ATU BULKS UP
OUT OF THE STANDS AND ON TO THE FIELD
Public calls on SEC for greater corporate political transparency -
Hundreds of thousands of citizens have signed a petition urging the U.S. Securities and Exchange Commission to make a rule change to require closer examination of corporate political spending. The Supreme Court's 2010 Citizens United decision allowed corporations free spending in support of or opposition to political candidates, but a public opinion poll shows overwhelming support for more political transparency.

Time to make US commuter transit tax benefit permanent - Commuters who take mass transit to work have been the stepchildren to those who drive when it comes to the commuter tax benefit. Currently employers can offer plans to allow employees to set aside up to $245 a month before taxes to pay for mass transit or parking. The problem is the tax break for parking is permanent while the one for mass transit isn’t. Unless Congress acts, the maximum pretax set-aside for transit will drop to $130 per month after December 31.

NJ members rally for stiffer jitney regulations - Our New Jersey members rallied for improved safety standards for jitney buses. “They’re ticking time bombs and something needs to be done,” says New Jersey State Joint Council Chair Raymond Greaves. Named in honor of the eight-month old girl who was allegedly killed due to an accident caused by a texting jitney driver, “Angelie’s Law” calls for provisions to increase safety including requiring all jitney bus drivers to get a Commercial Driver’s License (CDL).
Welcome to the ATU Football Issue. We’re using this popular national preoccupation to make a couple of important points.

- First the number of people, including our members, who pay strict attention to sports far exceeds the number who pay attention to politics and legislation.

- The average American can name more football players than members of congress.

- Ruthless billionaires are taking full advantage of our lack of interest in following congress—pushing though devastating tax cuts for the rich, engaging in unnecessary global conflicts, and changing laws to hurt the middle class.

- We can act to change this.

- Members of parliament are pushing through anti-union legislation to take away the rights of workers across Canada.

- We need to pay more attention to the teams that are really hurting us and our children by cutting education, but expanding military programs.

The ATU continues to prepare for a very action-packed 2014. The U.S. transportation funding bill will be up for renewal. This is our opportunity to get federal funds for transit. Also in 2014 there will be mid-term congressional elections. In Canada, legislators are attempting to pass Bill C-4, which would have negative impacts on our collective bargaining rights and there are key municipal elections to be held in a number of provinces.

Join us

Key to the fights ahead is mobilizing our members. We need to get ATU out of the stands and on to the field. If you are an ATU member and want to be more involved in your Union the first step is to see your union officers and stewards and tell them you want ATU training in 2014. Also email us directly at Training@ATU.org.

We are working right now with your local union officers to plan and produce the biggest training program in our history. Are you ready to help ATU become less of a spectator and more of a player on the field? Don’t gripe – sign up today.

Assaults must stop

As I write this I have just heard about more assaults on bus drivers around the U.S. and Canada. In Canada we are trying to pass federal legislation to protect transit workers from assaults, and in the U.S. we are meeting over the next several weeks with federal agency heads to press the need for more attention by transit managers and lawmakers to this growing epidemic. I am a bus driver and I have been assaulted while driving. I have attended the funerals of my brothers who were killed in assaults while driving.

I know how it feels and I know that we must do everything we can to be sure our members return home after their day’s work. As labor singer Anne Feeney sings: “We just come to work here, we don’t come to die.” The joint indignities of being beaten up at work and not having sanitary bathroom breaks continue to be high on the ATU agenda.

But if you are tired of workers and our families being kicked around like footballs in the game of life then we are going to have to make it a point to focus at least as much on our jobs as we do on our entertainment.
JAVIER PEREZ, JR., INTERNATIONAL EXECUTIVE VICE PRESIDENT

BART: INCOMPETENCE OR CONTEMPT?

As I write this, Local 1555 members working for San Francisco’s Bay Area Rapid Transit (BART) are having a very unusual problem. After months of contentious negotiations, the local reached a deal, which both parties signed and the members ratified. But a problem arose when the contract went to BART’s Board for approval.

The agency contends that a provision that gives their workers six weeks family medical leave in addition to their vacation time, which BART says it rejected, was “inadvertently” left in the signed agreement. The previous contract said that they must use all of their vacation before taking family leave.

Most commentators don’t believe that BART, with a $400,000 negotiator, and high-powered lawyers actually made that error. Nevertheless, the board rejected the contract with the new provision. And that’s where things stand, as I write today.

What if the local made the same claim?

Imagine what would happen if Local 1555 said there was something in the contract that they thought had been taken out. Would BART say, “Certainly – no problem – we’ll just delete that part.”? I don’t think so.

BART’s actions lead us to only one of two conclusions. Either BART management is incredibly incompetent, or they will do anything they think could bust the union – no matter how underhanded. If it’s the later – and I’m sure it is – it’s clear that they have nothing but contempt for their own employees. That’s a sad thing to say – particularly during the holidays.

While this tactic is new, the attitude is not. They simply have no respect for workers, and stoop to worn-out anti-labor relations games to test our members’ willingness to stand together.

Sure, within our locals there are disagreements, but there is a time, place, and procedure to effectively resolve differences. But, there should be no misunderstanding or differences among us when confronted by the type of behavior exhibited by BART management. Together we can, and together we will prevail if we, the members, stand strong together, set our differences aside, and support each other and our local leadership.

Whose problem is it? It’s a problem for all of us – we can’t sit around “waiting on the world to change”. Get involved!

Imagine the possible, seize the opportunity.

Throughout this issue you’ll read how we plan to do that in the coming year. We will come together in solidarity, like never before, and build a better life for ourselves, and generations of workers yet to come.

“The clock of life is wound but once for us, and no man has the power to tell just when the hands will stop, at a late or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still.”

Christmas and the holiday season is my favorite time of year. Remember the awe struck face of a child, the gleam of wonder and magic the eyes behold? Reach out help someone in need. I wish each of you happy holidays and a Meaningful Christmas.
How tired are you at the end of the day? I’ll bet most of you are saying, “very.” I also bet none of you are complaining. You expect to have to work hard and are willing to do whatever it takes to make a living.

And like your passengers, you face a long, hard, and stressful commute at the end of a long, hard, and stressful day.

When you finally arrive home you’re tired – but you still have responsibilities. Parents have all sorts of tasks they must perform for their children. You barely have time for dinner. And the weekends are reserved for all of the things you wish you’d had the time and energy to do during the week.

The last thing you want to hear is that you should go to some political rally to support a candidate or a cause people say you should care about.

According to new research yours is a pretty common experience, and it has consequences beyond your personal life.

Commuting

A report just out from Stony Brook University, and the University of Connecticut asserts that the time we spend commuting – an activity no one likes – decreases the amount of time we give to civic and political activities. This is particularly true for the poor who spend more time commuting than other segments of society.

So it’s no wonder political participation is in decline. Americans spent 42 million hours per year commuting in 1990. That figure has mushroomed to 56 million hours per year today.

These statistics suggest that we really have our work cut out for us in 2014, because the rich will be doing everything they can to push the middle class back into the ranks of the poor, which, by itself, weakens the amount of time and energy we have to fight back.

Oh, and by the way, the researchers found that the problem doesn’t affect rich people with long commutes because the rich have resources to deal with stress and fatigue that the rest of us don’t.

The result? The largest percentage of people participating in civic and political activities are – you guessed it – rich.

It’s not hard to see where this is going.

No easy solutions

There’s no easy solution for this. However, my hope is that understanding and defining the problem will lead us to be more aware of it, and will help motivate us to overcome it.

So, I exhort all of you to put in an extra effort this year – to get involved, and to join Team ATU’s fight to protect our jobs and our rights.

I know it won’t be easy, but, you know – it never has been.
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ATU, NATIONAL NURSES UNITED JOIN THE ROBIN HOOD TAX FIGHT

YOU DON’T MIND DO YOU? CITIES GIVE LAND, TAX BREAKS AND SUBSIDIES TO TEAM OWNERS

TEAM ATU TRAINING CAMP 2014

ATU, COALITIONS BRING ‘A’ GAME TO FIGHT WITH KOCH BROTHERS
Time to fish or cut bait

Following the 2012 elections in which ATU locals across the U.S. held dozens of events nationwide, pushed candidates for office to talk about the importance of public transit, and got out the vote for President Obama, Patrick Gaspard, then-executive director of the Democratic National Committee said that ATU “punched above its weight.” Of course, our mission is a marathon, not a sprint, so in 2013, we’ve kept up our full court press on anti-labor and anti-transit legislators from coast to coast.

It was “all hands on deck” in Atlanta when lawmakers pushed to privatize our jobs, but Local 732 put on their game faces, engaged the community, and experienced the thrill of victory when the bill died. In Massachusetts, ATU locals across the commonwealth started rowing in the same direction, and hit a homerun leading a large community coalition in support of a massive transportation bill that was signed into law this summer.

Riders, workers on same team

While passenger organizing is a slam dunk of an idea, there is no doubt that it is hard work. But if ATU is going to win in places like Pennsylvania – where right wing state legislators are currently trying to cut transit funding and privatize our jobs – we have to realize that transit riders and workers are on the same team. In order to push a massive transit bill over the goal line in Indiana, we need to deepen our bench by urging our customers to get in the game.

In 2014, congress will take up the reauthorization of the federal transit program. Make no mistake: corporations have ensured that we are not playing on a level field. The privateers who play fast and loose with the rules are lurking on the sideline. Transit workers’ historic Section 13(c) labor protections have been in the news lately, and conservative lawmakers will no doubt take their best shot to weaken us. We need to stick to the game plan and unite with passengers to make lawmakers understand that when they fully fund transit, it’s a win-win situation for everyone.

