WHO WILL SUPPORT TRANSIT AND WORKING FAMILIES?
ATU Communications is proud to announce that the Union won 12 awards in the National/International Union category of the International Labor Communicators Association (ILCA) 2014 Media competition. ILCA says the “winners represent some of the best and most inspired work in labor communications and are to be congratulated in promoting the highest standards of labor journalism.” International President Larry Hanley congratulates all staff members involved in these award winning communications. “The ATU is honored to be recognized for our excellence in communications, design and journalism. With technology and media constantly changing, we strive to find new and innovative ways to effectively communicate with our members and the public.”

1st Place: Design – Print
Best Design Print – Nonperiodical Publications
May is Transit Action Month – Workers, Riders and Countries United

1st Place: Internet
Best Design Internet
www.ATU.org

1st Place: Visual Communication
Print and Internet
Best Cartoon
“November/December Issue Cover – In Transit Magazine”

2nd Place: General Excellence
Print and Internet
Electronic Newsletter
“SCOTUS Harris v. Quinn decision a threat to all workers” July 1 – ATU Dispatch

2nd Place: Visual Communication Awards
Print and Internet - Best Illustration
“Koch Brothers Attack Public Transit Again”
May/June Issue – In Transit Magazine

3rd Place: Electronic Media
Internal or External Organizing
“Meet Johnny: He’s a Transit Rider Just Like You”

3rd Place: General Excellence
Print and Internet
Website
“ATU International website”

3rd Place: Internet Awards
Best Content
“www.atu.org”

3rd Place: Visual Communication Awards
Print and Internet
Best Photograph
“ATU Camel Coming to a Town Near You!”
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The results of federal elections have become increasingly important to Canadian working people, including ATU members as the same anti-union forces that have plagued America have found a receptive audience in Canada’s political and economic institutions.

This has been particularly manifest under Stephen Harper’s Conservative government, which has consistently attacked unions, putting more pressure on organized labour than it has seen since the early 1900s.

They have done this not only through their avowedly anti-worker and anti-union policies, but through their unceasing anti-labour rhetoric, which (as most ATU locals have experienced) has infected Canadian political discourse and policy-making at all levels.

Ridding Canada of unions

Phrases such as “right-to-work” and “public-private partnerships” (P3s) now permeate policy discussions throughout Canada. And the forces promoting privatisation and right-to-work (RTW) laws make no bones about their objective:

It is to rid Canada of unions and to prevent working people like us from achieving even a semblance of fair treatment at work and a decent living for ourselves and our families.

The coming federal election is, therefore, a matter of immediate and direct concern to every working family – and every ATU member.

Workers of all types – both unorganized and organized – today face threats that would have seemed unthinkable not so long ago.

Union members, connected in any way to the public sector – like most ATU members – have been the target of right-wing, anti-labour groups (often funded by corporate money) that have spent huge amounts trying to blame workers for the economic ills of the nation.

The objective of the anti-labour politicians arrayed against unions like ATU is not to improve service – but to grab control of public facilities (and their operations) for their for-profit corporate friends who provide them with political and financial support.

This is all part of a broader plan to weaken and destroy labour unions, and silence the voices of those who speak out for fair and decent treatment for regular working people.

Danger and Hope

Never has an election in Canada held so much danger – or hope – for every working family in Canada.

Never has a Canadian federal election been such a tight, three-way, neck and neck race in the polls.

The polls, however, have consistently shown that the NDP – with its leader Tom Mulcair – is the strongest party today opposing the anti-labour, anti-worker agenda of the Harper government. In fact, only the NDP is positioned to win enough seats to make its leader Tom Mulcair the prime minister and replace the existing anti-worker Harper Government.

Working people have seen the writing on the wall – for their future and the future of their children and grandchildren. And many have come to one absolutely critical conclusion:

It doesn't matter whether in the past you voted Conservative, Liberal, NDP, BQ or Green, THIS TIME, all working people must stick together to defend and protect what we have earned and fought for. Because if working people won't stand up and fight for their families – no one else will!

Divided, we all lose.
Leader and Party overviews

What follows is a short overview of the top three parties’ positions on key labour and public transit issues, particularly the ones that directly affect your job and your situation at work. Please take the time to read over these summaries before you decide which leader and party to support.

The three major federal leaders and their parties are listed here:

Leader Thomas Mulcair

NEW DEMOCRATIC PARTY (‘NDP’)
NOUVEAU PARTI DÉMOCRATIQUE (‘NPD’)

Like its federal leader, Tom Mulcair, the NDP (New Democratic Party) has always been aligned with the labour movement in Canada. The great friend of regular Canadian working people, Tommy Douglas, was NDP’s first federal leader in 1961.

In 2011, under the leadership of the late Jack Layton, the NDP won the second-most seats in the House of Commons, elevating the federal party to Official Opposition status for the first time in history.

Mulcair has led the official opposition to the Harper government in Ottawa since 2011.

In that role, Mulcair has opposed the anti-union and anti-worker initiatives of the Harper Government, and – in the tradition of Tommy Douglas, Ed Broadbent and Jack Layton – established a strong record of standing up for Canadian working people.

One poll after another has shown that he is regarded as the most competent and experienced leader running and the most likely to be able to bring about the change which Canadians of all political backgrounds want so badly.

LABOUR

Tom Mulcair is the most unabashedly and straightforward pro-worker and pro-union party leader in the current election. And he’s not afraid to say so publicly.

As he so strongly put it in a recent speech, “Unions are responsible for the greatest reductions in social inequality over the past 200 years. We can be very proud of the things that we take for granted today like protection for workplace accidents or, simply, having a weekend.”

Mulcair has been receiving enthusiastic support from union members throughout Canada – including many from Liberal and Conservative backgrounds.

Whatever their personal backgrounds, they all see the serious threat to union members and working people that are all around us today.

And they realize that all workers must stand together to stop the current and planned anti-worker policies of the Harper Government.

TRANSIT

Mulcair and the NDP strongly support public transit. In June, Mulcair told the Federation of Canadian Municipalities:

“An NDP government will partner with cities by creating a new public transit strategy called the Better Transit Plan. Working alongside the provinces and territories, this 20-year plan will invest $1.3 billion annually, that’s money for every municipality with transit needs. It will be predictable, direct and transparent…”

Tom Mulcair also strongly supports the Canadian Labour Congress’ Better Choice Campaign and shares the view that improved public transit is vital to Canada's economic health and job growth. Mulcair asserts that, “Smart investments in transit are expected to increase Canada's GDP by over $2-billion a year. They'll create
more than 31,000 middle-class jobs in construction, manufacturing and transit operations.”

YOUR VOTE

NDP Leader Tom Mulcair strongly supports Labour and public transit. He has not been afraid to stand up and say he’s on the side of ATU members.

Leader Stephen Harper

CONSERVATIVE PARTY OF CANADA
PARTI CONSERVATEUR DU CANADA

Stephen Harper is the leader of the Conservative Party. He has been prime minister of Canada since 2006.

LABOUR

Prime Minister Harper has consistently supported policies and pushed legislation through Parliament that has been harmful to Labour. The Canadian Foundation for Labour Rights has assembled a list of 216 restrictive labour laws passed by Conservative federal and provincial governments since 2006.

The Harper Government has proposed and tabled back-to-work legislation six times and used it four times to stymie collective bargaining and force workers back to work. Other Harper anti-union laws include:

Bill C-10 (2009) imposed salary caps on raises for federal employees and prohibited non-wage increases, such as bonuses. The large budget bill also took away the right of public sector unions to file collective pay equity complaints and set a $50,000 fine for unions that helped individual women make such complaints.

Bill C-4 (2013), the Economic Action Plan 2013 Act No. 2, allowed the federal government to unilaterally define any employee’s work as essential, and thus prevent that worker from taking job action.

Bill C-525 (2014) the Employees’ Voting Rights Act, makes it harder to certify a union to represent a group of workers. Previously, a union trying to organize a workplace could trigger an automatic certification if it presented sign-up cards from 50% plus one of the employees at a workplace. Under C-525, no automatic certification is allowed, and the union must present sign-up cards from 45 % of the workforce (up from 35 % under earlier law) just to trigger a vote.

The new law also makes it easier for an employer to get an existing union de-certified – a target of their right-wing, anti-union and anti-working people ideological position.

Most experts expect this kind of law will trigger a wave of anti-union de-certification actions coordinated by anti-labour groups.

These anti-worker groups know that they can force unions – like your ATU local – to expend considerable resources to defend themselves against these attacks, and thus divert resources away from efforts to work for better wages and benefits and other workplace protections.

Public-Private Partnerships

Perhaps, most important to ATU members has been the Harper Government’s creation of PPP Canada, a crown corporation that facilitates the development of public-private partnerships (P3s) in the construction and operation of government projects.

ATU strongly opposes P3s, because they employ low paid nonunion workers to do the work formerly done by unionized public workers.

Most experts agree that the P3s created and implemented by the Harper Government represent a serious threat to the jobs and well being of transit workers throughout Canada.

Transit workers of all political persuasions are directly threatened by this growth of P3s under the Harper Government.

Right to work

Stephen Harper strongly supports right-to-work (RTW) legislation, which would greatly weaken if not destroy Canadian unions.
Harper’s Government blatantly advertises its support for this anti-worker policy even though the measure has the potential to devastate the families of millions of workers who supported a very different Conservative Party in the past.

