O ATU CANADA!

ATU CANADA REPLACES CANADIAN COUNCIL
**Winnipeg Transit workers ratify new contract with city**

After back-and-forth negotiations and the rejection of an early deal, Winnipeg bus drivers and maintenance workers voted to ratify a new contract. Local 1505 was calling on the city to adopt a “safer, saner approach” for transit service, fairly compensate transit workers, and hire enough drivers to adequately serve their communities.

**ATU Facebook page 14,000 “likes” and counting**

ATU has been garnering the power of social media. Thanks to more members, riders and transit advocates spreading the word about the ATU Facebook page by sharing stories and recommending our page to ‘friends,” ATU has more than 14,000 “likes.” Help us reach 15,000 by telling your family and friends to “like” ATU’s Facebook page. Plus, don’t forget to follow our Twitter handle @ATUComm to stay up to date on what’s trending in public transit, politics and other issues.

**Edmonton Local wants AC on buses**

Bus drivers and passengers alike are suffering from the heat as temperatures soar in Edmonton, AB. Five operators have had to stop working and one was taken to the hospital this summer due to the heat. Edmonton Transit is the only major Canadian bus system that doesn’t have air conditioning. Local 569 is pushing the city to have AC retrofitted on city transit. “We’re trying to forestall [a] tragedy by gathering the data and proving to City Council that you have a responsibility to protect people here,” says Local President Steve Bradshaw.

**Correction:** Johnnie L. Motton 241-Chicago, IL, was incorrectly included among those for whom death benefits were awarded in the In Memoriam section of the March-April 2015 issue. In Transit regrets the error.
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Times change, and the structures that serve people well in one era are often found insufficient by the next.

A new era is dawning for our Canadian members whose local officers voted to create a new national structure – ATU Canada – at the Canadian Council Conference in June.

Protected by strong national and provincial labour laws, our Canadian members were the envy of their southern brothers and sisters for decades. But Canadian unionists can no longer rely on those protections.

New structure needed to counter attacks

Today, our Canadian locals face significant attacks upon their collective bargaining rights, workers’ wages, pensions, and job security. Our northern members also brave daily threats and assaults while simply doing their jobs. Further, they endure threats of privatization and transit funding cuts.

In light of these issues, our Canadian local officers came together to create a new, more representative and proactive structure designed to leverage the strength of all of their members against the anti-labour forces that now confront ATU in Canada.

Meetings

The ultimate decision to create ATU Canada came after months of meetings and deliberations between Canadian local presidents. Beginning in March 2015, our Canadian locals met in Toronto to discuss issues of national concern.

Led by Elaine Bernard, the Canadian director of Harvard’s Labour Studies Program, the March meeting was designed to ensure an open-ended and full discussion of the substantive issues and organizational concerns facing our locals.

During the discussion sponsored by the International and facilitated by experienced mediators and Canadian labour relations experts, a clear consensus emerged among...
virtually all Canadian locals that the Canadian Council as presently structured and operated needed to be changed and a new entity formed.

A subsequent survey sent to all Canadian locals confirmed that each of our Canadian locals faced serious external threats from privatization, funding shortfalls, anti-union legislation, and the urgent need for more and higher quality education and training programs.

**Greater communication, strategic planning, strong coalitions needed**

Virtually every local responding to the survey echoed the meeting participants’ views that greater information sharing and communication among and within locals was needed, along with training, research and resources for strategic long term planning for internal organizing, member mobilization, and the building of strong community pro-transit, pro-labour coalitions among our riders and community-based allies.

In preparation for recommendations to be presented to the June Canadian Council meeting, participants at the March meeting agreed to the appointment of a “restructuring committee” to begin to review options for a new organization and set of bylaws for consideration at a future founding convention. The committee met on May 17, and discussed provisions that were included in draft bylaws submitted for discussion in June and thereafter.