Sudden death overtime

In addition, our intercity bus drivers are being pushed into playing a dangerous game of sudden death overtime – falling asleep at the wheel – because they are working grueling hours at abysmally low wages. We support a bill in congress that will require bus companies to pay them time-and-a-half after they reach 40 hours per week so they can give up their second jobs, but we are definitely behind the eight ball with the GOP. When the 2014 midterm elections come around, we will once again throw our hat in the ring and hold politicians accountable for their actions.

Voted the “Most Progressive Union” in 2012, it feels as if we have finally made it to the big leagues. But there is no time to celebrate our last game, because if Wisconsin and Michigan lawmakers have taught us anything in the last few years, for the Labor movement, there are two outs in the bottom of the ninth and the bases are loaded. Is this our last lap? If we continue to sing from the same song sheet, we can knock it out of the park. And while we won’t get a hit every time, you can be assured that we won’t go down with the bat on our shoulders. This is no time to punt.
Spurred on by opinion polls, and rousing speeches, including an address by International President Larry Hanley, National Nurses United and ATU led approximately 200 activists into Washington, DC, recently, to lobby for a tax on financial transactions, which they’ve renamed “The Robin Hood Tax.”

That’s because it would take several pennies per $100 of each financial transaction — stock sales, bond buying, mergers and other financial finagling — and raise some $350 billion yearly that could be redirected to human needs.

“There’s a 40-year crime wave in America and we are the victims,” Hanley told the advocates. “While all these calamities are occurring and more children are going asleep hungry in this country than ever in history, we have a country that is tuned out, watching people run the ball up and down the field as if that mattered.”

The House GOP plans to have lawmakers debate a bill repealing part of the restrictions on the financiers’ derivatives, part of their finagling. Those restrictions were in the Dodd-Frank Act, enacted three years ago in the wake of the 2008 crash to halt such excesses. The GOP’s plan didn’t stop the Robin Hood advocates.

ATU and their allies want lawmakers to approve H.R.1519, the financial transactions tax bill by Rep. Keith Ellison, D-MN, and backed by 24 other lawmakers. It would impose “a sales tax” of 50 cents per $100 on each financial transaction. That’s far less than sales taxes consumers pay at stores.

Besides ATU and NNU, other Robin Hood Tax backers include the Coalition of Labor Union Women, the Communications Workers, the Chicago Federation of Labor, the Chicago Teachers Union, the Jewish Labor Committee, the Postal Workers, the California School Employees Association, the Farm Labor Organizing Committee, the Machinists, Interfaith Worker Justice, the Auto Workers, Jobs With Justice and the Kentucky AFL-CIO.

For more information go to: www.robinhoodtax.org or the Robin Hood Tax, or Robin Hood Tax USA Facebook pages.
All successful coaches know that teaching the fundamentals to their players is critical to a successful season. The ATU will be taking this approach when our training camps for the 2014 political season begin.

“We need to reconnect with our history. Nothing was ever given to us. We had to fight for every ‘yard’ we gained in our workplaces,” said ATU International President Larry Hanley.

“And if we don’t get off our couches and fight hard again, we’ll end up in the same place transit workers were in in 1892 — working long hours, for little money, no benefits, no paid vacation, no sick leave, no work rules, and no future.

“I think some people think we’re exaggerating — but look around you — these conditions already exist at many privately-run transit properties today,” Hanley continued. “That’s what we’re up against.”

Stand strong

ATU will be standing strong together in the face of fierce anti-union publicity campaigns, and enlisting the support of other unions and advocacy organizations to enlarge our political footprint.

“We can’t be afraid to make our presence known in the streets and in the halls of our state, provincial, and federal legislatures,” Hanley continued. “That’s how unions and our allies made a real impact, and that’s how we’ll do it again.”

ATU backs Callis for Illinois House seat

ATU is supporting Democrat Ann Callis in her election to unseat vulnerable incumbent Republican Rep. Rodney Davis for Illinois’ 13th Congressional District. A former judge, Callis has been a friend of transit and working families.
Drafting new players, free agency, and trades are all critical to a team’s success each year. Finding the right combination of players can make or break a season.

Team ATU is looking to bulk up its team and add 10 percent of its 190,000 members to its activist roster by the end of the 2014 season. That is the impressive goal of International President Larry Hanley who has the responsibility of activating the untapped power of members who want to join the Union team.

“Unions typically train local officers,” says International President Larry Hanley. “This will be the first time we will train rank and file members who have the energy and determination to fight for a better life for themselves and their families.”

Proactive game plan

Building Team ATU is an important priority for the Union as it steps up its proactive game plan, as opposed to continually playing defense whenever a legislator introduces a bill that requires quick political reaction, or a transit agency threatens privatization.

“The political power that Team ATU flexed during the 2012 campaign was greatly amplified by the coalitions it helped create across the United States.

These coalitions continued their work in 2013 with targeted campaigns to fight transit cuts, privatization, and attacks on transit workers. But now, Team ATU is getting ready to broaden, strengthen, and rebuild these coalitions to have an even greater impact.

Coalition-building techniques will be taught at the ATU training camps in preparation for the biggest competition of the year – the 2014 congressional elections.”
NYC MAYOR-ELECT DEBLASIO GOOD FOR WORKERS, SCHOOL BUS DRIVERS, MATRONS

The historic landslide election of Bill De Blasio as mayor of New York City is a victory for working people in the Big Apple and especially for NYC school bus drivers and matrons of Local 1181.

As the first Democrat to be elected mayor of New York since 1989, De Blasio ran on a liberal agenda and promised to govern with more “economic inclusiveness” than the city showed during the previous two decades of more conservative leadership.

GOTV efforts key

ATU members were out in force for De Blasio. He participated in a get-out-the-vote telephone town hall with thousands of ATU members and leaders days before the election.

Last February, current mayor, Michael Bloomberg, incited a strike by Local 1181 school bus drivers and matrons, blaming them for rising transportation costs. At the center of the dispute was Bloomberg’s plan to eliminate longstanding employee protection provisions for 1,100 bus routes serving special needs students – provisions that ensure the most experienced, well-trained operators and matrons are on the job.

De Blasio pledged to protect EPPs

A pledge by then-candidate De Blasio “if elected, to revisit the school bus transportation system and contracts, and take effective action to insure that the important job security, wages and benefits of your members are protected within the bidding process” persuaded the local to end the strike.

BIG NIGHT FOR TRANSIT IN US ELECTIONS

The off-year election in the U.S. this year proved to be a great night for mass transit.

Six of seven state ballot initiatives calling for more public transit passed, reaffirming that Americans support and are willing to pay for more public transportation.

Transit ballots were passed in Maine, Michigan, Montana, Ohio, and Washington State. ATU members teamed with riders, agencies, and advocates to achieve these victories.

A growing trend

The ballot measure wins come even as many systems have not restored service cuts made during the recession. The victories are part of a continuing and growing trend in elections as 79 percent of transit ballot measures passed in last year’s election and 71 percent have passed since 2000. Furthermore voters were willing to raise their own taxes to improve public transit.

“These big victories should send a strong message to county, state, and federal legislators that investing in transit is the right thing for their communities,” said International President Larry Hanley. “Clearly voters ‘get it’ and are willing to dig deeper into their pockets for transit. It’s time for congress to get it and increase funding for public transportation. Rest assured we will be holding politicians accountable in the mid-term elections next year.”
Lost in the endless discussion about balancing budgets in congress, in cities, and states, is the 800-pound gorilla in the room: the fact that tens of billions of dollars in direct subsidies, tax breaks, and free land have been handed over to billionaires so they can build sports stadiums to add to their long list of playthings.

You don't mind paying nearly $450 million for a hockey arena in Detroit even as the bankers demand that the city slash services, lay off workers and tell union members they might not get their full pension?

You don't mind that Detroit isn't about to renegotiate leases on a football and baseball stadium – built with hundreds of millions in taxpayer dollars?

You don't mind that the Detroit Lions – not the city government – grabbed $40 million from Henry Ford to name the stadium after his company – founded by one of the most virulent anti-union men in American history – a guy who paid the mob to beat up union organizers?

Taxpayer dollars

After all, as we all know, Karl Marx had it wrong. It's sports, not religion that is the opiate of the people.

Just look at your tabloids. Dozens of pages of free advertising in the form of news stories every day; what
other business in America is the beneficiary of such free advertising? And we also know that the Super Bowl is watched by one of every two people in the country (not all males any longer). The brilliant marketers who bring us professional sports – with your do-re-mi – have convinced workers that the score of a game, or whether Alex Rodriguez used steroids once or twice, is more important than their wages and health care.

Sports salaries paid by taxpayers too

Make no mistake: every dollar that stars like Alex Rodriguez are paid ($25 million a year to work 162 days) comes out of the pockets of every taxpayer – not just fans.

Every city that writes a huge welfare check for the likes of George Steinbrenner – once a convicted felon – so he can confiscate New York City parkland, and stuff tax break dollars into his wallet comes out of the hide of workers.

In New York, the Mets were given free land and about $300 million of dollars in tax subsidies, and then sold the naming rights to the stadium for $400 million to Citibank, which almost caused the country’s financial system to collapse.

It’s our money

While this was happening, Mayor Bloomberg allowed every major union contract to expire, claiming falsely that there was no money for raises.

We should mind – it’s our money they are stealing.

These billionaires aren’t happy with just one stadium – they each want their individual toys – one for baseball, one for football, one for basketball and one for hockey. Never mind that they could build one stadium for all four sports.

Not so long ago, there was a time when football teams (eight home games a year) and baseball (81 home games a year) teams shared a stadium. In 1975, New York’s Shea Stadium hosted the baseball Yankees, Mets and the football Jets. Everyone got along just fine.

In the early 1920s, when beer baron Jacob Rupert tired of paying rents to his rivals, the New York Giants, he dug into his pockets and paid for Yankee Stadium across the river.

