

Vanguard

VOLUME 60 ISSUE 72

FEBRUARY 2009

UAW LOCAL 2000

UAW-built cars, trucks are stars at NAIAS

UAW Local 600's Haywood Allen bent down next to a cut-up version of Ford Motor Co.'s F-150 pickup displayed at the North American International Auto Show in Detroit.

From his vantage point, he could see his own handiwork.

"You see that right there? I'm in charge of that long piece, there," the chassis line worker said, pointing to the drive shaft. "I'm in charge of installing it and securing it. When I tell people what I do, they tell me we've 'got a beautiful truck and keep up the good work.' "

That sentiment was echoed by many at the January auto show, which bestowed the 2009 North American Truck of the Year on the redesigned F-150.

Just as important as the auto show award, were the positive comments Allen received not only from the usual "gear heads" and older guys with ball caps and flannel shirts, but also from women, older folks with mobility issues and people with families.

The F-150, he said, was redesigned to be more user-friendly. It includes two box side steps that spring out so people can more readily access the bed, and a step and handle on the tailgate so people can safely climb into the bed.

Inside, the usual "hump" in the middle of the rear passenger area floor is no longer there, adding to the storage and ease of exit and entry, as well as rear seats that only take one hand to lift up and down. It even has grocery hooks.

"Young people to older people really like it," added Marilyn Robinson, another Local 600 member. "I'm getting women who are really interested because they see the things they have done to this pickup truck to accommodate them."

One of the recurrent themes at the auto show this year, of course, is fuel economy and alternative fuels.

All three U.S. automakers have made giant strides at improving fuel economy. Domestic manufacturers are



The all-new Ford Taurus gleams under the lights at the 2009 North American International Auto Show.

now offering consumers various ways to conserve fuel and save money, including a dozen models of hybrid cars and trucks, flex-fuel vehicles, advanced energy-saving transmissions, and clean diesel technologies. In fact, General Motors Corp. has 20 different vehicles that surpass 30 mpg, and the Chevrolet Malibu exceeds the Honda Accord and Toyota Camry in fuel efficiency. At Chrysler LLC, there are 11 flex-fuel vehicles in their line-up and it is a leader in electric neighborhood vehicles. And it was Ford that introduced the first-ever hybrid SUV, the Escape.

Al Stevens, a UAW Local 602 member from Lansing, Mich., was marveling at the hybrid Malibu that was on display at the GM section of the show. The material handler noted that the Malibu, the 2008 NAIAS Car of the Year, has lived up to its star billing according to two drivers he personally knows: his parents.

"They love it. So far they're getting a little better than 30 miles per gallon so they're very happy," Stevens said,

Continued on page 4

President's Report

by *Tim Donovan*



Many of our members are experiencing much difficulty filing and claiming their unemployment. The last news article that I saw in the newspaper stated that Ohio had over a half million unemployed people. The ODJFS website: www.unemployment.ohio.gov and automated system (877.644.6562) have been overburdened (to say the least) and have crashed repeatedly, making it nearly impossible to file an application or claim.

Until something changes with the economy or until the ODJFS changes their method of processing mass layoffs, you must try as many times as you have to get your first call or website visit (your application), and then the second call or website visit (your claim) during the following week. If it means sitting on hold on the phone for extended periods of time, please do so, because sitting on hold during a week you are unemployed is a small price to pay for receiving your unemployment check. Those with Internet access should make application anytime past midnight on Saturday following the last day worked or as soon as possible on Sundays. For members who use the

automated system, please remember their business hours are 8 a.m. to 5 p.m., Monday through Friday, except holidays. Limited service is available on Sunday evenings.

If you have a problem, such as your unemployment payment not showing up in your correspondence inbox within 48 hours, please click on "View Claim Summary/Payment History" in the Claims Detail tab on the lower left corner in the ODJFS main menu. Most problems that do occur, such as a question answered wrong on your application, a claim "pay held" or a "break in claim" can be fixed over the phone by calling your processing center. Your processing center's phone number is in the upper right hand corner of most documents you receive from the ODJFS.

If for any reason you miss filing your application during the week you are laid off, you must call your processing center and **ask to file a late application**. You will most likely be denied unemployment. You must personally file an appeal and follow their process. When you receive your ODJFS determination regarding your late file, you can then take the determination to Human Resources to sign up for SUB pay.

If your processing center can't help you with your problem, please call me at the union hall. I **may** be able to help you.