On June 2, the presidents of the Union’s Canadian locals gathered before the Canadian Council meeting to discuss the future of the Council and the establishment of ATU Canada. The presidents overwhelmingly approved motions proposing options for the dissolution of the Canadian Council as of June 6, and the immediate establishment of ATU Canada on an interim basis for the purpose of replacing the former body until a founding convention is held no later than October 1.

**A strong, united voice**

Affirming the importance of a strong united voice representing the interests of all ATU locals in Canada, the Canadian Council delegates approved similar motions to dissolve the Canadian Council and create ATU Canada on June 5. As a result, no Council officer elections were held and the terms of the incumbent officers expired.

ATU Canada’s founding convention will be held in Ontario where delegates from each local (in the same number as at the International Convention) will meet to consider and adopt bylaws and conduct elections for new ATU Canada officers.

In response to the actions by the local presidents and Council delegates, the International, on June 9, placed the Council in trusteeship to manage its orderly dissolution and oversee the close-out of its affairs, pending the fall convention.

**International Union endorsement**

ATU International wholeheartedly endorses the creation of ATU Canada. International President Larry Hanley pledged his strong support for a representative body “by Canada, in Canada, and for Canada.”

Hanley praised the efforts of the local presidents and delegates. He declared that the International will work with ATU Canada to develop its research, education and training, strategic planning, and coalition building capacity to advance the goals of our locals and protect our members’ vital interests. Through this new, unified structure Canadian locals shall have a strong national voice for ATU in Canada.

There’s a big wide world out there, and it’s tough to keep up with all the events which can affect your profession and your livelihood. One of the easiest ways to stay informed is by visiting: www.atu.org.

**Don’t stay in the dark! Find out what’s going on.**

Visit www.atu.org.
NDP pledges predictable, stable and transparent transit funding

NDP Party Leader Tom Mulcair is throwing the weight of the New Democratic Party behind increased infrastructure and public transit spending in the federal election campaign this fall. Mulcair is promising that if NDP wins enough seats in Parliament to form a government, he’ll transfer an extra penny per litre in gas tax to improve public transit in the Lower Mainland. Specifically, the NDP government would provide $1.3 billion per year to Canadian municipalities to spend on public transit over the next 20 years.

A ‘real partner’

“Communities have been let down by successive Liberal and Conservative governments that have failed to make a dent in Canada’s infrastructure deficit, which sits at a staggering $172 billion and growing,” says Mulcair. “An NDP government will be a real partner to Canada’s municipalities with concrete investments to build and repair infrastructure that Canadian families and businesses require, and reduce commute times.”

The leader says his “Better Transit Plan,” developed in partnership with provinces and territories, will ensure predictable, stable and transparent public transit funding to tackle gridlock in Canada’s cities, get Canadians to-and-from work or school more quickly, and help the environment.

Poll suggests NDP could capture ‘change-vote’ in national election

As in the United States, politicians in Canada are gearing up for the next national election on October 19, and a new poll reveals that at this point, it’s a tight three-way race.

Responses to the question, “Who would you vote for tomorrow?” put Conservatives at 31% and both the New Democratic Party (NDP) and Liberals at 28%. In the province with the most seats Liberals have a slight lead over Conservatives (in Ontario) and the NDP has a sizeable lead over Liberals in Quebec.

A closer look suggests that some movement from Conservatives toward the NDP is happening among voters 60 and older – traditionally a critical bastion of Conservative support. NDP support has also grown among those with higher levels of education, homeowners, and union members.

NDP potential expands

Recently, there has been a five-point increase in the percentage of people who say they would consider voting NDP – giving the party now the largest potential voter pool at 56%, followed by the Liberals at 51% and the Conservatives at 45%. Just about a third would consider voting Green.

The percentage of those who would consider voting NDP is up the most in Quebec but is also up in Atlantic Canada with slight increases in BC, Alberta, and Ontario.

More Canadians in the mood for change

The poll’s numbers indicate that the desire for a change in Ottawa is rising. Only 25% of those polled say, “I know how I will vote and that won’t change”. Among this group, 37% intend to vote Conservative.