It was unthinkable to Rupert that he would ask the government for a handout.

Why the Dodgers left Brooklyn – the real story

Which leads us to the oft-told story of the Brooklyn Dodgers who lammed it to Los Angeles in 1958 and supposedly left a city disconsolate. Most historians get the facts wrong and claim that the Dodgers were “forced” to move because the City of New York refused to help them build a new stadium – as if that were the “raison d’être” for a government to exist.

What is worth noting in the current climate – think of this the next time you hear a billionaire crying poverty – is that when the mayor of New York, Robert Wagner, was running for re-election, Dodgers owner Walter O’Malley wanted Wagner to give him the land – free of course – upon which his sports cathedral would rise.

The fact that real people – tax paying residents and employers – owned that property was of little concern to O’Malley. He demanded that the city kick people off their land for his stadium toy.

Wagner, son of the New Deal labor senator, refused. What would have been unthinkable to Wagner, the press and the voters was to give a sports magnate someone else’s property.

As the late Republican Minority Leader Senator Everett Dirkson once said: “A billion here, a billion there – pretty soon, you’re talking about real money.”

Your money.
COBB COUNTY TAXPAYERS GET ‘BEANED’ BY NEW ATLANTA BRAVES STADIUM

It might not snow much in Atlanta, but Cobb County’s Board of Commissioners are being snowed by the Atlanta Braves with their proposed stadium. And who will lose in this deal? – the taxpayers of Cobb County.

While the county’s schools faced a budget shortfall of $86 million last year forcing teachers to take furloughs, it has stepped up to pledge $300 million to finance the new stadium. Talk about screwed up priorities.

Proponents of the stadium say it will “pay for itself in local economic impact.”

Claims exaggerated

However history shows those claims are exaggerated and taxpayers are often stuck footing the bill when the cost of building these stadiums goes over budget – which happens more often than not. In Cincinnati the cost to build their stadium was $280 million over budget and the majority came from public financing. This should be reason enough for any municipality – or taxpayer – to reconsider a stadium deal.

In Cobb County officials claim the money won’t come directly out of individual taxpayers’ pockets since “businesses around there are going to be footing the bill.” But savvy consumers realize that businesses don’t simply eat tax and other increases, they pass those increases along to consumers. Higher taxes for those businesses will likely result in higher costs for consumers on their receipts rather than their tax bills.

For more perspective, the $300 million in stadium subsidies could mean a 93 percent increase in the county’s general fund for public transportation, safety and parks. Or it could mean the hiring of more than 7,700 teachers or 6,400 county police officers.

SPECIAL TEAMS PLAN TO BREAK UP MULTINATIONAL PLAYS

Special teams – an integral part of any football team – are made up of groups of players on a team who train to perform, or respond to, a particular type of play during a game.

ATU will be forming “special teams” of officers who are experts on a large national or multinational contractor like Veolia or First Transit that the Union can deploy anywhere that business is attempting to convince a local, state or provincial government to contract out its transit service.

These special teams will naturally arise out of the just approved “joint industrial councils” that will be made up of all of the locals in the Union with members working for an employer like those above.

The special teams plan comes in the wake of incidents in which representatives of multinational transit operators have attempted to make deals with governments in places like Cleveland, Atlanta, and Providence to privatize their transit – including stipulating the wages and benefits of ATU members working under a union contract.

Short notice

When locals, who have never encountered anything like this before, catch wind of what’s going on, they ask the International for help. The International then puts together the best team it can on short notice to fight the privatization process – which often requires the passage of legislation.

Having special teams ready to play that specialize in dealing with one particular multinational or multi-city employer will help our local teams a lot in their battles against privatization.
Team ATU faces a tough schedule in 2014. Long-term planning and commitment will be required to win against opposing teams that can call upon huge resources in fighting their battles.

**Transportation reauthorization:** House Democrats and Republicans will propose their own versions of a new transportation authorization bill to replace MAP-21 that expires October 1. However, no one will be surprised if there’s an “overtime” extension of the current bill past election day.

**Bill C-4:** This is a serious game-changer. The bill in parliament proposes detrimental changes to grievance procedures and collective bargaining.

**Section 13(c):** The Tea Party will try to strip our “Section 13(c)” collective bargaining rights out of the reauthorization bill – which, if successful, would turn the transit “ball” over to the anti-union team within yards of its goal: a low wage and low benefit, non-union transit workforce.

**Anti-union bills in states & provinces:** The “away” schedule includes games played against anti-union teams in state and provincial legislatures. They’ll pop up when least expected – which is part of our opponents’ game plan.

**Congressional mid-term elections:** One of the biggest U.S. league games of the season will take place on Tuesday, November 4 – Election Day. The winner will be determined by the number of labor- and transit-friendly candidates elected to office.

**Municipal elections:** Next fall could be “make or break” as elections are being held in a number of provinces including British Columbia, Manitoba, Ontario, and Prince Edward Island. It will be a critical year for transit and working families in these provinces.

**Privatization:** Multinational leagues will come into American and Canadian cities offering to play for less. Local teams will need to emphasize that they have a lot more talent and that paying a living wage benefits players and fans alike.
Each NFL, NHL, MLB, NBA, college or high school sports team’s season begins with a rigorous training camp to prepare for the long season. The two-a-day practices, tough drills, scrimmages, endless team meetings, coach lectures, and hard work are designed to build team chemistry and develop strategies for a championship season.

Well, the ATU training camp is about to begin.

That’s right, you read that correctly, the Union is now in the initial planning stages of creating new ATU training camps that will teach members how to wage successful campaigns for organized labor, and mass transit in the United States and Canada. And the Union will be encouraging participants to bring the same attitude to the instruction as professional athletes bring to training camp.

The camps are being offered as a result of a resolution passed by the recent 57th Convention calling for increased education of ATU members to fight the corporate interests attempting to outlaw collective bargaining, defund mass transit, and deny workers a living wage.

The Union, which has a long history of local officer education,
Serious process

With our jobs, the middle class, and the overall welfare of workers everywhere at risk, the stakes couldn’t be higher. So, it seems quite appropriate to approach ATU training camps like the pros and colleges approach practice – it’s that serious. In fact, ATU training camps will be even more important and consequential to working families than any football or hockey game could be.

Coming together as a team

ATU will face many formidable opponents in 2014, but if members and passengers, transit and community activists, and faith-based organizations learn how to work together as a team, there’s nothing they cannot accomplish.

Our attitude must be the same as a player who’ll settle for nothing less than a Super Bowl ring, a World Series or NBA title, a Green Jacket, or the Stanley Cup. Get ready, because the season is about to begin.

Each season teams need to come up with new plays and strategies to adjust to their rivals’ tendencies and weaknesses.

2014 will provide new challenges for ATU. At our training camps ATU team members will learn a new union playbook that will give players the skills necessary to build coalitions that will amplify the political pressure brought to bear on politicians when they consider legislation that affects the Union and the community.

The ATU playbook will map out a proactive strategy for the team that favors a more aggressive offense that promotes positive legislation for the good of all over a reactive approach that is always responding to one unexpected crisis after another.

The goal has been and will continue to be to make mass transit and union rights a part of a national conversation that will lead to increased funding for transit and improved wages and benefits for all working Americans.
Each year there’s a surprise team with new players few know about that sneaks up to steal a few unexpected wins; changing the dynamic of the whole season.

Similarly, the American Legislative Exchange Council (ALEC), a low-profile, right wing group, is having a profound affect on American politics.

The council is made up of some of the biggest corporations in North America. Its goal is to pass conservative, pro-business, and anti-union bills in state and provincial legislatures. The way it works is as simple as it is ingenious: ALEC is a corporate “bill mill.” Corporations fund almost all of ALEC’s operations. They pay for a seat on ALEC task forces where corporate lobbyists and special interest reps vote with state officials to approve “model” bills that benefit the corporations’ bottom line.

State legislators introduce them in their statehouses, where they often become law before most citizens realize what’s happening.

ALEC is the organization behind the controversial “stand your ground” law, passed in several states, which was used as a defense in the Trayvon Martin killing in Florida. And ALEC is the organization that inspired the anti-union legislation that stripped public service workers of their collective bargaining rights in Wisconsin.

Playing in ALEC’s league

Any organization playing in ALEC’s league is unknowingly playing against the biggest and most powerful corporations in the world.

Formidable corporations have a limitless amount of time and resources to use in beating Team ATU in legislatures and at the ballot box. So the Union can no longer afford the luxury of simply responding forcefully when it is attacked.

The ongoing battle continues over the privatization of transit in Broome County, NY. A request for proposals (RFP) is in the works that could lead to private management of BC Transit.

The local has been waging a campaign to educate riders and voters to show how outsourcing would result in fewer buses on the roads, an increase in transit fares, and route changes among other things.”

City to county: ‘Can we talk?’

Pro-union legislators have urged the members to make their presence felt at Broome County Legislature meetings even though privatization of BC Transit has not been on its agenda. Meanwhile county officials have ignored invitations to attend Binghamton City Council meetings to discuss the issue.

Broome County residents and the city council have backed the local’s fight against privatization and want to make their voices heard and recognized before a decision is made.

“Whether it’s a partial privatization or a full out privatization, there’s going to be impacts. So having a conversation on what that looks like with the folks who are going to be impacted by it the most is really important,” said Binghamton Councilwoman Lea Webb.
Team ATU will face formidable opponents in 2014, not the least of which will be the billionaire Koch brothers who have funded anti-union campaigns for years and have had some recent success in pushing state legislatures to take away the collective bargaining rights of their public employees.

The Koch brothers are a powerful force in American politics today, and no one should doubt that their goal is the complete elimination of unions in North America. But all of their billions couldn’t stop ATU, other labor unions and the citizens of Ohio from overturning the anti-union laws their legislators passed there.