Vanguard

UAW LOCAL 2000
 3151 ABBE ROAD
 SHEFFIELD VILLAGE, OHIO 44054
 440-934-3151 or 1-888-UAW-3151
www.uawlocal2000.org

"Were it not for the labor press, the labor movement would not be what it is today, and any man who tries to injure a labor paper is a traitor to the cause."

~ **Samuel Gompers**

Executive Board

Tim Donovan	President
Jerome Williams	1st Vice President
Jay Kiska	2nd Vice President
Laura Jones	Recording Secretary
Joe Hribar	Financial Secretary
Kevin Harmon	Treasurer
Ted Williams	Trustee
Jim Monday	Trustee
Greg Hamilton	Trustee
Eric Brummitt	Sgt. At Arms
Bill Holt	Guide
Robert Majjasie	Retiree Member At Large

Unit Chairmen

Nick Gallogly	Unit 1 Chairperson
Russell Childress	Unit 3 Chairperson

Vanguard Staff

Roy Escandon	Managing Editor
Ty Granakis	Editor
Mary Springowski	Staff/Photographer

Award Winning Vanguard published by Saunders Graphics

"Any use or reproduction of the Vanguard name, mastheads - past or present, logos or any part identifying it as being Local #2000, U.A.W., or the 'Official publication of Local #2000' without prior written permission from the Vanguard Committee and Executive Board of Local 2000 is strictly prohibited. Articles printed in the Vanguard do not necessarily reflect the views of the U.A.W. or Local 2000. All articles are subject to review and editing as necessary. Local 2000 assumes no responsibility for an author's views or otherwise. The purpose of this publication is to provide a vehicle for constructive communication between the membership of Local 2000 and organized labor."

(Voluntary gifts or contributions to the Local Union or International Union are not tax deductible.)



UAW-built cars, trucks are stars at NAIAS

Continued from page 1

marveling at the reported 32 mpg for the 2008 hybrid Malibu.

Stevens, who was on layoff while attending the show



Production for the Chevrolet Volt, an electric extended range vehicle, is expected to begin in 2010.

but was expected to return in early February, said it was ironic that the entire auto industry was going through such hard times

because of the economy, while domestic automakers were producing some of their best vehicles ever.

"I think our future is still good. We build good stuff," he added. "We're as good as or better than foreign automakers. People don't always believe that."

Justin Trotter was examining Chrysler's latest offerings with friend, Nick Jasly, who recently was discharged from the Marine Corps after serving in Iraq and other duty stations.

"I've always had a Jeep," Trotter said, adding that his current four-wheel ride has a lot of miles but runs fine. But if he did want to sell it and buy a new one, odds are

he would do fairly well: The Jeep Wrangler Rubicon won the 2009 Best Resale Award from Kelly Blue Book in the SUV category. It has also racked up other recent awards, such as the Popular Mechanics magazine's Automotive Excellence Award for Off-Road Ability and the Detroit News' 2008 award for Most Awesome Off-Road Vehicle. It also received the U.S. government's highest rating for frontal-impact crash testing: five stars.

"I'd have a hard time giving up my current Jeep to buy another one," he said. "I'll probably buy one until the day I die."

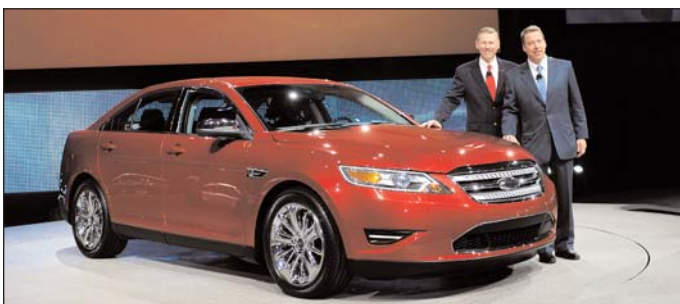
Buying one right now is a little difficult for the laid-off U.S. Steel

employee, but he hopes that those in the market will consider a quality vehicle from U.S.-based manufacturers as a way to support our economy.

"Personally, I'm not very quiet on my opinion about the matter," he said.



One could argue that a Jeep Wrangler is the quintessential American vehicle.



(Top left photo) Alan Mulally (left), President and Chief Executive Officer, Ford Motor Company and Bill Ford (right), Executive Chairman; with the newly-introduced 2010 Ford Taurus at the North American International Auto Show. (Top right photo) The Ford Fusion is now America's most fuel efficient mid-size sedan for both hybrid and conventional gasoline models. Pictured here is the 2010 Fusion SE in Sterling Gray. (Bottom left photo) The Ford F-150 SVT Raptor on display at the 2009 North American International Auto Show.

