask him why he thinks he can ignore the law. Then again, he didn't feel the steroid law applied to him either as I recall, or the sexual harassment statutes, or...

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