It’s important to remember that the Koch Team represents no more than one percent of America, and that they can never prevail against a majority of angry voters.

While the Koch’s have piles of money, Team ATU will have something money can’t buy – thousands of committed activists on a mission to protect the jobs and living standards of their families and fellow workers. Like a team on a hot streak these energetic volunteers will just keep charging their offense, hitting line drives, and taking shots until they win.

Coalition partners
Team ATU will be joined by coalition partners representing thousands more committed individuals whose most fervent desire is to improve the lives of those who have been marginalized by the greed and injustice of big business, Wall Street, and their stooges in government.

So, while the Koch team has lots of money, Team ATU has a never-ending roster of regular people anxious to get into the game. And every time the Koch’s succeed in making themselves and their friends richer by robbing the majority of people with no lobbyists in government, they breed ever more committed activists who have nothing better to do than beat the Koch Team to bring justice to all those they have hurt.

Who do you think will win? 🥊
While fatal motorcoach accidents continue to take lives, the National Transportation Safety Board (NTSB) is criticizing Federal Motor Safety Administration (FMSCA) oversight of motor carriers. But, both agencies continue to ignore the real cause of motorcoach crashes – driver fatigue.

“Neither the NTSB or FMSCA recognize that any serious proposal to clean up the discount bus industry must include an effective solution for driver fatigue,” says International President Larry Hanley. “It’s the number one cause of these fatal accidents according to the NTSB’s own data. Until driver fatigue is addressed we will continue to see carnage on the highways.”

The NTSB’s own data estimates that 36 percent of U.S. motorcoach crash fatalities over the past decade have been due to driver fatigue – far above road conditions (2%) or inattention (6%).

Overtime exemption

In the U.S., intercity bus employers are exempt from the overtime provisions of the Fair Labor Standards Act (FLSA), which forces workers to take second jobs during their “rest period” just to make ends meet. Deregulation of the industry in the 1980s gave rise to countless small, “fly-by-night” bus operations that have been involved in a growing number of fatal accidents including the Oregon and California motorcoach crashes mentioned in the NTSB report.

“Federal agencies and policy makers continue to ignore the real cause of these accidents – driver fatigue,” says Hanley. “Until overtime regulations for bus drivers are enacted and enforced we will continue to see these fatal accidents.”

BART UNION-BUSTING LEADS TO REPLACEMENT WORKER DEATHS

The tragic deaths of two replacement track workers during Local 1555-Oakland, CA’s October strike against Bay Area Rapid Transit (BART) was the result of the authority’s “callous disregard for human life and safety,” says International President Larry Hanley, who has called for a criminal investigation of the incident.

“BART has the blood of these two victims on their hands,” charges Hanley.

According to the National Transportation Safety Board (NTSB), a supervisor and one trainee were in the cab when a train struck and killed two replacement track inspectors.

“Shame! Shame on everyone!” thundered Local President Antonette Bryant, addressing the BART Board, October 24. “This is something we have been warning BART about. We told the public. We told [the media].”

One critic, Robert Gammon, writing in the East Bay Express, has called for the resignation of General Manager Grace Crunican, who he said, “ignored warnings about safety at BART from state regulators.”

Local 113 is also expressing outrage that no revised safety procedures have been instituted in the wake of three recent track incidents in Toronto, ON.
BART BOARD BALKS AT PROVISION IN SIGNED COLLECTIVE BARGAINING AGREEMENT

It looked like a done deal – and it still might be – but as In Transit went to press the contract between San Francisco’s Bay Area Rapid Transit (BART), Local 1555-Oakland, CA, and SEIU Local 1021 was being challenged by the agency’s board.

At issue is a section of the contract that gives employees six weeks family medical leave in addition to their regular vacation and sick leave. The previous contract required BART workers to use up vacation and sick leave before they took family leave.

BART asserted that the family leave provision was somehow “inadvertently” left in the final, signed contract when it was supposed to have been left out.

‘Unconscionable’

However Local 1555 President Antonette Bryant said the language was anything but “inadvertent,” calling BART’s claim “unconscionable.”

“I’m pretty disappointed in them,” she said. “BART management is now attempting to go back on agreements it made in July and August that were part of the final deal.”

The drama continues

The settlement was reached after six months of frustrating negotiations, two strikes, and a 90-day cooling off period. The second strike ended abruptly when BART accepted the unions’ last offer, which it had previously rejected.

BART’s new attitude may have had something to do with the deaths of two track workers who were struck and killed by a train operated by a manager who was instructing strike replacements at the time. Some suspected BART’s quick turnaround was motivated by its desire to get the incriminating news off of the front page of local newspapers.

And so the drama continues with an encore that nobody wants to see. The struggle that one commentator said could prove pivotal to the modern American labor movement drags on with no sure end in sight.

AC TRANSIT WORKERS IN COOLING-OFF PERIOD

Just as he did with BART workers in August, California Governor Jerry Brown issued a last minute cooling-off period to avert a strike by AC Transit workers. The members of Local 192-Oakland, CA, had issued a 72-hour strike notice before the governor’s action in late October. He appointed a three-person panel to investigate the contract dispute and gave both sides 60 days to reach an agreement.

Local 192 leaders have been negotiating since late March, at times with the help of a state mediator. At the center of the dispute are wages and health care costs along with safety concerns and work rule issues.

Local 192 President Yvonne Williams says negotiations with management continue and they hope to reach an agreement before the end of the cooling-off period. That is good for workers, riders and the people of the Bay area.
Crimes against transit workers have become more frequent and more irate. From being stabbed by syringes to having bleach and urine thrown in their faces, members are finding themselves in more dangerous situations and are demanding more security as a result.

Detroit’s ATU drivers have taken a firm stance, demanding protection and a police presence. In October, drivers protested with a sickout after experiencing a big increase in beatings, stabbings, and obscene acts.

“We do not have to operate or work under unsafe conditions,” says Detroit’s Local 26 Vice President William Williams. “We just do not have to do it, and we won’t.”

Life changed forever

One Kelowna, BC, driver’s life will never be the same as a result of being stabbed with a syringe by a rider who has Hepatitis-C. Mike Vasco, 1722, is unsure whether he now has that very infectious disease, or any other life-threatening illness, but he still has to undergo countless toxic chemical injections to fight any possible sickness he may have contracted, and these treatments have caused him constant nausea, diarrhea, stomach cramps, and hot sweats.

“I feel violated and had my life changed without any choice. I am struggling both physically and emotionally. It has become a daily struggle. I feel greatly betrayed and feel that the accused has taken the difficulties in her own life and have now brought them to me,” says Vasco.

Riders affected

Crimes against bus operators not only affect transit workers and their families, but riders as well. The increase in assaults has led to strikes and shutdowns that force officials to provide necessary protection. The shutdown in Detroit left thousands of commuters with no way to get to work or school.

One solution Local 26 President Fred Westbrook suggests is a police presence on buses.

“We had a couple of drivers stabbed because of the bus being overcrowded and not being on time,” Westbrook said. “We had a female operator with urine thrown in her face. We have solutions: put police on the bus.”

$24 million restoration plan

The U.S. Department of Transportation has announced that it will spend $24 million to improve and make Detroit’s buses more secure. Undercover police on buses and new security cameras are included in the restoration plan.

Similar precautions should be taken by all transit systems and their operators. The underlying issue, however, is the dwindling support and funding of transit across North America.

The adverse affects of that lack of support are exposed when passengers take their frustrations out on operators. Protection for drivers not only needs to be increased, but it must become a priority for policymakers.
ALEXIS ANDREWS - The daughter of James Bryce Andrews, 508-Halifax, NS, is from Mill Cove, NS, and a freshman engineering major at Acadia University in Wolfville, NS. With both parents belonging to unions, Andrews has seen “how unions have played a key role in Canada’s economy.” Growing up in a single parent household, Andrews benefitted from the 1999 pay equity decision, which required that her mother be paid equally to men doing the same work. The way unions help Canadians inspires Andrews use her education to help others as well.

VICTORIA MANZO - The daughter of Salvatore Manzo, 726-Staten Island, NY, is a freshman at The Verrazano School at the College of Staten Island, NY. Manzo’s volunteer work helping teach learning-disabled students has inspired her to pursue a career in education. “Organizations like the Amalgamated Transit Union (ATU), and United Federation of Teachers (UFT),” she writes, “who have been responsible for our children’s education and public transportation, are under attack. These are workers that the American people rely on. An attack on them directly affects the welfare of all.”

Manzo was also chosen out of a pool of 600 applicants to receive an AFL-CIO/Union Plus Dreams of Jobs and Freedom Scholarship of $5,000 “based on her outstanding academic achievements, commitment to organized labor’s values, work with community organizations, and commitment to social and economic justice.”

TAYLOR SALZBERG - The son of Lonnie Salzberg, 758-Tacoma, WA, is a current freshman at the United States Coast Guard Academy from Puyallup, WA. While attending high school in Graham, WA, Taylor spent his free time wrestling, which taught him dedication, discipline, and determination. Salzberg recognizes that the same virtues have motivated unions to change working conditions in the U.S. “Organized labor has and always will continue to influence the American workplace,” he writes. “With the implementation of new health standards, benefits, and workers rights with the battle for equality, unions continue to fight for the American people.”

MATTHEW VEGIARD - The son of Christina Vegiard, 1145-Binghamton, NY, is an aspiring engineer who wants to use his degree from Binghamton University to “design and build systems that help solve problems both for individuals and communities.” While in high school, Vegiard participated in his school’s drama club and performed with the New York State School Music Association All-State Band. His multifaceted interests are one of the many reasons why Vegiard understands the importance of unions in any field of work. “Whether one is actually a member of a union or not, unions ensure that companies are fair to all their employees.”