FTMC receives animals from UAW Local 2000

Fisher-Titus Medical Center Receives Stuffed Animals During Feel Better Buddies Roundup

Representative Mike Stempowski of the Ohio Assembly UAW Local 2000 delivered over 250 stuffed animals on Nov. 3 to Fisher-Titus Medical Center. The group donated the furry friends to the local medical center as part of the fifth annual Feel Better Buddies Roundup.

"We are excited by this gift and will distribute the stuffed animals to pediatric patients throughout the hospital," Lori Lill, FTMC's Assistant Vice President of Nursing, said. "We thank the UAW for its generosity and feel privileged to be included in this worthwhile program."

The stuffed animals have a variety of uses at FTMC and there are always some on hand to use whenever they're needed. They may be given to a child if he or she visits the emergency room, has a lab test, is a patient in the hospital or attends a special event in FTMC's Pediatric Therapy Department.

FTMC was one of five hospitals to receive this gift from the UAW and has been recipient the past four years. Other hospitals receiving donations include St. John's West Shore, Elyria Memorial Hospital, Community Health Partners, Firelands Regional Medical Center.

"The program was started five years ago as a way to help children in the entire northern Ohio region," said



Fisher-Titus Medical Center President Patrick Martin shakes hands with Mike Stempowski, a representative from Ohio Assembly UAW Local 2000. Stempowski delivered over 250 stuffed animals to the local Medical Center as part of the "Feel Better Buddies" program. Pictured from left to right are Rodney Tuttle, technical director of FTMC's department of pathology and laboratory medicine; Joyce Hill, FTMC director of rehabilitation, Martin, Stempowski, Jenny Chapman, FTMC's medical surgical manager and Lori Lill, FTMC's assistant vice president of nursing.

Mike Stempowski, a member of the UAW Local 2000.

The local UAW works with Kohl's to provide each hospital with an assortment of new stuffed animals. The original project was started by members of UAW Local 425 at the Ford Motor Company Lorain Assembly Plant and has continued to be a project of UAW Local 2000 Avon Lake Assembly Plant.

REMINDER

UNION MEETING

Our next membership meeting is
Sunday, March 8
 at 2:30 p.m.



The meeting will be held at the UAW Local 2000 Union Hall on Abbe Road.

*Plan to attend
 Be informed*

In loving memory of my friend

~ *Mark Rose* ~

"Happy 44th Birthday"
 January 15, 2009

Gone but never forgotten, Amy Jaynes-Brown

LOST

A ladies coat turned up missing at the retirees' Christmas party. Please call the union hall at 440.934.3151, ext. 21 if you have any information regarding this loss.



Employee Free Choice Act

EFCA has broad-base support

A new poll shows an overwhelming majority of Americans from just about all walks of life supports legislation that protects workers' freedom to form unions and collectively bargain for better working conditions.

The poll, conducted last month by Hart Research Associates, shows that 78% of those questioned favor legislation that would make it easier to form unions. Nearly half of those polled are strongly in favor.

Congress is expected to consider legislation this year that would provide working Americans with a measure of fairness when trying to form a union and when bargaining a first contract. Supporters of the Employee Free Choice Act (EFCA) say it is needed because many employers, when faced with employees who exercise their legal right to form a union and collectively bargain, would rather hire anti-union law firms to harass and intimidate workers and pay an insignificant fine if caught breaking our nation's notoriously weak labor laws.

EFCA would make forming a union simple: If a majority of workers signs union cards -- known as "card check" -- workers get their union. Workers would still be able to have a secret-ballot union election if one third of the workers petition to do so.

EFCA would also strengthen the penalties for violating the law during organizing campaigns and union elections as well as mandate mediation or arbitration

What is the EFCA?

The Employee Free Choice Act, supported in 2007 by a bipartisan coalition in Congress, would enable working people to bargain for better benefits, wages and working conditions by restoring workers' freedom to choose for themselves whether to join a union. It would:

- ◆ Establish stronger penalties for violation of employee rights when workers seek to form a union and during first-contract negotiations.
- ◆ Provide mediation and arbitration for first-contract disputes.
- ◆ Allow employees to form unions by signing cards authorizing union representation.

for first-ever contract disputes to prevent companies from dragging out negotiations to wither support for the new union. According to a study by the Massachusetts Institute of Technology, 44% of workers who form a new union never reach a first contract.