There is a larger potential for the NDP brand to consolidate the “change vote” than in the past. However, the Liberal brand is highly competitive, especially in the critical battleground of Ontario, and is seen as a more likely victor in October.
Our history is a mystery – maybe to most union members. As Fox and other comedy channels push anti-union rhetoric, some union members may wonder why they are members.

So many times I’ve read a letter or taken a phone call that begins, “I’m a dues paying member....”

This is like our citizenship. There was once a class in high school called “Citizenship.” But over the last 40 years citizens have been redefined as TAXPAYERS (emphasis from the corporate propagandizers).

Yes, we pay taxes, but the whole enterprise of government is directed toward pulling together common wealth to serve our mutual needs. More on this another time.

As Union members we have an organization that works for our mutual good. To fund it, we pay dues. But that is where union membership begins – not where it ends.

We also need to come to meetings, voice our opinion, volunteer when the Union needs us. Simply paying dues doesn't cut it. I think when members describe themselves as “dues paying members” they diminish themselves. We are so much more than taxpayers and dues payers.

I recently heard a local president address her members at a union meeting telling them:

“You’re sitting in a lunchroom and listening to a member run the Union down. You stay out of the conversation because you think you should mind your own business. The Union IS your business!” she said.

Yes it is.

If this Union goes away, our members’ wages will fall and working conditions will be totally up to the boss. The bosses are working hard to make that happen.

And in the U.S. there is a free rider movement going on. It’s a wolf in sheep’s clothing, a Trojan horse designed to destroy workers’ power called “Right to Work.”

It’s an attempt to break workers’ chance to ever climb out of poverty and have good pay for a fair days work. They are doing it by trying to break up the “union shop.”

In the 25 right-to-work states workers get union benefits without paying union dues. That means they live off the dues paid by union members where they work. But more than that (and this is why the rich and corporations fight for a dues-free environment) it means that unions (working people) are limited in their power to fight for and defend workers.

Want a raise? Make your union powerful.

Want better health care? Make your union powerful.

Want to put you kids through college? Make your union powerful.

But in the world in which we live, it’s clear that while paying dues is a start, we need to do a lot more. We need to have influence in our communities, with our neighbors and with our riders.

In the next 14 months Canadian and U.S. voters will go to the polls to elect our future leaders. To change our countries, we need serious, radical change. We can’t get that by sucking up the same old rhetoric from the press or politicians. We need to carve out a different path – one that gets us back on track as societies that value work and reward sacrifice.

Social security, Medicare, and minimum wages were passed during times in our history when unions were strong. Pensions, health care and decent wages were products of strong unions – not strong corporations. Dues helped, but action by serious working people is what made the difference.

It wasn’t suits and ties that got good contracts; it was picket lines and strikes.

It was the unity of millions of workers saying, “We want a fair share of what we produce with our work!” that made it happen.

If you make your history less of a mystery, you will become more than a “dues paying member....”
Alberta member poised to wield real power

ATU bus operators are used to doing a lot of important things at the same time. In addition to negotiating mammoth vehicles through city streets, they also take fares, look out for the general welfare of their passengers, and get them to their destinations on time. That’s a lot of responsibility.

Perhaps that’s why former driver Brian Mason is so well suited to the new jobs he’s been given since the New Democratic Party won a majority of the seats in Alberta’s legislature, giving them a mandate to form a new government.

In addition to his duties as government house leader in the legislature, the newly-elected premier, Rachel Notley, has appointed Mason to dual posts as head of both the ministries of infrastructure and transportation.

Started driving out of necessity

That would seem to be a natural place for Mason, still a member of Local 569-Edmonton, AB, to serve the province.

Shortly after the NDP’s surprising victory in May, one Twitter wag asked Mason if he would make Albertans pay their taxes in “exact change.” In response, Mason quipped, “Yes, but you’ll get a transfer.”

The NDP leader started driving buses out of necessity, having run out of money to continue his college education.