**TRANSIT**

The P3 program, which is the centerpiece of the Harper Government’s agenda, particularly threatens ATU members.

Harper’s currently proposed transit program virtually requires that most new transit projects be built and managed by private contractors that can be expected to fight union representation of, and collective bargaining with their employees.

Harper’s newly announced public transit plan will not benefit ATU members, or the communities they serve. Indeed, ATU members may find themselves fighting to prevent their own job from being outsourced to a private contractor.

**YOUR VOTE**

ATU members are urged to consider seriously the threat that a vote for the continuation of the anti-union policies of the Harper government poses to their job and their livelihood.

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**Leader Justin Trudeau**

**LIBERAL PARTY OF CANADA**

**PARTI LIBÉRAL DU CANADA**

The Liberal Party leader is Justin Trudeau, the son of former Prime Minister Pierre Trudeau.

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**LABOUR**

In his short time as the Liberal leader, Justin Trudeau has established a record that closely resembles Harper’s when it comes to anti-worker policies.

Nevertheless, Trudeau is trying to convince union members that he’s really on their side. But – what about his record?

- “In 2014, Justin Trudeau and his whole caucus voted against NDP legislation to provide job protection that would prevent reprisals against volunteer firefighters who must be absent from their workplace.
- “In 2011, the Trudeau Liberals voted against an NDP proposal to delay Canada Post back-to-work legislation.
- “In 2012, the Trudeau team voted against protections for French language workers in the Canada Labour Code.
- “In 2012, Trudeau and his team voted against job protection for pregnant or nursing employees.”

**TRANSIT**

P3 privatisation is the most potent weapon anti-union politicians use against unions and ATU members, and there’s no question where Trudeau stands:

Last year Trudeau told the pro-privatisation Canadian Council for Public Private Partnerships, “The answer is clear: We commit to investing more in badly needed infrastructure projects... So private capital will obviously be important because it will enhance – and complement increased federal investments.”

**YOUR VOTE**

P3s are really a tool politicians use to get rid of unions. Privatisation threatens ATU jobs. A vote for a pro-privatisation Trudeau Liberal Party candidate is a vote against your own collective bargaining rights and employment.
Leaders Gilles Duceppe and Elizabeth May

Bloc Québécois, and the Green Party of Canada

Bloc Québécois, the Green Party and their leaders, Gilles Duceppe and Elizabeth May have well-established, positive records standing up for working people in Quebec and throughout Canada. But, polls show that the real contest in this election is among the Conservative, NDP and Liberal parties.

This doesn’t minimize the importance of Duceppe and May’s commitment to working people. They have honourable and decent records. However, a vote for either of these parties would be a vote lost to a pro-working family candidate.

Votes for the Bloc or the Greens in close ridings in, for instance, Quebec or British Columbia could tip the balance in Parliament. Given the closeness of this election, that could end up having serious consequences for all working families – and all ATU members – in Canada.

Transit advocate Chow seeks return to Parliament

Olivia Chow, the former NDP transport and infrastructure critic who resigned her seat in Parliament to run for mayor of Toronto, has declared her candidacy for the new Toronto riding of Spadina-Fort York in the national elections to be held October 19.

The new riding includes much of the Trinity-Spadina area she used to represent. She’s running against Liberal MP Adam Vaughan who was elected to represent Trinity-Spadina in a by-election following her resignation to run for mayor.

If elected, Chow says, she will fight for a national transit strategy, affordable child care and housing and against the “reckless, dangerous and ineffective spy bill,” C-51 passed by the Conservatives with help from some Liberals – including her opponent Adam Vaughan.

Chow, widow of the acclaimed NDP Leader Jack Layton, has been described as “hardworking, focused and knowledgeable,” as well as, “calm, determined and persistent in holding the government accountable for its management of transport and infrastructure.”

Longtime public transit advocate

Chow was a consistent advocate of public transit as a representative in the House of Commons, and as a candidate for mayor of Toronto in 2014.

‘Canadians looking for change’

In running Chow is hoping to bolster NDP Leader Tom Mulcair’s prospects for forming a national government in the fall: “…more and more Canadians are putting their trust in the NDP to defeat Stephen Harper. Tom has the experience and a concrete plan to help middle class families get ahead. We are ready to bring change to Ottawa.”
‘LET’S CALL IT WHAT IT IS: ROBBERY,’ SAYS GRAND RAPIDS LOCAL PRESIDENT

“Let’s call it what it is: robbery.” That’s how Local President Richard Jackson, 836-Grand Rapids, MI, describes what’s going down at The Rapid where fares have just gone up, its CEO just got a $4,000 raise, and the transit system is trying to steal their pensions in current contract negotiations.

The agency says it’s not terminating the existing plan. Nevertheless, it wants to freeze the workers’ defined benefits pension and replace it with a 457 defined contribution plan, and, they say, if the local doesn’t agree they will end the entire retirement program altogether.

Local 836 offered to make payments into the pension plan to gradually eliminate the current $2.6 million in unfunded liabilities in the retirement fund, but the agency rejected that proposal.

“They rubber-stamped a plan to steal retirement security from their own employees,” Jackson says. “And they gave a CEO who already makes $200,000 another raise. They are literally stealing from the poor and middle class to give to the rich.”

Restraining order

Earlier, the local secured a temporary restraining order against The Rapid, which was attempting to stop members from distributing ATU literature at Rapid bus stations.

In their lawsuit the Local complained that Rapid management violated members’ right to free speech by “threatening them with discipline and arrest if they distribute[d] informational leaflets related to ongoing collective bargaining” at city bus stations.

The Rapid was “trying to basically suppress our free speech, threatening us with discipline,” charged Jackson. But, the court ruled against The Rapid, preserving the Local’s right to distribute ATU literature on the transit agency’s property for the time being.

Attack on working people

International President Larry Hanley argues that the pension is in solid financial shape and The Rapid is doing well. He says there’s “no explicable reason” for the proposal.

“This is not contract negotiation; this is a political attack on working people for no good financial reason. It’s not that the agency’s in trouble,” Hanley says. “The system’s not in any state of crisis. The benefits have been established for many years.”

A mediator was set to meet with both parties on Monday, September 1 – the day after the current extension of the old contract was set to expire. After that it is anyone’s guess what might happen.

In Transit will keep you informed.
Presidential candidates seek Labor support at new ATU Tommy Douglas Conference Center

A number of key 2016 U.S. presidential candidates sought the critical election endorsement of the AFL-CIO at the federation’s executive council meeting hosted by ATU at its new Tommy Douglas Conference Center in Silver Spring, MD.

All confirmed presidential candidates for both parties were invited to make their case to the gathering of labor union leaders.

Democrats Hillary Clinton, Bernie Sanders, Martin O’Malley, Jim Webb, and Republican Mike Huckabee made the pilgrimage to the ATU campus that will house international headquarters. After the candidates gave speeches they took questions about their stance on key issues for unions and working families.

In addition to the sessions on the critical U.S. presidential election, AFL-CIO leaders heard from U.S. House Minority Leader Nancy Pelosi, D-CA, and Nobel Laureate Joseph Stiglitz and discussed many other important topics at the meeting. ATU members can be proud of their Union’s increasing prominence in U.S. public affairs.
Mulcair, NDP offer the best chance of achieving real change

Canada stands at a crossroads. After almost 10 years of Harperism we have a chance to restore the values of Tommy Douglas – or at least start that process in the Canadian debate. If Tommy, whose name we have taken for our new ATU headquarters, was “The Greatest Canadian,” isn’t it because he had the greatest policies?

The party he built, which has sometimes let us down in the past, is now resurgent.

NOW is the time

NOW is the time for us to take a chance on the New Democrats and hope that they will live up to the legacy of those who built the party.

I have been at this for decades and had more than my share of heartbreaks from politicians who make promises that go unkept. But, we have to compare the choices we have – not to the Almighty – but to the alternatives.

And the realistic alternatives in this horse race – the Liberals and Conservatives – are actually no alternatives at all. Both of those parties have a record of promoting privatization, and the Tories are outright hostile to working families.

They talk a good game during election season – but after they are elected they follow the wishes of their corporate sponsors.

Our wellbeing hangs in the balance

I believe that the wellbeing of our members and the future of transit throughout Canada hang in the balance. That right wing drift has cost us a lot. The time to stand together with all working families is upon us.

Tom Mulcair and the NDP give us the best chance of getting the real change we’re looking for.

Please Vote.

Please get your coworkers and neighbors to vote.

And remember, the values we were raised upon were not those of the billionaires – support the party of Tommy Douglas – the NDP! 🌟

Please visit www.atu.org for more information and the latest ATU news.
US Transit Policy has taken a U-turn!

Our last In Transit devoted several pages to discussing our campaign to not only extend the Highway Bill / Mass Transit bill but to address the critical shortage of federal bus funding. Some legislators agree that, “Its time to end the short-term patch that provides little, if any, certainty to states, localities, and the transportation industry as a whole.” Others say they, voted in favor of this bill because they believe we need to keep moving the ball forward. For transit riders, workers and the economic health of communities that ball is a ball of yarn that is unraveling.