MARQUIS WILLIAMS - The son of Felicia Ann Roby, 241-Chicago, IL, is a current freshman at Monmouth College in Illinois. Williams credits an uncle with teaching him that “we can overcome any challenges that may come up in our lives.” Williams, who wants to become a trauma surgeon says doctors are a lot like unions that were “designed to provide assistance to those who were ill, injured, or died… there is an ever-increasing need for doctors who can treat [people] and return them back to their family and friends.” Likewise, Williams hopes to one day “ensure that everyone is given a fair chance to live a long and healthy life.”

Note: There were no applicants for the technical or vocational post-secondary school scholarships this year.
Few people can say that they’ve worked at the same job for 46 years; fewer still have done that as a bus driver. And very few can say that they’ve had a completely safe driving record for the last 35 years of city bus driving. Yet, Samuel Garrison, 1070-Indianapolis, IN, can say all three.

Brother Garrison recently received the “Million Mile Award” from Indianapolis Public Transportation in recognition of his sterling record.

‘Pay attention’

How did he do it? Garrison’s modest response is, “Well, you just go to work every day, do your job, and do the best you can.” When pressed, however, the veteran operator elaborates, “You’ve got to pay attention to what you’re doing, practice defensive driving, and follow the rules and regulations.”

‘People always pull in front of you’

Those defensive driving techniques have come in handy. “People always pull in front of you,” he explains. “They always think they can drive a lot faster than a bus.”

Garrison has seen a lot of changes over the years. Incredibly, some buses had neither air conditioning nor heat when he started in 1967 – and there was no power steering! He believes air brakes have made buses safer.

One of the secrets to the bus driver’s success seems to be the sympathy he shows to his less than polite passengers. “A lot of people today,” he says, “have a lot of things playing on their nerves, such as no jobs, and no money.” He contends that passengers who give him a hard time when they board, leave on a friendly basis and often apologize.

Advice for young drivers

The advice he gives young drivers today is simple. “When people come on your bus and say something [mean or threatening] to you – keep your mouth quiet. It takes two to act crazy.”

That philosophy has served Garrison well for over four decades. He turned 80 in November, and isn’t planning to retire anytime soon.
¡Queremos que SEA parte del ATU!

Bienvenido a la edición de fútbol de ATU. Estamos utilizando estos problemas nacionales populares para hacer un par de observaciones importantes.

• Primero, la cantidad de personas, incluyendo a nuestros socios, que le prestan estricta atención a los deportes supera enormemente a la cantidad que le prestan atención a la política y la legislación.

• El estadounidense promedio puede nombrar más jugadores de fútbol que miembros del Congreso.

• Los despiadados multimillonarios están aprovechando al máximo nuestra falta de interés en el Congreso, que está promoviendo recortes tributarios devastadores para los ricos, involucrándose en conflictos mundiales innecesarios y cambiando las leyes para hacerle daño a la clase media.

• Podemos actuar para cambiar esto.

• Los miembros del Parlamento están promoviendo una legislación antisindical para quitarle los derechos a los trabajadores en Canadá.

• Tenemos que prestar más atención a los equipos que realmente nos están perjudicando a nosotros y a nuestros hijos recortando la educación, y ampliando los programas militares.

ATU continúa preparándose para una actividad intensa en el 2014. El proyecto de ley de financiación del transporte de los EE.UU. tendrá que ser renovado. Esta es nuestra oportunidad para obtener fondos federales para el tránsito. En el 2014 también habrá elecciones intermedias para el congreso. En Canadá, los legisladores están procurando aprobar el proyecto de ley C-4, que podría tener un impacto negativo sobre nuestros derechos de negociación colectiva y habrán elecciones municipales claves en varias provincias.

Únase a nosotros

La clave para las futuras luchas está en la movilización de nuestros miembros. Necesitamos llevar a ATU de las gradas al campo. Si usted es un miembro de ATU y desea participar más activamente con el sindicato, el primer paso es hablar con sus dirigentes sindicales y delegados y decirles que desea recibir la capacitación de ATU en el 2014. También puede enviarnos un correo electrónico directamente a Training@ATU.org.

Ahora mismo estamos trabajando con sus dirigentes sindicales locales para planificar y elaborar el programa de capacitación más grande de nuestra historia. ¿Está listo para contribuir a que ATU deje de ser menos espectador y más jugador en el campo? No se queje - inscríbase hoy mismo.

Hay que detener los asaltos

Mientras escribo estas líneas, he escuchado que ha habido más ataques contra los conductores de autobuses en los Estados Unidos y Canadá. En Canadá, que estamos tratando de que se apruebe una ley federal para proteger a los trabajadores del transporte contra las agresiones y en los Estados Unidos nos reuniremos en las próximas semanas con los jefes de la agencia federal para ejercer presión sobre la necesidad de una mayor atención por parte de los gestores de tránsito y legisladores a esta creciente epidemia. Soy un conductor de autobús y fui agredido mientras conducía. He asistido a los funerales de mis hermanos que murieron en asaltos mientras estaban conduciendo.

Sé cómo se siente y sé que debemos hacer todo lo que sea posible para asegurarnos de que nuestros miembros regresen a casa tras su jornada laboral. Como canta la cantante sindical Anne Feeney: “Vinimos aquí solo para trabajar, no vinimos para morir”. Los ultrajes conjuntos de ser golpeado en el trabajo y sin descanso para ir al baño, siguen siendo prioridad en la agenda de ATU.

Pero si está cansado de que los trabajadores y nuestras familias sean maltratados como balones de fútbol en el juego de la vida, vamos a tener que asegurar a centrarnos en nuestro trabajo por lo menos tan intensamente como lo hacemos en nuestro entretenimiento.
BART: ¿Incompetencia o desprecio?

Al momento de escribir estas líneas, los miembros del Local 1555 que trabajan para San Francisco Bay Area Rapid Transit (BART) tienen un problema poco común. Después de meses de intensas negociaciones, el local llegó a un acuerdo que ambas partes firmaron y los miembros ratificaron. Sin embargo, surgió un problema cuando el contrato se sometió a la Junta de BART para su aprobación.

La agencia sostiene que una disposición que les otorga a los trabajadores una licencia médica familiar de seis semanas adicional a su período de vacaciones, que BART dice haber rechazado, fue dejada “inadvertidamente” en el acuerdo firmado. El contrato anterior establecía que debían utilizar la totalidad de sus vacaciones antes de tomar una licencia familiar.

La mayoría de los analistas no creen que BART, con un negociador de $400,000 y abogados súper eficientes, haya cometido ese error. Sin embargo, la junta rechazó el contrato con la nueva disposición. Y así es cómo están las cosas hoy mientras escribo estas líneas.

¿Qué habría pasado si el local hubiera hecho la misma afirmación?

Imagínense lo que pasaría si el local 1555 dijera que había algo en el contrato que pensaba que había sido eliminado. ¿Qué diría BART, «sin duda alguna, no hay problema, eliminaremos esa parte»? No creo.

Las actuaciones de BART nos llevan a sólo una de dos conclusiones. O la administración de BART es increíblemente incompetente o harán cualquier cosa por desplomar el sindicato - sin importar qué tan deshonesta sea. Si es lo segundo - que estoy seguro que lo es - es evidente que no sienten más que desprecio por sus propios empleados. Es triste decirlo - especialmente durante las festividades.

Aunque esta táctica es nueva, la actitud no lo es. Simplemente no tienen respeto por los trabajadores y recurren a los ya desgastados juegos anti-sindicales para poner a prueba la voluntad de nuestros miembros de luchar juntos.

Es obvio que al interior de nuestros locales hay desacuerdos, pero hay un tiempo, lugar y procedimiento para resolver con eficacia las diferencias. Sin embargo, no debe haber ningún malentendido o diferencias entre nosotros cuando nos vemos enfrentados al tipo de actitudes manifestadas por la administración de BART. Juntos podemos, y juntos triunfaremos si nosotros, los miembros, formamos un fuerte de resistencia, ponemos a un lado nuestras diferencias y nos apoyamos mutuamente, y a nuestros líderes locales.

¿De quién es el problema? Es un problema de todos nosotros, no podemos sentarnos a “esperar que el mundo cambie”. ¡Participa!

Imagíñense lo posible, aprovechen la oportunidad.

En esta edición leerán sobre cómo planeamos hacer eso el próximo año. Nos uniremos en solidaridad, como nunca antes y construiremos una vida mejor para nosotros y para las futuras generaciones de trabajadores.

“The clock of life is wound but once for us, and no man has the power to tell just when the hands will stop, at a late or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still.”

(“Al reloj de la vida se le da cuerda sólo una vez, y a ningún hombre le está dado saber cuando las manillas habrán de detenerse, en cualquier temprana o dilatada hora. El ahora es el único tiempo que te pertenece. Vive, ama, lucha con un propósito. No confíes tu fe al tiempo, pues el reloj puede pronto detenerse”.)

La Navidad y la temporada de fiestas es mi época favorita del año. ¿Recuerda el rostro de asombro de un niño, el resplandor y magia que iluminan sus ojos? Tiéndale la mano a alguien que esté necesitado. Les deseo a todos unas felices fiestas y que la Navidad sea una experiencia positiva. 🎄
El desafío que tenemos ante nosotros

¿Qué tan cansados están al final del día? Apostaría a que la mayoría de ustedes está diciendo, «mucho». También podría apostar que ninguno de ustedes se queja. Ustedes suponen que tendrán que trabajar duro y estar dispuestos a hacer lo que sea necesario para ganarse la vida.

Y al igual que sus pasajeros, se enfrentan a un desplazamiento largo, difícil y estresante al final de un día largo, difícil y estresante.