“The recession hit in the ’80s and I wound up keeping the job and it wound on and on,” says Mason, who became more involved in the union during a turbulent period of strikes and layoffs.

He was briefly laid off in 1983, ran for the City Council, and lost. In 1989, he decided to run again, but there was a law standing in his way that prevented city employees from running for office. He filed an official challenge to the law, which was denied. But the publicity he generated in the process ended up being a boon to his political aspirations.

“I resigned with a big fanfare and a news conference. I went to hand in my resignation to transit with TV cameras behind me,” he remembers. He printed all kinds of political signs and buttons with the slogan: “You know, the bus driver” under his name. He won.

Council member, provincial legislator

He served on the Edmonton City Council for 10 years before voters elected him to the provincial legislature.

He served as the leader of the small NDP caucus there for another decade, but stepped down to allow Notley to do the job.

Recently, he was asked the inevitable question: When he was driving a bus did he ever think he’d be where he is today?

“No,” he said, but added, “When I was sitting at my desk three months ago I didn’t think I would be here today.”

Now, in the wake of the NDP’s accession to power, this ATU member has a chance to really make a difference in the lives of the people of Alberta.
Conservative Prime Minister Stephen Harper announced the creation of a new Public Transit Fund (PTF), in June.

Just in time for the October national elections, the PTF is designed to provide significant permanent support for large-scale public transit projects to address traffic congestion, reduce travel time for goods and people, and support economic growth in Canada’s largest cities.

But there’s a catch

Any municipality that wants to build a project including mass transit that would cost more than $100 million must apply for approval by a Crown corporation called “P3 Canada,” which will decide whether the project will be a public-private partnership (P3).

P3s routinely rely on private, non-union employment to lowball the bids submitted to operate transit projects. They always pose a threat to ATU member jobs.

According to the prime minister’s office, in order to be eligible for support under the PTF, projects must have a minimum of $1 billion in total estimated eligible costs – obviously more than $100 million.

Federal contributions under the fund will be up to one-third of the total eligible costs and the rest will come from the private sector and alternative funding mechanisms.

The prime minister also announced that funds will be made available within the PTF for Toronto’s SmartTrack regional express rail surface line. As currently proposed, the line will provide relief for the overcrowded Yonge-University-Spadina Subway Line and connect Toronto to major employment centres in Mississauga and Markham.

The federal government will contribute up to one-third of the costs for the SmartTrack public transit system proposal, approximately $2.6 billion, once a formal application has been received and approved.

The prime minister revealed that the level of support provided for new project applications under the $2.5 billion P3 Canada Fund currently administered by PPP Canada will increase from 25% to 33.3% of eligible project costs.

P3 calculations ‘highly dubious’

Progressive Conservatives have long advocated P3s, arguing that many public benefits, including saving money, are derived from those arrangements.

Yet, as the Financial Post reports, “John Loxley, an economics professor at the University of Manitoba, opposes P3s and any expansion of them into the municipal sector.”

The argument in favour of P3s has been exaggerated, he says, noting there hasn’t been any long-term analysis of benefits. He calls the risk calculations “highly dubious.” He also believes governments pay too much in interest payments and says P3s cut small, local contractors out of the picture.

Harper will try to use Building Canada Fund announcements this summer to help his government win the October 19 federal election. Voters should examine new transit projects closely to see if they rely on private construction and management.
Responding to a challenge by a poverty activist, two Guelph, ON, councillors eschewed car travel and took the bus for a month to see how transit dependent people live in their area.

Councillors Leanne Piper and Phil Allt learned a lot from the experience and became enthusiastic supporters of public transit in the process.

Both found that they had to become more meticulous about planning their day, and observed that it just took longer to get where they needed to go.

“The bus is a very social place,” Piper says. “It’s a very friendly community,” agrees Allt. Nevertheless, the councillors recognized the difficulties those who rely on transit experience.

“The current ridership is already on the bus, primarily because they do not have alternatives,” Piper says. “Ridership growth will depend on attracting new users, or car owners, who choose transit as an option for some of their transportation.”