Authors Barry Bluestone and Bennett Harrison, in their book “The Great U-turn,” argue that in the 1970s and 80s, America began making a U-turn from the path of higher wages and greater equality in earnings and family incomes, to lower wages and to income inequality that rivals that of the Great Depression era.

Below are short excerpts from presidential speeches concerning transit since 1954. See if you agree that in terms of transit funding – although never adequate – America took a U-Turn:

The regulation of public transportation in the greater Washington area must contend with the growth of an… economic community spreading far beyond [its] boundaries… The situation plainly requires the unification of regulatory authorities… – Dwight D. Eisenhower, September 3, 1954

Urban mass transportation is one of the most urgent problems facing the nation… if mass transit is to survive and relieve… congestion… it needs federal stimulation and assistance. – John Kennedy, February 18, 1963

We will continue to give special attention to the transportation problems facing our growing cities and metropolitan areas. Research… to improve… urban mass transit will be actively pursued… – Lyndon Johnson, January 24, 1966

I propose that we provide $10 billion… to help in developing and improving public transportation in local communities… [The program] Would authorize assistance to private as well as public transit systems so that private enterprise can continue to provide public services… – Richard Nixon, August 7, 1969

…our transportation program provides $11½ billion over the next six years for mass transit. This means that we will be spending… almost 70 percent more federal funds for mass transit than we spent in the last fiscal year. – Gerald Ford, March 7, 1975

The program… [will] provide flexible assistance for highway construction and transit development. The legislation would authorize more than $50 billion over the next five years… – Jimmy Carter, January 26, 1978

“The government often continues programs at the federal level that are no longer needed. This is the case with rural housing programs, the Economic Development Administration, urban mass transit discretionary grants.” – Ronald Reagan, February 1988

As we look ahead, it’s not enough to have a partnership between federal, state, and local government. We must have the dynamic fourth partner – and that’s where many of you fit in – the private sector. – George H.W. Bush, March 8, 1990

… the Transportation Equity Act for the 21st Century… will strengthen America by modernizing and building roads, bridges, transit systems, and railways to link our people and our country together… – Bill Clinton, June 9, 1998

This law makes our highways and mass transit systems safer and better, and it will help more people find work. And it accomplishes goals in a fiscally responsible way. We are not raising gasoline taxes… – George W. Bush, August 10, 2005

…I’m calling on Congress… to pass a clean extension of the surface transportation bill… to give workers and communities across America the confidence that vital construction projects won’t come to a halt… And we need to do this all in a way that gets the private sector more involved. – Barack Obama, August 31, 2011

I think you’ll agree that NOW more than ever each one of us needs to be involved. Send the post card, make the call, make the in district appointment with your senator and representative.
Canadian, US elections will have consequences

The U.S. presidential election campaign has begun, and the Canadian national election is close upon us. The results of these elections will greatly affect the fortunes of Labor and public transit in our countries for years to come.

That’s why ATU is pulling out all the stops to encourage you to be an “educated consumer” of all of the political messages that are coming your way with an overview of the positions of the U.S. presidential candidates and Canadian party leaders from a Labor and transit supporter’s perspective in their respective editions of this magazine.

I know that many of you in Canada have been loyal supporters of the Liberal, PQ, Green, and Conservative parties, and for good reasons, but we hope you will think carefully about your decision this year, and vote for the party that is likely to do the most for working families, and public transit.

As most of you are aware, the Conservative government in Ottawa has done everything it can to suppress labour unions and privatize our jobs. If the Conservative Party is allowed to form another government we can expect more repressive anti-union legislation, and new transit projects that will be built and operated by private, non-union contractors.

That can’t help but threaten our jobs.

Alternatively, we know that Tom Mulcair is a staunch supporter of labour unions, and that this is the first time in history that NDP has a realistic chance of winning a majority in Parliament.

Nevertheless, this is still a very close race. That’s why we need each and every one of you to do your part, go to the polls, and vote on October 19.

Your job security and your family’s wellbeing could well depend on it.

US elections

The U.S. election is over a year away, but already pressure is building on labor unions to endorse a candidate. It’s way too early for us to choose, but we want to begin the process by asking you what you think.

That’s why we’ve included a pre-addressed, postage-free reply card in the U.S. edition of this magazine that you can mail in to tell ATU who you think it should endorse for president in 2016. The more who vote, the more accurate our results will be. You can also vote online at atu.org.

Just as in Canada, next year’s election will have profound consequences for union members and transit workers in the United States.

The Koch brothers have made it clear that they intend to pour unprecedented amounts of money into the campaigns of politicians who will do everything they can to destroy unions once in office. And those candidates can be expected to follow the marching orders of Koch-financed groups that block proposed transit projects and funding wherever they find them.

However, we do know that there are U.S. candidates who believe in unions and public transit, and you’ll find them among the candidates profiled in the U.S. edition.

So, no one has an excuse to be uniformed on these issues. And no one has an excuse to stay home. In fact, everyone has an obligation to vote, if not volunteer, to help the candidate of his or her choice.

If you keep informed, we’re confident you’ll make the right decision.

Please visit www.atu.org for more information and the latest ATU news.

OSCAR OWENS, INTERNATIONAL SECRETARY-TREASURER

Please visit www.atu.org for more information and the latest ATU news.
International recognizes excellent, superior financial secretaries

ATU International recently recognized financial secretaries who have provided excellent and superior performance for their locals. International President Larry Hanley praised the fin. secs. saying, “I know how hard and often thankless your job is as I was once a financial secretary in my local union.”

Called the “Oscar Award,” after International Secretary-Treasurer Oscar Owens, the recognition is based on a review of the officers’ reports to the International and government agencies, including audit and monthly per capita reports. Their reports were accurate, with few discrepancies, and were submitted on time.

Below are the local financial secretaries, so recognized:

Financial Secretaries Recognized for Superior Performance
- in local union order -

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

Crunch time

When it comes to surface transportation funding, the problem with kicking the can down the road time and time again is that eventually, the road crumbles, and repairs are needed. We just might be at that point right now.

Following numerous extensions of the current law with flat funding levels, Congress has shifted into high gear on a long-term transportation bill. By years end, the legislation could very well be on President Obama’s desk, ready for signature.

Privatization threat

Unlike previous bills, it was the U.S. Senate that moved first, and the Republicans struck hard with an unprecedented and overreaching provision in its DRIVE Act that would result in the massive privatization of public transportation service to the detriment of transit riders and workers.

The bill creates a new program under which the secretary of transportation would fast track transit capital grants to state and local governments on the condition that the project is supported through a public-private partnership (PPP).

The provision is a shameless, partisan, and unprecedented giveaway to private – mostly foreign – corporations that have a long history of providing low quality transit service all across the nation.

They enter into long-term contracts with no accountability, cutting corners wherever possible, leading to major turnover and resulting in service, maintenance, and safety issues.

Moreover, these corporations have exhibited vehement opposition to allowing workers to organize into unions and strong anti-labor policies designed to pad their profit margins.

Game not over yet

While the so-called “P3” provision was included in the bill over the objection of organized labor, the game is not over yet. Now, the debate shifts to the House of Representatives, which does not support the Senate proposal.

Once the House finishes its own bill, likely in early fall, a conference committee made up of Senators and Representatives from the House will attempt to work out a final deal on a long-term bill to deal with several transit issues, including funding, safety, and workforce development.

Of course, the big issue remains money. If no agreement on funding comes together, the entire bill could crumble.
Imagine waking up everyday and walking two miles, over roads with no sidewalks, just to catch the bus. That is the reality for many residents of transit deserts just outside of Pittsburgh, PA.

Between 2007 and 2013, the Port Authority of Allegheny County (PAAC) faced a severe funding crisis. They cut 30% of their service, eliminated over 100 bus routes, laid-off hundreds of workers, and closed a garage. In just four years, fares went up by 25%. This story is far too familiar in many places across the country. Between 2008 and 2012, 85% of transit systems nationwide cut service or raised fares, due to public funding shortages.

The good news is that people are coming together to fight back. And in Pittsburgh, the hard work of transit riders, transit workers, and residents is bearing fruit.

Pittsburghers for Public Transit was formed in 2010 as a group of concerned riders and workers that sought to stop the cuts, fare raises, and layoffs. Working closely with ATU, transit riders, and community groups as part of a statewide coalition, PPT helped secure the passage of Transportation Bill Act 89, which prevented further cuts.

**Restoring service**

PPT, along with members of Local 85, thought it was time to restore service to transit deserts. After more than a year of organizing and agitating, four communities are getting service back. As a result of this expansion, Port Authority will hire 39 new bus drivers and 13 maintenance workers.

This restored service will have a huge impact on people’s lives. Darnell Jones of Groveton notes, “people will be able to find jobs and get to the supermarket.” Terry Breisinger, a Baldwin resident with a visual impairment, says, “the bus is my lifeline” and with restored service “I’ll be able to take my family to sporting events or shopping for Christmas presents without relying on anybody else”.

**‘Buses for Baldwin’**

The Baldwin campaign started when more than 30 volunteers, including PPT and ATU members, surveyed over 500 community residents documenting the transit needs in the Baldwin community. Less than a month later, 80 people attended a community meeting, launching the Buses for Baldwin campaign.