The poll, which was paid for by the AFL-CIO, has a margin of error of 3.2 percentage points. Some of its other findings:

- A majority (69%) of Americans agree it is very or fairly important to have strong laws that give employees the freedom to make their own

choice about whether to form a union in their workplace. Half of Americans say this is very important.

- Support for the Employee Free Choice Act stretches across demographic and geographic lines. Democrats (87%) and Independents (69%) support EFCA. Even among Republicans, nearly half support the legislation. Opposition is further confined to Republicans who identify as conservatives (36% support). Three-quarters of moderate/liberal Republicans favor passing EFCA.

- Just 47% of adults know that when elections are held in a workplace to determine whether a union will represent employees, employers generally oppose the union and try to convince employees to vote no. Three in 10 Americans believe employers generally take no position and let employees decide on their own and 21% are not sure.

Visit www.FreeChoiceAct.org

For additional information about the Employee Free Choice Act.

Employee Free Choice Act

Ten key facts of EFCA

- America's workers want to form unions. Research shows nearly 60 million would form a union tomorrow if given the chance.

- Too few ever get that chance because employers routinely block their efforts to form unions—and our current legal system is too broken to stop them. As many as one-quarter of employers illegally fire workers who try to form unions.

- The Employee Free Choice Act would give workers a fair chance to form unions to improve their lives by:

Allowing them to form unions by signing cards authorizing union representation.

Providing mediation and arbitration for first-contract disputes.

Establishing stronger penalties for violation of employee rights when workers seek to form a union and during first-contract negotiations.

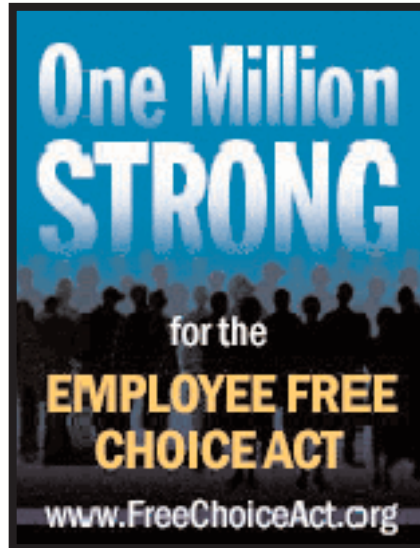
- In the 110th Congress, the Employee Free Choice Act had widespread support.

- More than three-quarters of Americans—78 percent—support strong laws that make it easier for employees to bargain for better health care, pensions, wages and working conditions.

- Allowing working people to choose for themselves whether to have a union is the key step toward rebuilding America's middle class. Union membership brings better benefits and fair wages and a real voice on the job. It's no accident that the 25-year decline in workers' wages in our country has paralleled a 25-year slide in the size of the America's unions.

- The Employee Free Choice Act would put democracy back into the workplace. Majority sign-up would ensure the decision whether to form a union was made by majority choice, not by the employer unilaterally.

- Workers can still vote under the Employee Free Choice Act. At any time, if 30 percent of the workers want an election, they can have one. And once they




have a union, workers also vote to elect their union representatives.

- The Employee Free Choice Act has the support of hundreds of respected organizations and individuals—major religious denominations, academics and civil and human rights groups and others.

- The union movement is working in many ways to restore good jobs, health care and retirement security—but passing the Employee Free Choice Act is our top priority because we cannot create balance for working people or rebuild the middle class unless workers genuinely

have the freedom to form unions for a better life.

TURN AROUND America's Economy REBUILD THE MIDDLE CLASS



No one needs to tell you our economy is in a mess.

Joining together in unions to bargain for better wages and benefits is the best chance working people have to get a fair deal and get ahead. Union members earn 30 percent more than nonunion workers and are far more likely to have employer-provided health care and pensions.

No wonder more than half of U.S. workers—nearly 60 million—say they would join a union right now if they could. But not enough get the chance because every day companies intimidate, harass and fire workers to stop them from forming unions and bargaining.

What union members gain at the bargaining table lifts wages and living standards for all of America's workers. And a strong union movement is the best ally in the fight for social and economic justice.

That's why we need the Employee Free Choice Act.

No matter what we do to turn around our economy, the benefits can never be broadly shared unless working people regain the free choice to bargain with their companies for a better life.