‘Class issue’

Similarly, Allt says, “public transit shouldn’t just be for those who can’t afford a car. Public transit is a class issue, and we need to turn it into a classy issue so that we get more people,” he said, “more middle class people, more upper-middle class people, professionals using public transit because they want to.”

Allt noticed the toll public transit takes on the poor as well. He related one example he saw of a single mother who told him that shopping was a real challenge for her.

“She had to be very careful about what she actually brought with her from the grocery store. She said she could never, ever pick up the great values, because on the one hand she had a child in one arm, another in a stroller,” he said. “The large specials that would have made her life a little easier, say the large jar of peanut butter, the large economy-sized laundry detergent, none of those were accessible to her.”

Allt found that it took so long to get to some places by bus that he preferred to walk or bike to those destinations.

Allt says that change is coming to Guelph public transit. Now that he and Piper have had the experience of relying on it for a month, they will be much better informed about the decisions they make for its future.
TTC power surge shutdown highlights system’s woes

Toronto straphangers got a taste of how bad their already difficult commutes might become if their bickering politicians don’t actually start investing more money into maintenance. A June power surge shut down the subway’s communication network bringing the entire system to a halt.

**Domino effect**

The vulnerability of the rail line was revealed when backup systems fell like dominoes, one after another.

It all started on a Sunday night when a power surge hit the Hillcrest complex – the site of the Toronto Transit Commission’s (TTC) control centre – forcing the agency to rely on its “uninterruptible” backup power supply.

But, then a circuit board failure caused the backup system’s battery to drain completely, which shut down TTC’s communications system. The subway can’t run without communications, and that left thousands of transit riders stranded until the subway started running again at 7:35 a.m.

It didn’t help that the communications failure prevented TTC from telling passengers what was going on.

Shuttle buses were not brought in to replace the stalled service because there weren’t enough to handle the crush of passengers who would need rides.

**Just the latest problem**

The shutdown is just the most serious in a long string of subway failures that have plagued TTC. “These things are happening more often than they should in a sophisticated transit system in a big city,” says Mayor John Tory.

Tory says that TTC has assured him that a “thorough investigation” is underway into how the primary and backup electrical and communication systems could fail at the same time.

**Uber ‘surge pricing’**

An interesting sidebar to the entire incident involved the celebrated Uber “ride-sharing” service, which has been gaining a lot of media attention as an alternative to other more traditional forms of transportation.

Uber ‘surge pricing” (no pun intended) went into effect during the shutdown in which the smartphone app transit company charged up to four times its normal rate.

A company spokeswoman says that as soon as Uber found out about the subway shutdown, they capped their service at just three times their usual charge.

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Hamilton Local takes ‘Big Bike’ ride for heart and stroke

Members of Local 107-Hamilton, ON, rode a “Big Bike” through their city at the culmination of their fundraising campaign for heart and stroke research. The “Big Bike” is a unique 30-seat vehicle that those who raise money in the sponsoring organization get to take for a spin around town. Last year over 70,000 riders, in over 200 communities coast to coast, helped raise over $8 million for research.
La citoyenneté du syndicat

Notre histoire est un mystère, peut-être, pour la plupart des membres de syndicats. Comme Fox et d'autres chaînes de comédie poussent la rhétorique antisyndicale, certains membres du syndicat peuvent se demander pourquoi ils sont membres.

Combien de fois ai-je lu une lettre ou répondu à un appel téléphonique commençant par « Je suis un membre cotisant ... »

Cela ressemble à notre citoyenneté. À l’école secondaire, nous avons déjà eu une classe « Citoyenneté », mais, au cours des 40 dernières années, nous avons été redéfinis en tant que CONTRIBUABLES (l’accent venant du propagandisme d’entreprise.)

Oui, nous payons des impôts, mais cet exercice gouvernemental vise à amasser des richesses communes afin de combler nos besoins mutuels. Nous reviendrons sur ce sujet une autre fois.