Aiming to get more community members involved, the campaign initiated a letter writing effort and attended the Baldwin Community Day. Quickly, 1,500 signatures were collected demanding service be restored to Baldwin and 40 letters were sent to the PAAC Board. In September, over 100 people participated in the “Walk for Transit”, a march half the distance many people have to walk to catch the bus. Dozens of residents spoke at the Port Authority board meetings each and every month.

**Drivers are crucial**

The role bus drivers played in the campaign was crucial. From the beginning, ATU members demonstrated concern for and solidarity with the communities that had been left in transit deserts after the cuts. Several members attended the community meetings, offering information and advice, as residents deliberated over how best to struggle for restoration of bus services.

Not only did the ATU provide crucial support in reaching out to the community, as Terry Breisinger said, “they were able to talk to the community about how the Port Authority works and help the campaign focus on suggesting routes that would make sense”.

The victory resulted from transit riders, workers, and community members coming together to demand the transit service they need and deserve. Mobilizing riders and drivers builds collective power to defend and expand our public transit systems.

McAllister-Erickson is a member of the Coordinating Committee of Pittsburghers for Public Transit.
Jersey City, NJ, Mayor Steven M. Fulop, ATU New Jersey State Council and New Jersey for Transit have been waging a “Fight the Hike” campaign to reverse the decision of NJ Transit to raise fares by nine percent and eliminate six bus and two train lines.

“NJ Transit simply got it wrong,” says ATU NJ Council Chair Ray Greaves, adding “I’d like to thank Mayor Fulop for standing with us and the ATU and together we will continue the fight to bring accessibility and affordability to the working families of New Jersey.”

New Jersey for Transit brings 14 organizations together, including ATU, which work on poverty, working family, environmental and transportation issues. The group plans to deal with the short-term fare hike and the larger issue of finding revenues to fund transportation adequately.

Fifth hike since 2002

The hike, which would be the fifth since 2002, would affect almost half of all Jersey City transit riders. Increasing fares would create a hardship for one in 10 New Jersey workers.

“While I am disappointed… I am not surprised as this has been the pattern of leadership at the agency,” says Fulop. “NJ Transit should be exploring the expansion of transit and building the strong transit system commuters deserve to create long-term sustainability… Working families in Jersey City don’t need an added tax and there are alternative measures to fixing NJ Transit’s budget issues.”

Unfair burden

“These fare increases are another unfair burden on working New Jerseyans, who are being forced to bear the brunt of Gov. Christie’s fiscal mismanagement,” says Charles Wowkanech, president of the New Jersey State AFL-CIO.

“New Jersey commuters alone are footing the bill for the fifth time since 2000 to support a broken funding structure for which they receive nothing in return,” asserts NJ for Transit member Janna Chernetz. “New Jersey commuters should not be on the hook because the governor and legislature are unwilling to resolve a long term transportation funding crisis.”

“Fight the Hike” has mobilized thousands of Garden State transit riders to oppose the fare increase and service cuts.

The Fight the Hike Campaign developed a plan that would eliminate the $60 million NJT budget shortfall that was ignored by the NJT Board.
Workers need their power restored, not charity

The following by International President Larry Hanley appeared August 17, in the New York Times in response to a column recommending that tax breaks be given to corporations that raise the wages of their workers. It has received a lot of attention in the media, and we thought we’d share it with those of you who haven’t seen it:

Peter Georgescu proposes that government provide tax incentives to get businesses to pay more to their employees making $80,000 or less. We appreciate his motivation, but we have to ask, Is this really the only way to close the wealth gap?

The tool Mr. Georgescu proposes suggests that business people are a privileged class who must be appeased to get them to pay a living wage. What other segment of society is financially rewarded for doing the right thing?

The need for corporate tax cuts to incentivize good behavior is a wrongheaded approach. We once had a robust American working class. It was made possible in part by legislation that made workers more powerful, not charity cases. It was dismantled through deregulation, global free trade and privatization. Reverse these and strengthen labor laws, and we can have a democracy and equality again.
ATU Boston Carmen fight privatization

Calling it a “betrayal,” Local President James O’Brien, 589-Boston, MA, criticized Massachusetts’ GOP Governor Charlie Baker, who, having been given a three-year reprieve from the Pacheco Law, is now looking into privatizing 30 MBTA late night and low ridership express routes.

“The governor has said ‘No privatization, no cuts in service, no layoffs,’ and here he is, privatizing,” charges O’Brien. The Boston Carmen’s Union president is referring to previous testimony in which Baker assured state legislators that, “We want to fix the T. I do not want to privatize the T. I do not want to slash services. I do not want to lay off hundreds of employees.”

“This is our work,” says O’Brien, “and the governor thinks it’s OK to just give that out?”

Union DOT board member appointed

Meanwhile, the governor has appointed Russell Gittlen, the Machinists’ New England Area director, to the Massachusetts Department of Transportation Board of Directors. Machinists are the second largest union representing MBTA employees after ATU.

Proposals to outsource any MBTA service would come before the agency’s newly created fiscal control board which labor officials believe was established to privatize the agency.

Two big wins for Local 1764-Washington, DC

Months of organizing and agitating have paid off for Local 1764 in Washington, DC, with two big victories.

At the DC MetroAccess Call Center, members ratified their first contract since 2013. The contract includes long-overdue wage increases, hours-per-week guarantees for full-time employees, and more. This didn’t happen by accident. Workers engaged in a comprehensive campaign to secure this victory. They mobilized members, spoke out, flooded the phones of bosses, visited elected officials, rallied, and confronted the boss on what he thought was his turf.

At the DC Circulator, First Transit agreed to bring their sick leave policy into compliance with Washington DC’s paid sick days law, to remove called-out points for current employees who took earned leave, and to re-hire employees unjustly fired for using earned leave. The stewards and members at the Circulator are ramping up an effort to ensure that First Transit follows through and to prepare for next year’s contract campaign.
Milwaukee members keep the pressure up on MCTS

Contract negotiations between Local 998-Milwaukee, WI, and the Milwaukee County Transit System (MCTS) continue to crawl along. During a September meeting with a mediator MCTS agreed with the Local’s request that the agency propose a contract settlement for the members to vote on.

“...give them a written proposal a month ago, and still don’t have anything in writing from them,” says Local President James Macon.

“We are disappointed that County Executive Chris Abele and his newly appointed MTS Board have dragged the transit system into the first work stoppage in 37 years.

“Abele and his MTS Board are attempting to reshape Milwaukee transit at the expense of workers and riders and have failed to uphold their own ethical standards to ‘promote decisions that benefit public interest and actively promote public confidence in the transit system.’

“We reaffirm our commitment to working toward a fair contract agreement that puts riders first, retains full-time, professional transit workers, and moves Milwaukee forward.”

Cardboard Cuomo takes a ride on MTA’s No. 7 train

ATU locals have increased their government officials’ understanding of public transit recently, by inviting them to take a ride on the bus. But that can be difficult to arrange.

No worries – if you don’t get a response from an office holder – make one up yourself.

That’s what the Riders’ Alliance did in New York.

“We wanted him to see the crowded platforms, broken-
down trains, long delays and poor communication we all
deal with on a daily basis,” says Riders Alliance Deputy
Director Nick Sifuentes.

“Because Gov. Cuomo didn’t answer us, we decided to take
him for a ride.”

So they made a six-foot tall cardboard Cuomo and they
traveled to Court Square from Grand Central Terminal,
snapping pictures with the governor’s likeness and posting
them on Twitter and Facebook.

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Success in San Antonio

Riders had better success in San Antonio, TX, where City Council
Member Rey Saldaña, determined
to get a ground-level view, by
taking the bus and only the bus
for a month. Saldaña has become
an advocate of public transit in
the city, particularly for those who
have no other alternative form of
transportation.

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Winnipeg Local seeks public
input to improve service

One way of finding out what people think is to ask
them. And that’s just what Local 1505 did in Winnipeg,
MB, when it broadcasted a radio ad asking riders what
they thought about public transit in the city.

“We are committed to our riders and we want to see
improvements to service,” says Local President John
Callahan.

“What we want to do is gather comments so we have data
to back up what we have been saying, because we know
service needs to improve.”

Two biggest complaints

“The two biggest complaints are frequency of buses, and
service on evenings and weekends,” he says.

The Local plans to use the responses in its work with the
city to improve service.

“This is all about getting local data right from the
grassroots,” says Callahan. “This is about what the people
want to see, because we don’t just want the union to say it,
we want the riders to say it.”

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California members join
ALEC protest

The anti-union American Legislative Exchange Council
(ALEC) can meet, but it can’t hide-especially from the
ATU. A weeklong protest during the organization’s annual
conference in San Diego was joined by California Locals
1277-Los Angeles, and 1309-San Diego. Over 1,000
activists showed up to draw attention to the group, which
is largely responsible for the anti-union legislation that is
being passed in states throughout the U.S. In addition,
ALEC has been responsible for voter suppression bills,
anti-immigrant bills like Arizona’s “show us your papers”
law, and the infamous “stand your ground” (aka “shoot
first”) laws.
ATU HERO

Boston member saves woman

An MBTA bus driver is being hailed as a hero thanks to some fast thinking and skillful driving.

Paul Healy, 589-Boston, MA, was driving his bus when he noticed that the person at the wheel of a nearby Jeep appeared to be “slumping over” and losing control of her car. Fearing that she would hit someone or something, the veteran bus operator maneuvered his bus to force the Jeep to come to a stop. Healy notified his dispatcher, who called an ambulance.