The Employee Free Choice Act Will:

- Allow workers to form a union if a majority wants one.
- Increase penalties for companies that abuse workers who are exercising their freedom to form unions and bargain.
- Guarantee that workers who form unions can get contracts.

Big Business front groups are gearing up to spend \$200 million to defeat the Employee Free Choice Act so corporations can keep all the power in the workplace. We've got to fight back to turn around our economy and rebuild the middle class.

JOIN THE CAMPAIGN
Sign up at www.EmployeeFreeChoiceAct.org

Black History Month

Memphis Sanitation Strike

When African American sanitation workers in Memphis began a strike on Feb. 12, 1968, few then suspected the walkout would escalate into one of the climactic struggles of the civil rights and labor movements of the 1960s. By the time the struggle ended with a contract sixty-four days later, the city's intransigent anti-unionism had been defeated. Some thirteen hundred members of the American Federation of State, County, and Municipal Employees (AFSCME) Local 1733 had revived a dormant labor movement in Memphis and initiated a wave of public employee union organizing in other parts of the South. Yet the victory came at a great cost, as an assassin's bullet cut down the strike's most influential supporter, Dr. Martin Luther King Jr., on April 4. Ever since that date, the city and the nation have struggled to draw meaning out of the strike and King's death.

The workers were the main leaders for this uprising of the urban poor. Guided by T. O. Jones, a sanitation worker fired for his union activities, the sanitation men had been asking the city for recognition of their union and for a resolution of their many grievances since 1963. These workers lived below the poverty level while working fulltime jobs, and 40 percent of them qualified for welfare to supplement their meager salaries. They received virtually no health care benefits, pensions, or vacations, worked in filthy conditions, and lacked such simple amenities as a place to eat and shower. They carried leaky garbage tubs which spilled maggots and refuse on them, while white supervisors called grown men "boy" and sent them home without pay for the slightest infraction. The sanitation workers walked out spontaneously, without support from the AFSCME international, after supervisors sent blacks home without pay during a rain storm while keeping whites on at full pay. A recent incident in which a malfunctioning garbage compactor had crushed two black men to death also fueled the men's rage at work conditions they could no longer tolerate.

The strike came to symbolize the strivings of the working poor and the general demand by the African American community for equality. Arbitrary behavior by white supervisors, refusal by the city government to recognize the union or meet with workers to discuss their grievances, and the hostile reaction to the strike by the city's white residents all made the strike a racial as well as an economic issue. In a city of 540,000 people, some 40 percent of them black, the election of Mayor Henry Loeb, a Republican fiscal conservative, signaled a refusal on the part of the city's white residents to take issues of racial equity seriously. Nearly 60 percent of black com-



On April 3, 1968, Dr. Martin Luther King Jr. traveled to Memphis to support AFSCME sanitation workers. That evening, he delivered his famous "I've Been to the Mountaintop" speech to a packed room of supporters. The next day, he was assassinated. Photos courtesy of AFSCME.



munity residents lived below the poverty line, and they suffered disproportionately high mortality rates and deficits in basic education in a highly segregated school system. Mechanization of cotton production in the countryside and a decline of factory employment for blacks in the city both undergirded the plight of the working poor.

The strike polarized the city racially after police attacked a march by sanitation workers and ministers to city hall only a few days after the walkout. Beatings and machings of prominent black leaders galvanized strike support among the city's black ministers and civil rights community, while most whites rallied to the mayor's effort to suppress the strike. All these conditions led to the strike's slogan "I Am A Man," which represented the basic demand of members of the black community, male and female alike, to be treated as citizens with equal rights.

Dr. King came to support the strike as part of his Poor People's Campaign, an effort to take the grievances of the poor directly to Washington, D.C., Mass meetings, a boycott of Memphis businesses and commercial newspapers (which African Americans felt consistently distorted the facts and issues in the strike), and daily picketing formed the backdrop for King's March 18 speech to a crowd of fifteen thousand. Made at the request of civil

Continued on page 9

Black History Month



About 800 strikers took their message to the streets for the first time Feb. 13 marching more than three miles to City Hall from the United Rubber Workers of America union hall on Firestone. The group was so large it had to assemble in The Auditorium, a downtown concert hall, before it could be addressed by the mayor and union leaders. (Left photo) AFSCME Local 1733 President T.O. Jones is congratulated by members following vote to ratify agreement with the City of Memphis. (Right photo) AFSCME Local 1733 striking sanitation workers march in Memphis. Photos courtesy of AFSCME.