En étant membres d’un syndicat, nous faisons partie d’un organisme qui travaille à notre bien commun. Pour le financer, nous payons nos cotisations. Mais c’est là que commence notre appartenance au syndicat, pas où elle se termine.

Nous devons également assister aux réunions, exprimer notre opinion, offrir notre aide lorsque le syndicat en a besoin. Simplement payer sa cotisation n’est pas suffisant. Je crois que lorsque les membres se décrivent comme étant des « membres cotisants », ils se diminuent. Nous sommes tellement plus que des contribuables et des membres cotisants.

J’ai récemment entendu un président local s’adresser à ses membres lors d’une réunion syndicale en leur disant :

« Vous êtes assis dans une salle à manger et entendez un membre dénigrer le syndicat. Vous restez hors de la conversation parce que, dites-vous, vous vous mêlez de vos affaires. Le syndicat EST votre affaire! » a-t-elle dit.

Oui, ça l’est.

Si ce syndicat disparaît, les salaires de nos membres vont chuter et les conditions de travail seront entièrement à la merci des patrons. Les patrons travaillent fort pour que cela se produise.

De plus, aux É.-U., on constate l’émergence d’un mouvement de profiteurs. C’est un loup déguisé en brebis, un cheval de Troie conçu pour anéantir le pouvoir des travailleurs. Le droit au travail. C’est une tentative pour briser les chances qu’ont les travailleurs de sortir un jour de la pauvreté et de recevoir un salaire décent pour une journée de travail équitable. Ils le font en essayant de briser les « syndicats ouvriers. »

Dans les 25 États ayant adopté la Loi sur le droit au travail, les travailleurs peuvent bénéficier des avantages d’un syndicat sans payer les cotisations. Cela signifie qu’ils vivent sur les cotisations des autres membres. Mais par-dessus tout, et c’est pourquoi les riches et les sociétés se battent pour un environnement exempt de frais, cela signifie que le syndicat (les personnes qui travaillent) dispose d’un pouvoir limité dans la lutte et la défense des travailleurs.


Mais dans le monde dans lequel nous vivons, il est clair que payer nos cotisations n’est qu’un début; nous devons en faire beaucoup plus. Nous devons avoir de l’influence dans nos communautés, avec nos voisins et avec nos partisans.

D’ici les 14 prochains mois, les électeurs américains et canadiens se rendront aux urnes et décideront de nos futurs dirigeants. Pour changer nos pays, nous avons besoin d’un changement sérieusement radical. Nous ne pouvons pas l’obtenir en avalant la même vieille rhétorique présentée par la presse ou les politiciens. Nous avons besoin de sculpter un chemin différent, un chemin qui nous ramène sur la bonne voie en tant que société qui valorise le travail et récompense les sacrifices.

Au cours de notre histoire, les moments où la sécurité sociale, l’assurance maladie et les salaires minimums ont été implantés étaient lorsque les syndicats étaient forts. Pensions, soins de santé et salaires décents sont des produits de syndicats forts, et non d’entreprises solides. Les cotisations ont aidé, mais c’est l’action des personnes travaillant sérieusement qui a fait la différence.

Ce ne sont pas les costumes et les cravates qui ont obtenu de bons contrats; ce sont les piquets de grève et les grévistes.

C’est l’unité de millions de travailleurs qui disent : « Nous voulons une juste part de ce que nous produisons avec notre travail! », qui ont obtenu ces résultats.

Si vous rendez votre histoire moins mystérieuse, vous deviendrez plus que des « membres cotisants... »

La formation des dirigeants
et les liens d’amitié renforcent
le SUT

Plus tôt ce mois-ci, j’ai rencontré et accueilli un autre groupe de nouveaux dirigeants SUT qui entreprendront bientôt
des négociations contractuelles dans leur ville respective. Ce groupe de 29 participait à notre session sur le coût des contrats qui se tenait au Maritime Center de Baltimore.

Les nouveaux dirigeants sont emballés par les rebondissements connus durant leur campagne électorale; ils sont, à juste titre, ravis de leur victoire. Mais ensuite?