Cuando por fin llegan a casa están cansados – pero aún tienen responsabilidades. Los padres tienen todo tipo de tareas que deben realizar para sus hijos. Apenas si queda tiempo para cenar. Y los fines de semana están reservados para todas las cosas que ustedes desearían haber tenido el tiempo y energía para haberlas realizado durante la semana.

Lo último que quieren es que les digan que deben asistir a un mitin político para apoyar a un candidato, o a una causa, que según la gente, debería interesarles.

Según una nueva investigación su experiencia es muy común, y tiene consecuencias que van más allá de su vida personal.

Desplazamientos

Un informe que acaba de publicar la Universidad de Stony Brook y la Universidad de Connecticut afirma que el tiempo que empleamos en desplazamientos – una actividad que a nadie le gusta – disminuye la cantidad de tiempo que le asignamos a las actividades cívicas y políticas. Esto es especialmente cierto para los pobres quienes pasan más tiempo desplazándose que otros segmentos de la sociedad.

Por lo tanto, no es de extrañar que se haya producido una disminución en la participación política. Los norteamERICANOS emplearon 42 millones de horas anuales en desplazamientos en 1990. Esa cifra ha aumentado desenfrenadamente a 56 millones de horas anuales al día de hoy.

Estas estadísticas sugieren que tenemos un trabajo difícil para el 2014, porque los ricos harán todo lo posible por hacer retroceder a la clase media a las filas de los pobres, lo que por sí, disminuye la cantidad de tiempo y energía que tenemos que luchar.

Ah, y por cierto, los investigadores encontraron que el problema no afecta a los ricos que recorren largos trayectos porque los ricos tienen los recursos para lidiar con el estrés y la fatiga que los demás de nosotros no tenemos.

¿El resultado? El mayor porcentaje de personas que participan en actividades cívicas y políticas son - lo han adivinado - ricos.

No es difícil ver hacia dónde va esto.

No hay soluciones fáciles

No hay soluciones fáciles para esto. Sin embargo, yo espero que la comprensión y definición del problema nos lleve a tener un mejor conocimiento del mismo, y nos ayude a motivarnos para superarlo.

Así pues, los exhorto a realizar esfuerzos adicionales este año, participar, y unirse a la lucha de nuestro equipo ATU para proteger nuestros trabajos y nuestros derechos.

Sé que no será fácil, pero, saben - nunca lo ha sido.
LEGAL NOTICE

TO: Employees Represented by ATU Locals in U.S. Bargaining Units Who Are Subject to Union Security Arrangements

Employees working under collective bargaining agreements which contain a union security clause are required, as a condition of their employment, to pay monthly dues or fees to the union. Formal union membership, however, is not mandated. Those who are members of the ATU pay monthly union dues. Non-members, or “agency fee payers,” meet their obligation through the payment of an equivalent “agency fee.” Nonmembers subject to a union security clause have the additional legal right to file objections to their funding of expenditures which are “unrelated to collective bargaining, contract administration, or grievance adjustment” and/or are otherwise “nongermame to the collective bargaining process.”

Union security clauses are negotiated and ratified by your coworkers based upon the principle that everyone who benefits from the collective bargaining process should share in its costs. The wellbeing of all bargaining unit employees is improved immeasurably when the union obtains higher wages, better health care and retirement benefits, fairness in the discipline system, and the many other improvements realized in contract negotiations. But it would be difficult to provide such effective representation at the bargaining table without the influence earned through the “nongermame” political and ideological activities of the trade union movement.

There are considerable benefits of being a member of the ATU. Only members have the right to attend and participate in union meetings; the right to run in local union elections and to otherwise nominate and vote for any candidates for union office; the right to participate in the formation of ATU bargaining demands; the right to vote on contract ratification questions; and the right to enjoy the many benefits of the Union Privilege Benefits Program, which offers low-interest credit cards, legal and travel services, prescription drug cards, and life insurance.

The Notice of Statement of Law and Procedures applies to the International Union expenditures and to the per capita tax portion of local union dues. Because the portion of local union expenditures which are spent on “chargeable” activities is at least as great as that of the International Union, in calculating the amount of local union dues to be paid by objectors, local unions may exercise the option of presuming that the International Union’s percentage of chargeable activities applies to the local union. It remains our opinion that all of our organizing and all the legislative, litigation, and similar activities undertaken by the ATU – some of which tribunals have indicated may in part be ideological and, therefore, nonchargeable – are essential to improving the working conditions of all the employees we represent.

The following ATU Statement of Law and Procedures concerning union security objections applies only to the International per capita tax charged to objectors as part of local union fees (unless a local union exercises the option of presuming that the International percentage of chargeable activities applies to the local union).

1. Any ATU-represented nonmember employee employed in the United States, whether publicly or privately employed, who is subject to a union security clause conditioning continued employment on the payment of dues or fees has the right to become an objector to expenditures not related to collective bargaining, contract administration, grievance adjustment, or other chargeable expenditures. A current ATU member who chooses not to tender the full periodic dues and assessments paid by members of the union, but who instead opts to become an objector, must assume nonmember status prior to filing an objection through these procedures. An objector shall pay reduced fees calculated in accordance with Section 5.

2. To become an objector, an ATU-represented nonmember shall notify the International Secretary-Treasurer in writing of the objection within thirty (30) days after the International Union has sent a copy of the auditor’s report to each nonmember employee acknowledging receipt of the objection, or thirty (30) days after the International Secretary-Treasurer has sent a letter to the objector confirming receipt of the objection, or thirty (30) days after the International Union has sent a copy of the procedures for objecting.

3. The following categories of expenditure are chargeable to the extent permitted by law:
   a. All expenses concerning the negotiation of agreements, practices and working conditions;
   b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the bargaining unit or employer representatives regarding working conditions, benefits and contract rights;
   c. Convention expenses and other normal union internal governance and management expenses;
   d. Union business meeting expenses;
   e. Publication expenses to the extent coverage is related to otherwise chargeable activities;
   f. Expenses of litigation before the courts and administrative agencies related to contract administration, collective bargaining rights and internal governance;
   g. Expenses for legislative, executive branch and administrative agency representation on legislative and regulatory matters closely related to contract ratification or the implementation of contracts;
   h. All expenses for the education and training of members, officers, and staff intended to prepare the participants to better perform chargeable activities;
   i. All strike fund expenditures and costs of group cohesion and economic action, e.g., general strike activity, informational picketing, etc.;
   j. All funeral or disbursement benefits; and
   k. A proportional share of all overhead and administrative expenses.

4. Each December, the International Union shall publish these policies and procedures in the InTransit to provide to ATU-represented employees notice of their right to object and of the procedures for objecting.

5. The International retains an independent auditor who submits an annual report for the purpose of verifying the percentage of expenditures that fall within the categories specified in Section 3. Similarly, if the local union has adopted these procedures but has not exercised the option of presuming that the International Union’s percentage of chargeable activities applies to the local union, the local union will arrange for the audit of the records, enabling the local union to verify annually the percentage of its total expenditures other than the International per capita tax that is chargeable to objectors. The amount of the International and local union expenditures falling within Section 3 made during that fiscal year which ended in the previous calendar year shall be the basis for calculating the reduced fees that must be paid by the objector for the current calendar year. For each objector, an amount equal to the reduced fees paid by the objector shall be placed in an interest-bearing escrow account.

6. The report(s) of the independent auditor(s) shall be completed prior to the publication of these policies and procedures in December. The report(s) shall include verification of the major categories of union expenses attributable to chargeable and nonchargeable activities. Local unions which have not exercised the option of presuming that the International Union’s percentage of chargeable activities applies to the local union shall provide a copy of their independent auditor’s report to each nonmember employee represented by the local union.

7. In the absence of an exclusive statutory review procedure, each objector may challenge the legal and arithmetical bases of the calculations contained in the independent auditor report(s) by filing an appeal with the International Secretary-Treasurer. Any such appeal must be made by sending a signed letter to the International Secretary-Treasurer postmarked or transmitted via facsimile no later than thirty (30) days after the International Secretary-Treasurer has sent a letter to the objector acknowledging receipt of the objection, or thirty (30) days after the International Union has sent a copy of the policies and procedures to the objector.

Lawrence J. Hanley
International President

The following categories of expenditure are chargeable to the extent permitted by law:

January 2014

Lawrence J. Hanley
International President

IN TRANSIT

28 November/December 2013

The following categories of expenditure are chargeable to the extent permitted by law:

1. All expenses concerning the negotiation of agreements, practices and working conditions;
2. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the bargaining unit or employer representatives regarding working conditions, benefits and contract rights;
3. Convention expenses and other normal union internal governance and management expenses;
4. Union business meeting expenses;
5. Publication expenses to the extent coverage is related to otherwise chargeable activities;
6. Expenses of litigation before the courts and administrative agencies related to contract administration, collective bargaining rights and internal governance;
7. Expenses for legislative, executive branch and administrative agency representation on legislative and regulatory matters closely related to contract ratification or the implementation of contracts;
8. All expenses for the education and training of members, officers, and staff intended to prepare the participants to better perform chargeable activities;
9. All strike fund expenditures and costs of group cohesion and economic action, e.g., general strike activity, informational picketing, etc.;
10. All funeral or disbursement benefits; and
11. A proportional share of all overhead and administrative expenses.

Each December, the International Union shall publish these policies and procedures in the InTransit to provide to ATU-represented employees notice of their right to object and of the procedures for objecting.

The International retains an independent auditor who submits an annual report for the purpose of verifying the percentage of expenditures that fall within the categories specified in Section 3. Similarly, if the local union has adopted these procedures but has not exercised the option of presuming that the International Union’s percentage of chargeable activities applies to the local union, the local union will arrange for the audit of the records, enabling the local union to verify annually the percentage of its total expenditures other than the International per capita tax that is chargeable to objectors. The amount of the International and local union expenditures falling within Section 3 made during that fiscal year which ended in the previous calendar year shall be the basis for calculating the reduced fees that must be paid by the objector for the current calendar year. For each objector, an amount equal to the reduced fees paid by the objector shall be placed in an interest-bearing escrow account.