Memphis Sanitation Strike

Continued from page 8

rights stalwart Reverend James Lawson, King's speech put national media attention on the strike, revived flagging spirits in Memphis, and led to major strike support by national and local trade unions. When King returned to Memphis for a mass march on March 29, however, tensions in Memphis had risen to a fever pitch. Window breaking by march bystanders led to confrontations with the police, who shot Larry Payne to death, leading to riots and occupation of the city by four thousand National Guardsmen. The courts enjoined King from leading further marches, threatening to cancel out the credibility of his campaign for a national march on Washington. Returning to Memphis determined to lead a mass nonviolent march, King called for support of the worldwide "human rights revolution" at a mass rally on April 3 at Mason Temple. In an emotional climax to the speech, King practically predicted his own death and prophesied, "I may not get there with you, but I want you to know tonight that we as a people will get to the promised land."

King's assassination on April 4 led to massive riots all over the United States and to turmoil in the streets of Memphis. On April 7, some eight thousand Memphians, most of them white, expressed their concern in a memorial followed by a completely silent mass march of twenty to forty thousand people from all over the country through the streets of Memphis on April 8. National labor leaders, President Lyndon Johnson, and Tennessee



Photo courtesy of AFSCME.

Governor Buford Ellington all pressured the city into recognizing Local 1733 and allowing a checkoff of union dues from workers' paychecks.

In the settlement's aftermath, AFSCME became the largest union local in the city. Police and fire fighters joined public employee unions. African American workers took on a higher profile in the labor movement and as voters. Civil rights leaders

became increasingly active in city school board and other issues, while pressure from the African American community opened up jobs to blacks in previously forbidden zones of white collar employment. Ultimately, demographic change and black activism led to the election of African American Willie Herenton as mayor in the 1990s, while both individuals and local and state governments attempted to resolve the city's history of racial polarization by creating the National Civil Rights Museum at the Lorraine Motel, scene of Dr. King's martyrdom. The demand that America come to grips with the economic demands of minorities and poor people, represented by the Memphis sanitation strike and the Poor People's Campaign of 1968, nonetheless remains an unresolved legacy of the labor and Civil Rights movements of the past.

Reprinted with permission from The Tennessee Historical Society. All rights reserved. The Tennessee Historical Society is located at the War Memorial Building, Nashville, TN 37243; their collections are held at the Tennessee State Library and Archives and the Tennessee State Museum. For additional information visit The Tennessee Historical Society's website at: <http://tennesseencyclopedia.net>.

DRIVE UNION

A guide to 2009 cars, trucks, SUVs
and vans made by union members

UAW cars

Buick Lucerne
Cadillac CTS
Cadillac DTS
Cadillac STS
Cadillac XLR
Chevrolet Cobalt
Chevrolet Corvette
Chevrolet Malibu/Hybrid
Chrysler Sebring Convertible
Chrysler Sebring Sedan
Dodge Avenger
Dodge Caliber
Dodge Viper
Ford Focus
Ford Mustang
Ford Taurus
Lincoln MKS
Mazda6
Mercury Sable
Mitsubishi Eclipse
Mitsubishi Eclipse Spyder
Mitsubishi Galant
Pontiac G5
Pontiac G6
Pontiac Solstice
Pontiac Vibe
Saturn Aura/Hybrid
Saturn Sky
Toyota Corolla*

UAW vans

Chevrolet Express
Dodge Caravan
Ford Econoline
GMC Savana

UAW trucks

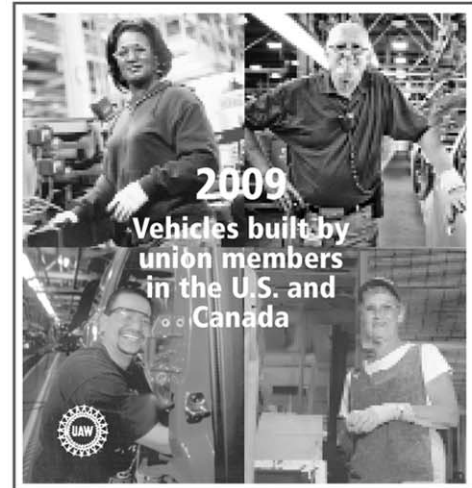
Chevrolet Colorado
Chevrolet Silverado*
Dodge Dakota
Dodge Ram Pickup
Ford F Series*
Ford Ranger
GMC Canyon
GMC Sierra*
Mazda B-Series
Toyota Tacoma*