En 1972, un film intitulé Votez McKay (V.F. The Candidate) prenait l’affiche, mettant en vedette Robert Redford. Le film débutait avec Redford, jeune avocat de belle apparence, dont les principes sont de se battre pour les droits des fermiers et d’autres causes progressives. Une course au Sénat s’annonce pour un siège déjà occupé par un sénateur puissant et bien enraciné. Tous les candidats potentiels ont été intimidés par la cote de popularité du titulaire et l’apparence de son pouvoir. Que peut faire le parti?

Des conseillers politiques d’expérience voient en Redford un candidat téléchargé qui a des chances de remporter ce siège. Le père de Redford, maintenant à la retraite, est un ancien gouverneur d’état et pourrait lui donner un coup de main. Mais, Redford hésite à demander l’aide de son père. Il entretient une relation d’amour-haine envers son père qui était un génie des manigances politiques qu’il trouve répugnantes; ces manigances vont à l’encontre des principes qui lui tiennent à cœur.

Que fait-on maintenant?

Mais, les conseillers avisés triomphent. Ils réussissent à convaincre Redford que gagner ce siège au Sénat est pour lui la façon la plus efficace de promouvoir son programme et changer le « statu quo ». Petit à petit, tout au long de la campagne, sous la pression de ses conseillers politiques, le candidat modifie très légèrement ses positions, juste assez pour obtenir une marge de manoeuvre, en esquivant une réponse ici ou un commentaire là. Puis, avec l’intervention de dernière minute de son père, il remporte la victoire.

Vers la fin du film, Redford est à son meilleur, s’inclinant légèrement autour du podium pour établir un contact visuel avec ses partisans, passant sa main dans ses cheveux, portant stratégiquement son poing à sa bouche alors qu’il s’éclaircit la voix avant de prononcer son discours. À la fin du discours, Redford s’éloigne dans le couloir de service de l’hôtel, saisit son conseiller politique principal et lui dit : « Il faut qu’on se parle. »

Ils se dirigent dans une pièce vacante où la caméra fait un gros plan du visage de Redford, qui révèle maintenant de l’incertitude. Se rendant compte que la campagne est maintenant terminée et qu’il n’a aucune idée comment gouverner, il demande : « Que fait-on maintenant? »

L’apprentissage n’arrête pas à la porte de la salle de classe

Contrairement à la situation dans laquelle « McKay » s’est trouvé, nos dirigeants locaux reçoivent une formation continue pour les aider à relever les défis auxquels ils ont à faire face tous les jours. Mais leur formation ne s’arrête pas à la porte de la salle de classe. Le temps informel que les dirigeants partagent avec leurs homologues à travers le Canada et les États-Unis ouvre la porte aux discussions, aux échanges et aux débats d’idées, aux expériences partagées et développées.

Ces rencontres contribuent à renforcer l’apprentissage, à former de meilleurs dirigeants et un SUT plus solide. J’apprécie nos discussions et j’ai déjà hâte de participer à plusieurs autres. Les solides liens d’amitié qui s’y tissent rendent le SUT encore plus fort.

Veuillez visiter le www.atu.org pour de plus amples renseignements et les plus récentes nouvelles du SUT.

Le Jour de l’Indépendance

Les Américains savent vraiment comment célébrer le 4 juillet le Jour de l’Indépendance, et cette année n’a pas fait exception. Des millions de personnes ont assisté aux défilés et aux feux d’artifice à travers le pays. Je suis convaincu que nos membres du Nord en font autant à la fête du Canada.

C’est bien beau. Mais, je commence à me demander pendant combien de temps encore nous aurons quelque chose à célébrer.

Partout où je regarde, je vois des citoyens qui perdent leur indépendance. Ils perdent leur pouvoir d’exprimer leur opinion à propos des services que le gouvernement est censé leur offrir. Ils perdent leur capacité de se défendre contre les traitements injustes au travail. Ils perdent leur capacité de se trouver un emploi sûr avec un salaire décêm d et ils perdent les fonds de pension pour lesquels ils ont travaillé toute leur vie.