The report(s) of the independent auditor(s) shall be completed prior to the publication of these policies and procedures in December. The report(s) shall include verification of the major categories of union expenses attributable to chargeable and nonchargeable activities. Local unions which have not exercised the option of presuming that the International Union’s percentage of chargeable activities applies to the local union shall provide a copy of their independent auditor’s report to each nonmember employee represented by the local union.

In the absence of an exclusive statutory review procedure, each objector may challenge the legal and arithmetical bases of the calculations contained in the independent auditor report(s) by filing an appeal with the International Secretary-Treasurer. Any such appeal must be made by sending a signed letter to the International Secretary-Treasurer postmarked or transmitted via facsimile no later than thirty (30) days after the International Secretary-Treasurer has sent a letter to the objector acknowledging receipt of the objection, or thirty (30) days after the International Union has sent a copy of the policies and procedures to the objector.
8. Except where state law provides an exclusive statutory review procedure as discussed in Note 3 below, all such appeals received by the union within the time limits specified above shall be determined by expedient referral to an impartial arbitrator appointed by the American Arbitration Association (AAA) under its rules for the impartial determination of union fees and other matters. The International Union will notify the AAA that challenges of its fees, which have been received from one or more individual employees, are to be determined by an impartial arbitrator and will include the names and addresses of the individuals who have filed the appeals challenging the union's fees and who should be notified of the proceedings.

a. All appeals shall be consolidated for submission to the arbitrator. The presentation of evidence and argument to the arbitrator shall be either in writing or at a hearing, as determined by the arbitrator. The arbitrator shall receive and consider the evidence of witnesses by affidavit, giving such weight as seems proper after consideration of any objection made to its admission. If a hearing is held, it shall be scheduled as soon as the arbitrator can schedule the hearing, and shall be at a location selected by the arbitrator to be the most convenient for those involved in the proceeding.

b. Each party to the arbitration shall bear its own costs. The challengers shall have the option of paying a pro-rata portion of the arbitrator’s fees and expenses. The union shall pay the balance of such fees and expenses.

c. Challengers may, at their expense, be represented by counsel or other representative of choice. Challengers need not appear at any hearing and shall be permitted to instead file written statements with the arbitrator no later than the beginning of the arbitration hearing. Post-hearing statements may be filed in accordance with the provisions of Section 8(g). If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received and will decide the case based on the evidence and arguments submitted.

d. If a hearing is held, fourteen (14) days prior to the start of the hearing, challengers shall be provided with copies of all exhibits or any list of all such exhibits intended to be introduced at the arbitration by the union and a list of all witnesses the union intends to call, except for witnesses appearing at the union's request. A copy of such exhibits, which may be introduced for rebuttal. Where a list of exhibits has been provided, challengers shall have a right to receive copies of such exhibits by making a written request for them to the International Secretary-Treasurer. Additionally, copies of all exhibits shall be available for inspection and copying at the hearing.

e. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the only official record of the proceedings and may be purchased by the challengers. If challengers do not purchase a copy of the transcript, a copy shall be available for inspection by challengers at the International headquarters during normal business hours.

f. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the dual needs of an informed and an expeditious arbitration. The arbitrator shall set forth in the decision the legal and arithmetic bases for the decision, giving full consideration to the legal requirements limiting the amount objectors may be charged.

g. If a hearing is held, the parties to the arbitration shall have the right to file a post-hearing statement within fifteen (15) days after both parties have completed submission of their cases at the hearing. Such statements may not introduce new evidence nor discuss evidence not introduced in the arbitration. The arbitrator shall issue a decision within forty-five (45) days after the final date for submission of post-hearing statements or within such other reasonable period as is consistent with the applicable AAA rules and the requirements of law.

h. The decision of the arbitrator shall be final and binding on all findings of fact supported by substantial evidence on the record considered as a whole and on other findings legally permitted to be binding on all parties.

i. Upon receipt of the arbitrator's award, any adjustment in favor of the challenger will be made from the escrow account.

9. Under Section 18.1 of the ATU Constitution and General Laws, each local union will be responsible for collecting and transmitting to the International Union each month from those who have made an objection the amount of the per capita tax certified as due under these procedures. In addition, each local will be responsible for developing a system covering local union fees that will meet the legal requirements relative to the objectors in the local. If the local union adopts the International procedures concerning fee objections on an integrated basis, no multiple notice (other than providing its independent auditor's report to nonmember employees represented by the local union if the local union has not exercised the option of presuming that the International Union's percentage of chargeable activities applies to the local union), objection, challenge or appeal procedures will be necessary. If, however, the local union adopts an independent system covering local union expenditures other than per capita tax, such arrangements must, by law, be included in the local's procedures.

10. The provisions of this procedure shall be considered legally separable. Should any provision or portion hereof be held contrary to law by a court, administrative agency or arbitrator, the remaining provisions or portions thereof shall continue to be legally effective and binding. If, after consultation with each other, the International President or the local union business agent determines that modifications in this procedure are necessary to maintain compliance with applicable law, such modifications may be made in accordance with the Constitution and General Laws of the International Union or the bylaws of the local union, as applicable.

NOTES

1. ATU-represented public employees in Illinois, Minnesota, Montana, or Oregon who are not members of the union are automatically considered objectors and are not required to make a filing under the provisions of Sections 2 and 4 of this Statement of Law and Procedures. The collective bargaining statute applicable to New Jersey public employers (with the significant exceptions of New Jersey Transit and NJT-Mercer) has the same impact. Similarly, except where a more stringent union security arrangement was in place on January 1, 1970, and has been continued in accordance with the "grandfathering" provisions of state law, the Pennsylvania public employee bargaining statute only permits a fair share union security clause under which every nonmember is obligated to pay only a reduced fee based upon prior chargeable expenditures. Local unions representing such members shall forward the names of all such nonmember objects to the International Secretary-Treasurer, including the objector's current home address and employer.

2. In accordance with applicable state laws, the reduced per capita tax owed by nonmember public employee objectors in Minnesota and New Jersey (except those working for New Jersey Transit or NJT-Mercer) shall be computed utilizing either the percentage of chargeable expenditures as verified by the report of the independent auditor retained by the International or eighty-five (85%) percent, whichever is lesser.

3. State statutes covering public employees in Minnesota and New Jersey (again, other than those workers employed by New Jersey Transit or NJT-Mercer) require that any person wishing to challenge the fees file an action with the state public employment board (Minnesota) or with a three-member board appointed by the governor specifically to hear fair share challenges (New Jersey). Where such statutes are applicable, any local union procedure must provide that the binding expeditious review be through the applicable state process.

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**Amalgamated Transit Union Analysis of Objectors' Expenses (Modified Cash Basis) - Year Ended June 30, 2013**

<table>
<thead>
<tr>
<th>Category</th>
<th>Net (U.S.) Intangible Expenses</th>
<th>Non-Chargeable Expenses</th>
<th>Allocation Method</th>
</tr>
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<tbody>
<tr>
<td>General</td>
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<td>Safety</td>
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<td>Legal and Professional Services</td>
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<td>Other</td>
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</tr>
<tr>
<td>Total</td>
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<td></td>
</tr>
</tbody>
</table>

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**IN TRANSIT | November/December 2013**

29
To the Chair and Members of the General Executive Board of the Amalgamated Transit Union

We have audited the accompanying financial statement of the Amalgamated Transit Union (the Union), which comprises the Analysis of Objectors’ Expenses (modified cash basis) (the Analysis), for the year ended June 30, 2013 and the notes to the Analysis.

Management’s Responsibility for the Analysis

Management is responsible for the preparation and fair presentation of the Analysis in accordance with the modified cash basis of accounting. As described in Note 1 and the factors and assumptions discussed in the notes; this includes determining that the modified cash basis of accounting is an acceptable basis for the preparation of the analysis in the circumstances. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of an Analysis that is free from material misstatement, whether due to fraud or error.

Auditor’s Responsibility

Our responsibility is to express an opinion on the Analysis based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Analysis is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Analysis. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the Analysis, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the Analysis in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of that entity’s internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the Analysis.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the Analysis referred to above presents fairly, in all material respects, the includable expenses of the Amalgamated Transit Union for the year ended June 30, 2013, and the allocable between chargeable and non-chargeable expenses, on the modified cash basis of accounting described in Note 1 and significant factors and assumptions described in Note 2.

Basis of Accounting

As described in Note 1, the Analysis was prepared on a modified cash basis of accounting, which is a comprehensive basis of accounting other than generally accepted accounting principles. Our opinion is not modified with respect to that matter.

Other Matter

The total net (U.S.) includable expenses presented in the Analysis agree to the expenses in the audited financial statements of the ATU for the year ended June 30, 2013, modified as discussed in Note 3. The allocations of expenses between chargeable and non-chargeable are based on the description and the significant factors and assumptions described in Note 2. The accompanying Analysis was prepared for the purpose of determining the amount of the ATU’s expenses that are chargeable or non-chargeable to fee objectors. The accompanying Analysis is not intended to be a complete presentation of the ATU’s financial statements.

Intended Use of This Letter

This report is intended solely for the information and use of the Amalgamated Transit Union and its fee objectors and is not intended to be and should not be used by anyone other than these specified parties.

Calibre CPA Group, PLLC
Bethesda, MD
November 15, 2013

NOTES TO ANALYSIS OF OBJECTORS’ EXPENSES YEAR ENDED JUNE 30, 2013

Note 1. Summary of Significant Accounting Policies

Method of Accounting - The Analysis is presented using a modified cash basis of accounting. Generally, expenses are recognized when paid rather than when the obligation is incurred. However, accruals of expenses are recorded for certain transactions with local unions, funeral benefits and other items.