UAW SUVs/CUVs

Buick Enclave
Cadillac Escalade/Hybrid
Cadillac Escalade ESV
Cadillac SRX
Chevrolet Suburban*
Chevrolet Tahoe*/Hybrid
Chevrolet Traverse
Chrysler Aspen/Hybrid
Dodge Durango/Hybrid
Dodge Nitro
Ford Escape/Hybrid
Ford Expedition
Ford Explorer
Ford Explorer Sport Trac
Ford Taurus X
GMC Acadia
GMC Yukon*/Hybrid
H2 Hummer
H3 Hummer
Jeep Commander
Jeep Compass
Jeep Grand Cherokee
Jeep Liberty
Jeep Patriot
Jeep Wrangler
Lincoln Navigator
Mazda Tribute/Hybrid
Mercury Mariner/Hybrid
Mercury Mountaineer
Mitsubishi Endeavor
Saturn Outlook

CAW trucks

Chevrolet Silverado*/Hybrid
GMC Sierra*/Hybrid



CAW cars

Buick Lacrosse
Chevrolet Camaro
Chevrolet Impala
Chrysler 300
Dodge Challenger
Dodge Charger
Ford Crown Victoria
Lincoln Town Car
Mercury Grand Marquis

CAW vans

Chrysler Town & Country
Dodge Caravan
Volkswagen Routan

CAW SUVs/CUVs

Chevrolet Equinox
Ford Edge
Ford Flex
Lincoln MKT
Lincoln MKX
Pontiac Torrent
Suzuki XL7

IUE SUVs/CUVs

Chevrolet Trailblazer
GMC Envoy

All these vehicles are made in the United States or Canada by members of the United Auto Workers (UAW), Canadian Auto Workers (CAW) or International Union of Electrical Workers-Communications Workers of America (IUE).

Because of the integration of U.S. and Canadian vehicle production, all these vehicles include significant UAW-made content and

support the jobs of UAW members.

However, those marked with an asterisk (*) are sourced from the United States and another country.

When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with 1, 4 or 5 identifies a U.S.-made vehicle; 2 identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built

by union-represented workers. The Toyota Corolla, for example, is made in the United States by UAW members, but the Canadian model is made in a nonunion plant and other models are imported from a third country.

To order copies of the 2009 union vehicle buying guide, contact the UAW Purchasing Department, 8000 E. Jefferson Ave., Detroit, MI 48214, (313) 926-5221.

✓ DO BUY

Get ready for Spring—stockpile your union-made garden supplies and quality tools for those spring projects.

Look for these brand names at your hardware store. Since many of these companies produce in the U.S. and elsewhere, check for a "Made-in-the-USA" label.

TOOLS

AUTOMATIC WRENCHES
Edgerton Forge (IBB)

BATTERIES (FLASHLIGHT)
Ray-O-Vac Heavy Duty, D, and AA, Packaged Alkaline Batteries (UAW)

CLIPS, SCREWS, NUTS & BOLTS
Service Supply (UAW)

CUTTING TOOLS
Ohio Metal Working Products (IBB)

GARDEN TOOLS, PITCHFORKS
Union Tools (Sears, Agway, Razorback) (IBB)

LADDERS
Versa (UAW)

LADDERS, WOOD, ATTIC, STEP
Kentucky Ladder (Warner Corp.) (UAW)

PLIERS, HOOKS
Klein Tools Inc. (IBB)

SHEARS, SCISSORS
Clauss Cutlery (UAW)

STRIKING TOOLS, CROW BARS
Warwood (IBB)

GENERAL TOOLS
Armstrong, Klein Tools, Snap-on tools (IBB)

POST HOLE DIGGERS
AZL Resources (IBB)

RAKES & SHOVELS
Ames (UAW)

WET/DRY VACUUMS
Craftsman (Sears), Ridgid (Home Depot) (IBB)

SPORTING GOODS

BOATS, PONTOON
Riviera Cruiser by LML Corp (UAW)
Weeres Pontoon Boats, Fishing Boats (IAM)

BOAT COVERS
Charles Rice (UAW)

BOAT PARTS, WATER PUMPS, IMPELLERS, BILGE PUMPS, MACERATORS, POOL MOTORS, POOL PUMPS
ITT Jabsco (UAW)

BOAT ROPES
Dare Products (UAW)

BOAT TRAILERS
E-Z Loader (IBB)

CLAY PIGEONS
Remington (UAW)

FISHING NET
FNT (UAW)

HANDGUNS & RIFLES
Colt (UAW), Remington (IAM), Winchester (IAM)