The driver of the car had suffered a seizure and later told MBTA Police that she wanted to thank Healy for “saving her life.”

ATU salutes brother Healy for his bravery.

ATU Lime Rock firefighters raise funds for Station Night Club fire memorial

ATU members and locals are well known for their charitable activities. Our Lime Rock firefighters in Lincoln, RI, are keeping up that tradition. The members of Local 618-Providence, RI, sponsored a fund raising drive for the Station Night Club Memorial Fund.

Members raised $11,600 in donations for the construction of a permanent memorial dedicated to the 100 lives that were lost in a tragic nightclub fire in West Warwick, RI, back in February of 2003.

ATU salutes our firefighter brothers and sisters for their generosity and the time they gave to this effort.
The following students beginning post-secondary education in the 2015-2016 academic year won ATU scholarships awarded in memory of retired International Vice President Joe Welch who passed away on February 13, 2014. Brother Welch was elected IVP in 1986, and rendered faithful service to our members in that capacity until his retirement in 2010. Short descriptions and excerpts from their winning essays are given below:

PAULA C. BONGIOVANNI
Paula Bongiovanni, daughter of Anthony Bongiovanni, 726-Staten Island, NY, was co-leader of Dorp High School’s National Honor Society and Math & Science Leadership Committee, member of the SAT Club, and the girl’s varsity bowling team. She served others as a charity fundraiser, event organizer, and volunteer helping victims of Hurricane Sandy. Paula’s goal is to become a doctor.

“Americans across the nation rely on city employees, teachers, police officers and government workers on a daily basis, which is why these workers deserve to be treated with dignity in the work place and receive union representation.”

RACHEL P. CUCINELLA
Rachel Cucinella, daughter of Anthony J. Cucinella, 1056-Flushing, NY, was a member of the Mission Club, Science Honor Society, and wrote for her high school newspaper. She volunteered for the NYC Library, the Breast Cancer Walk, as a university teacher’s aide, and served her parish church. She has started working toward a degree in Literature and Studio Art at Williams College in Massachusetts.

“Many Americans do not seem to realize that the fall of organized labor would affect all United States’ citizens… Labor unions provide one of the staunchest forms of protection to lower and middle class workers.”

BRONTE K. JOHNSTON
Bronte Johnston, daughter of James K. Johnston, 113-Toronto, ON, participated in many activities in high school including rowing, piano, ballet, track and field, the ski club, and A.P. Biology club. She volunteered her time at a senior citizens’ home and helped provide hospice care. She is described as a very conscientious student who excels in all aspects of school and community life. Bronte plans on becoming a doctor.

“If we avoid unions this will leave the workers without the power control or leverage that a union brings to the table… Without unions who will protect the workers?”

HEIDI MYUNG
Heidi Myung, daughter of Nosung Myung, 825-Oradell, NJ, a National Honors Society member, excelled in AP Macroeconomic, Statistics and Calculus, and IB American History, World Literature and French, and was active in Debate, varsity tennis, and advocacy for Cambodian children. She will attend her first year of college in Korea before beginning her studies toward a degree in Hotel Management at Cornell University.

“The core of a union is its ability to speak, giving individuals a collective “voice… The most exemplary instances of this “voice” acting upon… human rights are the passage of [civil rights, equal employment, anti-poverty, and health and safety] legislation.”

LUKE TORTORA

“Unions are essential for creating economic growth in the United States. Union workers with higher wages have more purchasing power; boosting consumption, stimulating the economy, and helping the country emerge from recessions like the most recent in 2008.”

Born in rural Tishomingo County, Luke Hall moved to Memphis as a teenager, eventually becoming employed as an operator for the Memphis Area Transit Authority, and joining Local 713, in 1961. Brother Hall was elected vice president of the local in 1968; and served briefly as local president before assuming leadership of the local as financial secretary/business agent in November 1974.

Hall also served on the ATU Tennessee Legislative Conference Board before his election as international vice president in September 1986. As international vice president, Hall traveled extensively for the Union, often in the South, assisting locals, and organizing transit workers wherever he was needed.

To download the scholarship rules and application, please visit: www.atu.org
Les résultats des élections fédérales deviennent de plus en plus importants pour les travailleurs du Canada, y compris les membres du SUT alors que les mêmes forces antisyndicales qui ont frappé les États-Unis ont trouvé un public réceptif dans les institutions politiques et économiques du Canada.

Cela a été particulièrement manifeste sous le gouvernement conservateur de Stephen Harper, qui a constamment attaqué les syndicats, mettant plus de pression sur les syndicats que ce qu’on pouvait voir au début des années 1900.

Il s’agit non seulement de leurs politiques anti-ouvrières et anti-syndicales déclarées, mais par leur rhétorique anti-labeur incessant, qui (comme la plupart des membres locaux du SUT l’ont connu) a infecté le discours politique canadien et l’élaboration de politiques à tous les niveaux.

Débarrasser le Canada des syndicats

Des expressions telles que « droit au travail » et « partenariat public-privé » (PPP ou P3) imprègnent maintenant les discussions sur les politiques à travers le Canada. Et les forces qui font la promotion de la privatisation et des lois du « droit au travail » (Right-to-Work laws aux É.-U.) ne font pas de mystère quant à leur objectif : débarrasser le Canada des syndicats et empêcher les travailleurs comme nous d’atteindre même un semblant de traitement équitable au travail et une vie décente pour nous et nos familles.

La prochaine élection fédérale est donc un sujet de préoccupation immédiate et directe pour chaque famille de travailleurs – et pour chaque membre du SUT.

Tous les types de travailleurs – à la fois non-organisés et organisés – font face aujourd’hui à des menaces qui auraient semblé impensables il n’y a pas si longtemps.

Les membres du syndicat, connectés d’une façon ou d’une autre au secteur public – comme la plupart des membres du SUT – ont été la cible de la droite, des groupes anti-travail (souvent financés par l’argent des entreprises) qui ont dépensé des sommes énormes en essayant de blâmer les travailleurs pour les difficultés économiques du pays.

L’objectif des politiques anti-ouvrières déployées contre les syndicats comme le SUT n’est pas d’améliorer le service, mais de saisir le contrôle des installations publiques (et leurs opérations) pour leurs amis des grandes sociétés à but lucratif qui leur fournissent un soutien politique et financier.

Tout cela fait partie d’un plan plus vaste visant à affaiblir et à détruire les syndicats, et de faire taire les voix de ceux qui parlent d’un traitement juste et décent pour les travailleurs ordinaires.

Danger et espoir

Jamais une élection au Canada n’a présenté autant de danger – ou d’espoir – pour chaque famille de travailleur au Canada.

Jamais une élection fédérale canadienne n’a démontré une course aussi serrée, à trois voies, coude-à-coude dans les sondages.

Les sondages, cependant, ont montré de façon constante que le NPD – avec son chef Tom Mulcair – est le parti le plus fort opposant aujourd’hui à l’ordre du jour l’anti-travail, anti-ouvrier du gouvernement Harper. En fait, seul le NPD est bien placé pour remporter suffisamment de sièges pour faire de son chef Tom Mulcair le prochain Premier ministre et remplacer l’actuel gouvernement anti-ouvrier de Harper.

Les travailleurs ont dû se rendre à l’évidence – pour leur avenir et pour celui de leurs enfants et petits-enfants. Et beaucoup en sont venus à une conclusion absolument critique : Peu importe si, par le passé, vous avez voté conservateur, libéral, néo-démocrate, BQ ou vert; cette fois, tous les travailleurs doivent se serrer les coudes pour défendre et protéger nos acquis par lesquels nous nous sommes battus. Parce que si les travailleurs ne se lèvent pas et ne luttent pas pour leurs familles – personne ne le fera!

Divisés, nous sommes tous perdants.
Vue d’ensemble sur les chefs et leurs partis

Ce qui suit est un bref aperçu de la position des trois principaux partis sur les questions-clés concernant le travail et le transport en commun, en particulier celles qui touchent directement votre travail et votre situation au travail. Si vous plait, prenez du temps de lire ces résumés avant de décider à quel chef et à quel parti vous offrirez votre soutien.

Voici les trois principaux chefs et leurs partis fédéraux :

Le chef Thomas Mulcair
NOUVEAU PARTI DÉMOCRATIQUE (NPD)

Comme son chef fédéral, Thomas Mulcair, le NPD (Nouveau Parti démocratique) a toujours été aligné avec le mouvement syndical au Canada. Le grand ami des travailleurs canadiens ordinaires, Tommy Douglas, a été son premier chef fédéral en 1961.

En 2011, sous la direction du regreté Jack Layton, le NPD a remporté le deuxième plus grand nombre de sièges à la Chambre des communes, élevant le parti fédéral au statut d’Opposition officielle pour la première fois de l’histoire.

Mulcair est à la tête de l’Opposition officielle du gouvernement Harper à Ottawa depuis 2011.


Les sondages démontrent les uns après les autres qu’il est considéré comme le chef le plus compétent, le plus expérimenté et le plus susceptible d’être en mesure d’apporter le changement que les Canadiens de tous les horizons politiques réclament.