Perdre le droit de vote

Aux États-Unis, les pauvres, les personnes handicapées et les personnes âgées perdent effectivement leur droit de
vote. Et une sous-classe permanente de travailleurs pauvres continue de croître alors que ces salariés ne font plus partie de la classe moyenne.

Le corporatisme est une force incorrigible qui dévore la richesse du monde, à tel point que les gouvernements doivent, chapeau en main, quérer les entreprises privées afin d’offrir les services que les gens s’attendent de recevoir du secteur public.

Et lorsque l’entreprise privée prend en charge les services publics, les services publics deviennent les serviteurs de l’entreprise privée. Le bien public passe alors au second plan. Lentement, les entreprises sur lesquelles nous n’avons aucun contrôle commencent à gouverner nos vies.

Dans le secteur du transport, les entreprises multinationales prennent progressivement le contrôle de nos propriétés. Ces conglomérats parasitaires paient des salaires de misère, et offrent des services inacceptables et non sécuritaires afin de recueillir le maximum d’argent des contribuables et l’envoyer outre-mer.

En quoi cela est-il différent des impôts injustes que les Britanniques imposaient aux colonies américaines avant la Révolution? Il n’y a pas vraiment de différence entre la tyrannie d’une multinationale étrangère et la tyrannie d’un gouvernement étranger. Le résultat est le même la pauvreté pour de plus en plus de gens.

Cette sombre perspective peut sembler farfelue pour certains; mais, comment décrire autrement cette prise en charge par des étrangers de nos biens et de nos trésors publics?

Le moment est venu de riposter

Les entreprises se prosternent à l’autel du « libre marché » où il n’y a rien de libre tout est contrôlé par les forces monopolisantes de la mondialisation. Alors, le « cours du marché » est maintenu artificiellement bas et la véritable compétition est écartée.

Étonnamment, nous nous faisons traiter d’antipatriotiques lorsque nous remettons tout cela en question. Ceux qui croient que les travailleurs devraient être payés davantage que le salaire de misère dicté par les marchés se font traiter de socialistes ce qui, vrai ou non, les marque comme étant des ennemis de tout ce qui est bon et saint.


Dans les pages suivantes, vous verrez de nombreux exemples de membres du SUT qui le font. J’espère qu’ils deviendront votre source d’inspiration pour vous joindre à la bataille dans votre communauté.

Vous savez, nous ne nous battons pas seulement pour nos emplois – nous nous battons aussi, comme nous l’avons toujours fait, pour l’indépendance.

Veuillez visiter le www.atu.org pour de plus amples renseignements et les plus récentes nouvelles du SUT.
In Memoriam

Death Benefits Awarded March 1, 2015 - April 30, 2015

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   ARTHUR V. CHRISTIAN
   CHESTER D. COX
   NATHAN GILL
   EARL A. HANSON JR
   GEORGE W. HETZER
   JOHN A. HUBBARD
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   GEORGE M. JACQUES
   ROBERT J. JENKINS

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   ERNEST D. ESFARZA
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   RAYMOND D. GREENE
   STEPHEN L. BYK
   KENNETH A. HART
   JOHN H. HAFNER
   CHARLES E. MAGEL
   ROBERT G. MILLER
   DOMINIC K. KIRK
   ARTHUR J. BURKE
   JOSEPH B. BERGIN

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   JOHN J. KROHNEN
   VOGN LUND
   RONALD W. TYLEY

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   JOSEPH BENIGNI
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   DOMINIC KIRK
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   MICHAEL T. KIRBY
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   IMOGNE LEATHERS
   AL W. LEWIS
   CLEVE H. LOSS
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RICHARD D. FINN
ARTHUR E. FORGET

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Citizenship and Immigration Canada

U.S. Department of State (Passport Information)
http://www.travel.state.gov/content/travel/english.html