HOCKEY STICKS
Hillerich & Bradsby (UAW)

MARINE HARDWARE, HORSE HARDWARE
North & Judd (brand names—Anchor, Wilcox-Crittenden) (UAW)

POOL LIGHTS, PUMPS, HEATERS, POOL MOTORS
Hydrotech (Purex) (UAW), ITT Jabsco (UAW)

TENNIS NETS, VOLLEYBALL NETS, BACKSTOP NETTING
FNT (UAW)

GOLF BALLS
Spalding (IBB), Callaway (IBB)

GOLF CLUBS
McGregor (IBB)

AFL-CIO NATIONAL BOYCOTTS



TRANSPORTATION & TRAVEL

PACIFIC BEACH HOTEL (HTH)
Luxury Hotel, Waikiki, Hawaii
▶ *International Longshore & Warehouse Union (ILWU)*

ENTERTAINMENT & RECREATION

ECHOSTAR DISH NETWORK
Satellite Television Service
▶ *Communications Workers of America*

• BLUEEMAN PRODUCTIONS
▶ *International Alliance of Theatrical Stage Employes (IATSE)*

OTHERS

• VINCENT BACH DIVISION,
• CONN-SELMER, INC.;
• Elkhart, Indiana
• Musical Instruments: Trumpets, Trombones, Saxophones
▶ *United Automobile Workers (UAW)*

• R.J. REYNOLDS TOBACCO CO.
• Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
▶ *Bakery, Confectionery, Tobacco Workers & Grain Millers International Union*





PRS RT STD
 US Postage
PAID
 Cleveland OH
 Permit #517

Vanguard

The Vanguard
 3151 Abbe Road
 Sheffield Village, Ohio 44054

Dedicated to Serving the Men and Women of Local 2000.

F-Series, Fusion sales driver higher retail share

DEARBORN, Mich., Feb. 3 – Ford’s F-Series truck and Fusion mid-size sedan paced Ford to a fourth consecutive month of retail market share increases. Ford estimates its share of the January retail market was 12.7 percent, up 0.3 point versus a year ago. This marks the first time since 1995 Ford has achieved a retail market share increase four months in a row.

In January, Ford’s all-new F-150 truck picked up more accolades and market share. In January, the F-150 was named North American Truck of the Year and earned a quadruple 5-star crash test rating from the National Highway Traffic Safety Administration and a Top Safety Pick from the Insurance Institute for Highway Safety. Best-in-class capability and safety ratings and unsurpassed fuel economy appear to be driving F-Series appeal among buyers.

In January, the Fusion posted its highest retail share since August 2006. In March, the 2010 Fusion arrives in dealer showrooms as America’s most fuel-efficient mid-size sedan for both hybrid and conventional gasoline models.

The new Fusion Hybrid delivers 41 mpg in the city and 36 mpg on highway, topping the Toyota Camry Hybrid by 8 mpg in the city and 2 mpg on the highway. The new four-cylinder Ford Fusion S achieves 34 mpg on the highway and 23 mpg in the city, beating both the gasoline-powered Camry and Honda Accord.

The Ford Escape and Mercury Mariner small utility vehicles and the Lincoln MKS luxury sedan also contributed to Ford’s January market share increase.

Ford, Lincoln and Mercury sales totaled 90,596 in January, down 39 percent versus a year ago. Retail sales to individual customers were down 27 percent. Fleet sales were down 65 percent including a 90 percent decline in sales to daily rental customers.

Ford and industry sales in January were consistent

Ford Brand Jan. 2009 U.S. Sales			
	January %		
	2009	2008	Change
Econoline	5,856	11,333	- 48.3
	January YTD %		
	2009	2008	Change
Econoline	5,856	11,333	- 48.3

with Ford planning assumptions.

“During the last four months, retail demand appears to have stabilized, and the strength of our new products is a key reason we’re growing our share in these challenging market conditions,” said Ken Czuby, Ford vice president, Sales and Marketing. “We expect new, recent and future fiscal and monetary actions to help improve conditions in the second half of the year.”

Ford inventories were 420,000 vehicles at the end of January, which is 156,000 vehicles lower than a year ago. During the past 12 months, Ford’s inventories were reduced by 27 percent – consistent with the company’s sales decline (22 percent) during this same period.

REMINDER

RETIREE’S MEETING

Our next meeting is
Thursday, March 5
at 10 a.m.
 at the UAW Local 2000 Union Hall.