TRAVAIL

Tom Mulcair est le chef de parti le plus foncièrement pro-travailleur et pro-syndical de l’élection en cours. Et il n’a pas peur de l’exprimer publiquement.

Comme il l’a si fortement dit dans un récent discours, « Les syndicats sont responsables des plus grandes réductions de l’inégalité sociale au cours des 200 dernières années. Nous pouvons être très fiers des choses que nous tenons pour acquises aujourd’hui, comme la protection pour les accidents de travail ou d’avoir simplement accès à un week-end de congé. »

Mulcair reçoit le soutien enthousiaste de membres de syndicats à travers le Canada – y compris celui de plusieurs membres provenant de milieux libéraux et conservateurs.

Quels que soient leurs antécédents personnels, tous voient la grave menace qui plane sur les membres des syndicats et les travailleurs qui sont tout autour de nous aujourd’hui.

Et ils ont réalisé que tous les travailleurs doivent se tenir ensemble pour arrêter les politiques anti-ouvrières, en cours ou prévues, du gouvernement Harper.

TRANSPORT EN COMMUN

Mulcair et le NPD appuient fortement le transport en commun. En juin dernier, M. Mulcair déclarait à la Fédération canadienne des municipalités :

« Un gouvernement NPD créera un partenariat avec les villes dans la création d’une nouvelle stratégie de transport en commun appelé le Plan Mulcair pour le transport. En travaillant de concert avec les provinces et les territoires, ce plan de 20 ans investira 1,3 milliard $ par année, de l’argent pour chaque municipalité ayant des besoins de transport en commun. Ce plan sera prévisible, direct et transparent... »

Tom Mulcair soutient aussi fortement le Congrès du travail du Canada et sa campagne Meilleurs choix, et partage son avis que l’amélioration du transport en commun est essentiel à la santé économique et à la croissance de l’emploi au Canada. Mulcair affirme que « l’on s’attend à une augmentation d’investissements intelligents dans le transport en commun afin d’augmenter le PIB du Canada de plus de 2 milliards $ par année. Ces investissements vont créer plus de 31 000 emplois pour la classe moyenne dans différentes sphères de la construction, de la fabrication et du transport en commun. »

VOTRE VOTE

Le chef du NPD, Thomas Mulcair, appuie fermement le travail et le transport en commun. Il n’a pas peur de se lever et de dire qu’il appuie les membres du SUT.

Le chef Stephen Harper
PARTI CONSERVATEUR DU CANADA


TRAVAIL

Le Premier ministre Harper a toujours soutenu des politiques, et forcée la législation par le Parlement, qui se sont avérées
néfastes au Travail. La Fondation canadienne pour les droits du travail a dressé une liste de 216 lois du travail restrictives adoptées par le gouvernement fédéral et les gouvernements provinciaux conservateurs depuis 2006.

Le gouvernement Harper a proposé et déposé une loi spéciale pour forcer le retour au travail six fois et l’a utilisée à quatre reprises pour contrecarrer les négociations collectives et forcer les travailleurs à retourner au travail. D’autres lois anti-syndicales de Harper comprennent :

**Projet de loi C-10** (2009) : imposition de plafonds sur les augmentations salariales pour les employés fédéraux et interdiction des augmentations non-salariales, telles les primes. Le grand projet de loi budgétaire a également retiré aux syndicats du secteur public le droit de déposer des plaintes collectives en égard à l’équité salariale, et fixé une amende de 50 000 $ pour les syndicats qui ont aidé des femmes à formuler de telles plaintes.

**Le projet de loi C-4** (2013), la Loi n ° 2 du Plan d’action économique de 2013, a permis au gouvernement fédéral de définir unilatéralement le travail de tout employé comme essentiel, et donc empêcher le travailleur de prendre des recours en matière d’emploi.

**Le projet de loi C-525** (2014), la Loi sur le droit de vote des employés, rend plus difficile l’accréditation d’un syndicat pour représenter un groupe de travailleurs. Auparavant, un syndicat cherchant à organiser un lieu de travail pouvait déclencher une accréditation automatique si elle présentait des cartes d’inscription de 50 % plus un du nombre d’employés sur un lieu de travail. Sous C-525, aucune certification automatique n’est autorisée et le syndicat doit présenter des cartes d’inscription de 45 % de la population active (contre 35 % en vertu de la loi antérieure) uniquement pour déclencher un vote.

La nouvelle loi rend également plus facile pour un employeur de faire retirer l’accréditation d’un syndicat existant – une cible de leur position idéologique de droite, anti-syndicale et anti-travailleurs.

La plupart des experts prévoient que ce genre de loi déclenchera une vague d’actions de discréditation et anti-syndicales menées par des groupes anti-travailleurs de droite.

Ces groupes anti-travailleurs savent qu’ils peuvent forcer les syndicats – comme votre SUT local – de consacrer des ressources considérables pour se défendre contre ces attaques, et ainsi détournier des ressources consacrées aux efforts pour obtenir de meilleurs salaires, avantages et autres protections en milieu de travail.

**Partenariats public-privé**

Peut-être, le plus important pour les membres du SUT a été la création du gouvernement Harper de PPP Canada, une société d’État qui facilite le développement de partenariats public-privé (P3) dans la construction et l’exploitation de projets gouvernementaux.

Le SUT oppose fermement P3 parce qu’ils emploient des travailleurs faiblement rémunérés et non syndiqués pour faire le travail effectué auparavant par des travailleurs publics syndiqués.

La plupart des experts s’entendent sur le fait que les P3 créés et mis en œuvre par le gouvernement Harper représentent une grave menace pour les emplois et le bien-être des travailleurs du transport public à travers le Canada.

Les travailleurs du transport public de toutes allégeances politiques sont directement menacés par cette croissance des P3 sous le gouvernement Harper.

**Le Droit au travail**

Stephen Harper soutient fermement la Loi sur le droit au travail, ce qui risquerait d’affaiblir grandement, voire anéantir les syndicats canadiens.

Le gouvernement Harper annonce ouvertement son soutien à cette politique anti-travailleurs, même si la mesure a le potentiel de dévaster les familles de millions de travailleurs qui ont soutenu un Parti conservateur très différent dans le passé.

**TRANSPORT EN COMMUN**

Le programme de P3, qui constitue la pièce maîtresse du programme du gouvernement Harper, menace particulièrement les membres du SUT.

Le programme de transport public actuellement proposé par Harper stipule que la plupart des nouveaux projets de transport devront être construits et gérés par des entrepreneurs privés, lesquels sont attendus de lutter contre la représentation syndicale et la négociation collective avec leurs employés.

Le plan de transport en commun nouvellement annoncé par Harper ne bénéficiera pas aux membres du SUT, ni les collectivités qu’ils desservent. En effet, les membres du SUT pourraient avoir à lutter pour empêcher que leurs propres emplois soient confiés à un entrepreneur privé.
Les membres du SUT sont invités à envisager sérieusement la menace qu’un vote pour la continuation des politiques antisyndicales du gouvernement Harper poserait pour leur travail et leurs moyens de subsistance.

**Le chef Justin Trudeau**

**PARTI LIBÉRAL DU CANADA**

Le chef du Parti libéral est Justin Trudeau, fils de l’ancien premier ministre Pierre Elliott Trudeau.

**TRAVAIL**

Dans la courte période en tant que chef du Parti libéral, Justin Trudeau a établi une feuille de route qui ressemble étroitement à celui de Harper en ce qui concerne les politiques anti-travailleurs.

Néanmoins, Trudeau tente de convaincre les membres du syndicat qu’il est vraiment de leur côté. Mais – qu’en est-il de sa feuille de route?

- En 2014, Justin Trudeau et l’ensemble de son caucus ont voté contre la législation du NPD pour assurer la protection de l’emploi et qui empêcherait les représailles contre les pompiers volontaires devant s’absenter de leur lieu de travail.
- En 2011, les libéraux de Trudeau ont voté contre une proposition du NPD de retarder la loi du retour au travail de Postes Canada.
- En 2012, l’équipe Trudeau a voté contre la protection des travailleurs de langue française dans le Code canadien du travail.
- En 2012, Trudeau et son équipe ont voté contre la protection de l’emploi pour les employées enceintes ou qui allaitent.

**TRANSPORT EN COMMUN**

La privatisation P3 est l’arme anti-syndicale la plus puissante que politiciens utilisent contre les syndicats et les membres du SUT, et il n’y a aucun doute où Trudeau se situe.

L’an dernier, Trudeau disait au Conseil canadien pour les partenariats public-privé, « La réponse est claire : Nous nous engageons à investir davantage dans des projets d’infrastructures qui font cruellement défaut... Donc, le capital privé sera évidemment important, car il permettra d’améliorer – et de compléter – de plus grands investissements fédéraux ».

**VOTRE VOTE**

Les P3 sont en réalité un outil utilisé par les politiciens pour se débarrasser des syndicats. La privatisation menace les emplois du SUT. Un vote pour un candidat pro-privatisation du Parti libéral de Trudeau est un vote contre vos propres droits de négociation collective et votre emploi.

**Les chefs Gilles Duceppe et Elizabeth May**

**LE BLOC QUÉBÉCOIS ET LE PARTI VERT DU CANADA**

Le Bloc québécois et le Parti vert, ainsi que leurs dirigeants, Gilles Duceppe et Elizabeth May, ont des feuilles de route positives et bien établies dans la défense des travailleurs du Québec et de partout au Canada. Mais, les sondages montrent que la vraie course dans cette élection se passe entre les partis conservateur, néo-démocrate et libéral.