Depreciation - Depreciation of property and equipment is charged to operations over the estimated useful lives of the assets using the straight-line method.

Benefit Payments - The Union’s Constitution and General Laws provide for the payment of a $1,000 funeral or dismemberment benefit on behalf of members and fee payers in good standing with one or more years of continuous membership or fee payment at the time of their death or dismemberment. An expense is recognized for the benefit for life members at the time they become life members. The costs associated with this benefit for other members and fee payers are accounted for upon disbursement of the benefit.

Estimates - The preparation of this Analysis requires management to make estimates and assumptions that affect the reported amounts of expenses during the reporting period. Actual results may differ from those estimates.

Subsequent Events Review - Subsequent events have been evaluated through November 15, 2013, which is the date the analysis was available to be issued. This review and evaluation revealed no new material event or transaction which would require an additional adjustment to or disclosure in the accompanying analysis.

Note 2. Purpose of Analysis of Objectors’ Expenses and Significant Factors and Assumptions Used in Determining Chargeable and Non-Chargeable Expenses

The purpose of this Analysis is for the determination of the percentage of fee objector dues (or their equivalent) expended by the Union for chargeable activities. Expenses for chargeable activities are those deemed “necessarily or reasonably incurred” to execute the representative duties of the Union and are chargeable. The percentage of Union expenses deemed not chargeable is used for determining advance dues (or their equivalent) reduction for fee objectors for the subsequent calendar year.

Note 2. Purpose of Analysis of Objectors’ Expenses and Significant Factors and Assumptions Used in Determining Chargeable and Non-Chargeable Expenses (continued)

The procedures followed in the preparation of this Analysis include categorization of each classification of expenses by chargeable and non-chargeable activities. This is accomplished by analyzing each classification of expenses and identifying amounts which are either chargeable or non-chargeable. The Union engaged professional assistance to determine criteria for identifying chargeable and non-chargeable expenses. The procedures and significant factors and assumptions used in this Analysis in determining these expenses are as follows:

A. All expenses are identified by fund and reconciled to the Union’s annual financial statements.

B. Canadian expenses within each fund are eliminated.

C. Certain interfund transfers are recorded to more accurately reflect the Union activity for which certain expenditures were made.

D. Expenses are analyzed to identify chargeable and non-chargeable amounts using the following criteria:

1. Chargeable expenses include:
   • All expenses concerning the negotiation of agreements, practices and working conditions;
   • All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration and discussion with employees in the bargaining unit or employer representatives regarding working conditions, benefits and contract rights;
   • Convention expenses and other normal Union internal governance and management expenses;
   • Social activities and Union business meeting expenses;
   • Publication expenses to the extent coverage is related to chargeable activities;
   • Expenses of litigation before the courts and administrative agencies related to construct administration, collective bargaining rights and internal governance;
   • Expenses for legislative, executive branch and administrative agency representation on legislative and regulatory matters closely related to contract ratification or the implementation of contracts;

Note 2. Purpose of Analysis of Objectors’ Expenses and Significant Factors and Assumptions Used in Determining Chargeable and Non-Chargeable Expenses (continued)

2. Non-chargeable expenses include all other expenses.

A. For those expenses which have both chargeable or non-chargeable aspects, allocations are made using certain ratios. Significant ratios used for these allocations include ratios based on salary costs supported by time records and other ratios such as the cost ratios for allocation of certain publication costs.

Note 3. Reconciliation of Analysis to Audited Financial Statements

The expenses included in this analysis are based upon the total expenses of $29,801,248 reported in the audited financial statements of the Amalgamated Transit Union modified for the following:

$2,267,930 in Canadian expenses has been excluded from this analysis.

$186,457 relating to various expenses which have been offset by corresponding revenue items have been excluded from this analysis.
In Memoriam

Death Benefits Awarded September 1, 2013 - October 31, 2013

1- MEMBERS AT LARGE
   FRED WILLIAM KILBRY
   PAUL JOSPEH PROCTOR
   EARL E PUTNAM

22- WORCESTER, MA
   THOMAS R GENEVA

26- DETROIT, MI
   CLAUDE G CURRY
   ARTHUR J JOHNSTON

85- PITTSBURGH, PA
   JAMES FRANK BIBRI
   GEORGE J CARTER
   GEORGE A WILKIN
   FREDERICK J GRUBB
   JAMES M LOWRY
   JOHN A PALMER
   ALUS M BAILEY
   FRANK T REID
   WILLIAM A SEANOR

89- NEW CASTLE, PA
   DONALD G PETTITT

113- TORONTO, ON
   JANET LUCILLE BEVERLY
   DONALD W DEHN
   JAMES A DENNIS
   MARION D MOORE
   DONALD H TAKEMOTO
   JAMES G MAC INNIS

119- PROVIDENCE, RI
   PETER P SAWULA

172- VANCOUVER, BC
   MELVIN MITCHELL
   HOWARD A MEANS
   PAMELA J JONES

241- CHICAGO, IL
   SAMUEL C MOSES
   MARION D MOORE
   DONALD W DEHN
   JANET LUCILLE BEVERLY

244- AURORA, IL
   JOHN YORK

258- CHICAGO, IL
   ARTHUR LOUIS PERRY
   DONALD HILL

269- WASHINGTON, DC
   MILDRED L ALLEN
   GEORGE J CARR
   GEORGE A WILKIN
   FREDERICK J GRUBB

74- ROCHESTER, NY
   JAMES D PALMER
   JOSEPH E WILLIAMS, JR
   DAVID L WILLIAMS

349- TORONTO, ON
   DONALD G PETTITT

527- NAPLES, FL
   ARTHUR HICKEY

538- CALGARY, AB
   JOHN YOUNG

587- SEATTLE, WA
   STEVE FAVORS
   ROBERT D SMITH

595- BOSTON, MA
   JOHN H CARSON
   TIMOTHY A CONNOLLY
   ALBERT G CAPPOLLA
   PHILIP DUBINA
   DOMENICO S MAZZEO
   BARBARA C KRAMER
   ROBERT B WATSON

625- OAKLAND, CA
   EDWARD G TAKEMOTO

629- CLEVELAND, OH
   JAMES A MCDONALD
   FRANK T REID
   WILLIAM A SEANOR

632- CINCINNATI, OH
   CHARLES E MASON
   JAMES J MURPHY

639- CLEVELAND, OH
   ARTHUR J JOHNSTON
   WILLIAM A SEANOR

713- MEMPHIS, TN
   WILLIAM E HAMILTON

725- BIRMINGHAM, AL
   ROBERT DICKSON JR

757- FT. LAUDERDALE, FL
   WILLIAM L JOHNSON

765- MONTGOMERY, AL
   TERRY A WILSON

788- ST. LOUIS, MO
   STEVEN ANTAL
   ROBERT L THOMAS

820- UNION CITY, NJ
   LOUIS ROOD

822- NEW BRUNSWICK, NJ
   PETER WAGNER

827- PROVIDENCE, RI
   FRANK T REID
   WILLIAM A SEANOR

828- PROVIDENCE, RI
   EDWARD G TAKEMOTO
   ROBERT D SMITH

884- PROVIDENCE, RI
   ARTHUR J JOHNSTON

1215- PROVIDENCE, RI
   PAUL JOSPEH PROCTOR
   EARL E PUTNAM

1225- SAN FRANCISCO, CA
   STEVEN J BAYNE

1267- FT. LAUDERDALE, FL
   WILLIAM H KOLK

1277- LOS ANGELES, CA
   JAMES HENRY GAPPA

1300- BOSTON, MA
   MELVIN MITCHELL
   HOWARD A MEANS

1322- WILMINGTON, DE
   region D SPENCE

1338- DALLAS, TX
   HARRY L SMITH

1342- BUFFALO, NY
   JOHN A PALMER

1374- CALGARY, AB
   JOHN A PALMER

1395- Pensacola, FL
   TERRENCE SMALL

1433- PHOENIX, AZ
   CAROLINE ROSS

1470- JOPLIN, MO
   RICHARD J KASWINKLE

1500- YANKTON, SD
   JOHN F KUHN

1513- BLOOMFIELD HILLS, MI
   RICHARD J KASWINKLE

1528- HIGHLAND PARK, MI
   JOHN F KUHN

1535- BLOOMFIELD HILLS, MI
   RICHARD J KASWINKLE

1543- BLOOMFIELD HILLS, MI
   RICHARD J KASWINKLE
“It was meant to be,” says heroic Buffalo bus driver, Darnell Barton, 1342. “I was supposed to be there for her at that moment and I was.”

Stopping his bus in the middle of an overpass, Barton called out to a distraught woman he saw standing precariously on the wrong side of the bridge’s railing. Leaving his crowded bus, the driver walked over to the woman to offer her some assistance.

‘Do you want to come on this side of the guardrail?’

The woman, who appeared to be in her 20s, was leaning against the railing, looking as if she was about to jump. “It didn’t seem real because what was going on around – traffic and pedestrians were going by as normal,” marveled Barton.

“I grabbed her arm and put my arm around her and said ‘Do you want to come on this side of the guardrail?’ And that was actually the first time she spoke to me — she said ‘yes.’”

‘Jumping is NOT the answer’

Barton, who has worked through his own past struggles with depression, sat down on the curb with the woman until help arrived, telling her, “Whatever it is, it might feel bad, but jumping is not the answer.”

Upon returning to his bus, his passengers gave him a round of applause.

A dramatic video of the event went viral, making headlines around the world. Barton and his story also appeared on national television, as well.

Despite his protests to the contrary, Barton is being hailed as a real-life hero. ATU salutes Brother Barton for the courage and compassion he showed, exemplifying the best that’s in all of us in the ATU.