Cela ne minimise en rien l’importance de l’engagement de Duceppe et de May à l’endroit des travailleurs. Les deux ont une feuille de route honorable et décente. Toutefois, un vote pour l’un ou l’autre de ces partis serait un vote perdu pour un candidat militant pour les travailleurs et leurs familles.

Les votes pour le Bloc ou les Verts dans les circonscriptions à proximité, comme le Québec ou la Colombie-Britannique, pourraient faire pencher la balance au Parlement. Compte tenu de la course serrée observée durant cette campagne électorale, cela pourrait occasionner des conséquences graves pour toutes les familles de travailleurs – et tous les membres du SUT – d’un bout à l’autre du Canada.
Mulcair et le NPD offrent la meilleure chance de parvenir à de vrais changements.

Le Canada se trouve à la croisée des chemins. Après presque 10 ans de Harperisme, nous avons la possibilité de restaurer les valeurs de Tommy Douglas – ou du moins, de commencer ce processus dans le débat canadien. Si Tommy, dont nous avons emprunté le nom pour notre nouveau siège du SUT, était « Le plus grand Canadien »; n’est-ce pas parce qu’il avait les plus grands politiques?
Le parti qu’il a bâtì, qui nous a parfois laissé tomber dans le passé, est en plein essor.

Le temps, c’est MAINTENANT
Il est temps pour nous de tenter MAINTENANT notre chance avec les néo-démocrates et d’espérer qu’ils seront à la hauteur de l’héritage de ceux qui ont construit le parti.
Je fais ce que je fais depuis des décennies et j’ai reçu plus que ma part de déchirements des politiciens qui ne respectent pas leurs promesses. Mais, nous devons comparer les choix qui s’offrent à nous – pas envers le Tout-Puissant – mais pour l’alternative.
Et les alternatives réalistes dans cette course de chevaux – les libéraux et les conservateurs – ne sont pas du tout, en fait, des alternatives. Ces deux partis ont un dossier qui favorise la privatisation, et les conservateurs sont franchement hostiles aux familles de travailleurs.
Ils y vont de belles promesses durant la campagne électorale; mais, après leur élection, ils répondent aux désirs de leurs commanditaires corporatifs.

Notre bien-être est en jeu
Je crois que le bien-être de nos membres et de l’avenir du transport public à travers le Canada sont en jeu. L’idéologie de droite nous a fait perdre beaucoup. Le temps est venu de faire front commun avec toutes les familles de travailleurs.
Tom Mulcair et le NPD nous donnent la meilleure chance d’obtenir le véritable changement que nous recherchons.

S’il vous plaît, votez.
Encouragez vos collègues de travail et vos voisins à aller voter.
Et n’oubliez pas : les valeurs avec lesquelles nous avons été élevés n’étaient pas celles des milliardaires. Appuyez le parti de Tommy Douglas – appuyez le NPD! ❖

La politique américaine du transport en commun fait demi-tour!

Notre dernier numéro de In Transit a consacré plusieurs pages à discuter de notre campagne pour étendre non seulement le projet de loi Highway Bill /Mass Transit mais pour remédier à la pénurie critique de financement fédéral consacré aux autobus. Certains législateurs conviennent qu’« il est temps de mettre fin aux correctifs à court terme qui ne fournit aucune ou peu de certitude aux États, aux localités, et à l’industrie du transport dans son ensemble. » D’autres disent qu’ils ont voté pour ce projet de loi parce qu’ils croient que nous devons continuer de faire avancer les choses. Pour les usagers du transport en commun, les travailleurs et la santé économique des communautés, ce projet ressemble plutôt à un chandail de laine dont les mailles ne cessent de se délier.


Nous présentons ci-dessous de courts extraits de discours présidentiels concernant le transport en commun depuis 1954. Voyons si vous êtes d’accord avec nous qu’en ce qui concerne le financement du transport en commun – bien que jamais suffisant – les États-Unis ont fait demi-tour :

La réglementation des transports en commun dans la grande région de Washington doit composer avec la croissance de... une communauté économique qui se répand bien au-delà [ses] limites... La situation exige clairement l’unification des autorités réglementaires...

— Dwight D. Eisenhower, 3 septembre 1954

Le transport en commun urbain est l’un des problèmes les plus urgents auxquels fait face la nation... si la raison d’être du transport en commun est de survivre et de soulager... la congestion... il a besoin de la stimulation et de l’aide fédérale.

— John Kennedy, 18 février 1963

Nous allons continuer d’accorder une attention particulière aux problèmes de transport auxquels font face nos villes en pleine croissance et nos régions métropolitaines. La recherche... pour améliorer... le transport en commun urbain se poursuivra activement...

— Lyndon Johnson, 24 janvier 1966

Je propose d’investir 10 milliards $... pour aider à développer et améliorer les transports en commun dans les collectivités locales...
[Le programme] autoriserait l’assistance aux systèmes de transport public ainsi que privé, afin que l’entreprise privée puisse continuer à fournir des services publics...

— Richard Nixon, 7 août 1969

... Notre programme de transport qui fournit à 11,5 milliards $ au cours des six prochaines années pour le transport en commun. Cela signifie que nous allons dépenser... près de 70 pour cent de plus de fonds fédéraux pour le transport public que nous en avons dépensés au cours de la dernière année fiscale.

— Gerald Ford, 7 mars 1975

Le programme... fournira une assistance flexible pour la construction de routes et le développement du transport en...
common. Le projet de loi autoriserait plus de 50 milliards $ au cours des cinq prochaines années...

– Jimmy Carter, 26 janvier 1978

Le gouvernement conserve souvent des programmes au niveau fédéral qui ne sont plus nécessaires. C’est le cas avec les programmes de logement rural, l’administration du développement économique, les subventions discrétionnaires pour le transport en commun urbain.

– Ronald Reagan, février 1988

En regardant vers l’avenir, il ne suffit pas d’avoir un partenariat entre les gouvernements fédéral, provinciaux et locaux. Nous devons inclure un quatrième partenaire dynamique – ce qui vise beaucoup d’entre vous – le secteur privé.

– George H.W. Bush, 8 mars 1990

... La Transportation Equity Act for the 21st Century... renforcera les États-Unis par la modernisation et la construction de routes, de ponts, de systèmes de transport en commun et des chemins de fer pour relier notre peuple et notre pays ensemble...

– Bill Clinton, 9 juin 1998

Cette loi rend nos routes et nos systèmes de transport en commun plus sûrs et de meilleure qualité, et il aidera plus de gens à trouver du travail. Elle accomplit les objectifs d’une manière financièrement responsable. Nous n’augmentons pas les taxes sur l’essence...

– George W. Bush, 10 août 2005

... Je fais appel au Congrès... pour passer une extension propre de la facture de transport en surface... pour donner aux travailleurs et aux communautés des États-Unis la confiance que les projets de construction vitaux ne seront pas arrêtés... Et nous avons besoin d’accomplir tout cela de façon à impliquer davantage le secteur privé.

– Barack Obama, 31 août 2011

Je pense que vous serez d’accord que, MAINTENANT plus que jamais, chacun de nous doit s’impliquer. Envoyez une carte postale, faites un appel, prenez rendez-vous avec votre sénateur et le représentant de votre quartier.

Les élections canadiennes et américaines auront des conséquences

La campagne de l’élection présidentielle américaine a commencé et l’élection fédérale canadienne approche à grands pas. Les résultats de ces élections influeront grandement sur le sort du Travail et des transports en commun de nos deux pays, pour les années à venir.

Voilà pourquoi le SUT fait tout en son pouvoir pour vous encourager à être un « consommateur averti » face à tous les messages politiques qui vont apparaître, avec un aperçu des positions des candidats à la présidence des États-Unis et des dirigeants des partis canadiens selon le point de vue du Travail et des partisans du transport public dans leurs éditions respectives de ce magazine.

Je sais que beaucoup d’entre vous, au Canada, ont été de fidèles partisans du Parti libéral, du PQ, du Parti vert, et du Parti conservateur, et pour de bonnes raisons, mais nous espérons que vous allez réfléchir sérieusement à votre décision cette année, et que vous voterez pour le parti qui est susceptible d’en faire davantage pour les familles de travailleurs, et pour les transports en commun.

Comme la plupart d’entre vous le savent, le gouvernement conservateur à Ottawa a fait tout en son pouvoir pour supprimer les syndicats et privatiser nos emplois. Si le Parti conservateur forme le prochain gouvernement, nous pouvons nous attendre à une législation antisyndicale plus répressive, et à de nouveaux projets de transport en commun qui seront construits et exploités par des entrepreneurs privés non syndiqués.

Cela ne peut que menacer nos emplois.

Par ailleurs, nous savons que Tom Mulcair est un fervent partisan des syndicats, et que ceci est la première fois dans l’histoire que le NPD a une réelle possibilité d’obtenir une majorité au Parlement.

Néanmoins, la course est toujours très serrée. Voilà pourquoi nous avons besoin de la collaboration de tout un chacun : rendez-vous aux urnes le 19 octobre et votez.

Votre sécurité d’emploi et le bien-être de votre famille pourraient bien en dépendre.

Élections américaines

Les élections américaines sont dans plus d’un an, mais déjà, la pression est mise sur les syndicats pour qu’ils appuient un candidat. Il est beaucoup trop tôt pour arrêter notre choix, mais nous voulons commencer le processus en vous demandant ce que vous en pensez.


Tout comme au Canada, l’élection de l’année prochaine aura de profondes conséquences pour les membres du syndicat et les travailleurs du transport en commun aux États-Unis.

Les frères Koch ont clairement fait savoir qu’ils avaient l’intention de verser des sommes sans précédent dans les campagnes des politiciens qui feront tout leur possible pour détruire les syndicats, une fois élus. Et les candidats peuvent être tenus de suivre les ordres de groupes Koch-financés qui bloquent les projets et le financement du transport public partout où ils les trouvent.

Cependant, nous savons qu’il y a des candidats aux États-Unis qui croient dans les syndicats et les transports en commun, et vous les trouverez parmi les candidats présentés dans l’édition américaine.

Donc, personne n’a d’excuse pour être non informé sur ces questions. Et personne n’a d’excuse pour rester à la maison. En fait, tout le monde a l’obligation de voter ou du moins, faire du bénévolat pour aider le candidat de son choix.

Si vous vous tenez bien informé, nous sommes persuadés que vous ferez le bon choix.
In Memoriam

Death Benefits Awarded May 1, 2015 - June 30, 2015

1 - Members At Large
James Edward Nulton

22 - Worcester, MA
James H Carreau

26 - Detroit, MI
Malcolm G Dotson
Tommas D Simpson
Rita Walker

85 - Pittsburgh, PA
John R Burke
Ronald B Bush
Louis G Geering
Reid F Griffith Jr
Dorothy M Hines
Edward J Monkelis
Frances S Dulcez
Patrick Rodger
Allen L Solitis
Ronald Viscottelli

113 - Toronto, ON
Craig A Anderson
Lloyd W Appiah
Anthony Aquilina
Nazareno Berlingieri
Augustus Bishop
Thomas F Brennan
Edward Carroll
James J Carruthers
Joseph Beguara
Kevin M Duault
William Henry Ellis
Robert Feeney
Barry L Franey
Neil Gaylor
Redverse D George
Richard Hughes
Cyril Hutchinson
Matthew M Johnstone
Donald Bryan Kanavanagh
John Henry Landman
Archibald A Mac Lachlan
Terence J Mc Donnell
James F Moon
Stuart Sawyers
Pauvalle Scarfo
Chabbar Shamshudin
William Spence
Kenneth St John
Douglas Walker
Robert Wilson
James Patrick Woods
James Yeaman
Ernest D Young

164 - Wilkes-Barre, PA
James G Evans

192 - Oakland, CA
Robert Brewis Foreman
Shirley J Griffin
Yle H Hager
John R McNally
Mike Emterio Orona
Richard A Sheehill
Dorothy F Ware
Shirley L Washington
Alice F Williams

241 - Chicago, IL
Charles Barbee
Charles W Bayman
Hugh P Dunphy
Douglas Johnson
Gerard D Kojinski
Tony Madison

623 - Kansas City, MO
George E Davidson
William M Dunphy
Robert H Williams

265 - San Jose, CA
Wain Y Chen
Claire T Daniels
Joseph S Franco
Mark M Ojala

279 - Ottawa, ON
Patrick J Conroy
Victor Fick
Alfred Hickey
William S Mac Donald
Richard D Monuk
Jean-Yves Pare

508 - Halifax, NS
Alfred Eliison Savary
Baxter Lee Stanley

583 - Calgary, AB
Linda G Ozaa
Kenny Chow
Allan W Davis

587 - Seattle, WA
Ted R Lammers

598 - Boston, MA
James H Bishop Jr
Richard S Campbell
John F Carey
Richard H Channohouse
Charles A Collyer Jr
Eugene A Cox
John J Kane
Tommie J Mc Call
John D Myers
Kevin F Nagle
John J Nee
Alfred A Pappalarado
Robert V Keilly
Richard H Thiffault
Walter E Tobin

616 - Windsor, ON
Ted Donald
Vincent P Siepker

685 - Brampton, ON
Randolph J Vanderwal

689 - Washington, DC
Alfred E Edwards
Charles W Forman
Kolubah Freeman
Ronald A Gray
Scottie D Hill
Francis E Olson
Joseph M Vormack
Walter A Ware

699 - San Antonio, TX
Jesel L Longoria
Joe M Rodriguez

726 - Staten Island, NY
Robert Cahill
Michael Luciano
George Mertens Jr

732 - Atlanta, GA
Robin J Mataji
W B Steed
James C Stoill

741 - London, ON
William G G Dow
Gerald I Hannigan

757 - Portland, OR
Floyd R Unn Jr

760 - St. Louis, MO
Shirley J Bur Oakowski
Bradford L Ellis
Myra A Lewis
Leon D Smith

810 - Newark, NJ
Carol Heerwagon
Richard West

822 - Paterson, NJ
John Harold Adams Jr

823 - Elizabeth, NJ
Wade S Davis

824 - New Brunswick, NJ
Lincoln L Phillips

836 - Grand Rapids, MI
William L Bulley

859 - Decatur, IL
Clarence E Moore

880 - Camden, NJ
Richard Costenbader
Edgar F Farr
William J Hines
James P Mc Corriston
John G Paul
William J Sims

966 - Thunder Bay, ON
Raymond W Mc Nally

989 - Milwaukee, WI
Thomas F Blake
Harold A Felt
Charles Harris Jr
Vernard Irish
Norman Jones
Edward W Martens
Richard S Mueller
Benjamin J Radder
Robert L Rittmann
Severn Schroedern

1005 - Minneapolis & St. Paul, MN
Donald L LeVand
Charlotte A Olson
Gerald T Taylor

1177 - Norfolk, VA
Harvey C Gjellstad
George C Williams

1181 - New York, NY
Zabeta Arrozola
Sara Cantore
Michael Minciel
Dorothy Occhino
Theresa Werner

1212 - Chattanooga, TN
George G Moss
William M Russell

1235 - Nashville, TN
Forrest R Hulan
Laurice Denton Moore

1277 - Los Angeles, CA
Theodore A Collins
Willard Evanston
Head Man Sun
Denisha Weaver

1300 - Baltimore, MD
Charles W Pryor
Stanley M Queen

1323 - Rockford, IL
Neva K Grady

1342 - Suffolk, NY
George S Haley
Donald J Petko

1390 - Topeka, KS
Delbert L Lane
Donald A Roettgen

1363 - Providence, RI
John V Gudelevich

1415 - Toronto, ON
Russel J Gough
Robert James Launder
Rick Payne

1447 - Louisvile, KY
Robert J McNatt
Woodrow W Turner Jr

1505 - Winnipeg, MB
Henry Hibbert
Robert J Wittman

1517 - Idaho Falls, ID
Steven L Atwood

1573 - Brampton, ON
Al-Karim Vira

1575 - San Rafael, CA
Rolf Norman Stormer

1637 - Las Vegas, NV
John M Allen

1700 - Chicago, IL
Vernon E Garrison
Leonard J Krafbaum
Mary Ellen Lowery
Warren B Phelps

1765 - Olympia, WA
Jacob M Austin
James E Latch
Information about Traveling to Canada
An international destination of choice, Toronto is easily accessed by land, water and air. Don’t forget to ensure you have a valid passport at all times. American citizens returning home should also be aware that there are new customs requirements in effect.

For more information, visit the websites of:

Citizenship and Immigration Canada

U.S. Department of State (Passport Information)
http://www.travel.state.gov/content/travel/english.html
“Let’s call it what it is: _robbery._” That’s how Local President RiChard Jackson, 836-Grand Rapids, MI, describes what’s going down at The Rapid where fares have just gone up, its CEO just got a $4,000 raise, and the transit system is trying to steal their pensions in current contract negotiations.

The agency says it’s not terminating the existing plan. Nevertheless, it wants to freeze the workers’ defined benefits pension and replace it with a 457 defined contribution plan, and, they say, if the local doesn’t agree they will end the entire retirement program altogether.

Local 836 offered to make payments into the pension plan to gradually eliminate the current $2.6 million in unfunded liabilities in the retirement fund, but the agency rejected that proposal.

“They rubber-stamped a plan to steal retirement security from their own employees,” Jackson says. “And they gave a CEO who already makes $200,000 another raise. They are literally stealing from the poor and middle class to give to the rich.”

**Restraining order**

Earlier, the local secured a temporary restraining order against The Rapid, which was attempting to stop members from distributing ATU literature at Rapid bus stations.

In their lawsuit the Local complained that Rapid management violated members’ right to free speech by “threatening them with discipline and arrest if they distribute[d] informational leaflets related to ongoing collective bargaining” at city bus stations.

The Rapid was “trying to basically suppress our free speech, threatening us with discipline,” charged Jackson. But, the court ruled against The Rapid, preserving the Local’s right to distribute ATU literature on the transit agency’s property for the time being.

**Attack on working people**

International President Larry Hanley argues that the pension is in solid financial shape and The Rapid is doing well. He says there’s “no explicable reason” for the proposal.

“This is not contract negotiation; this is a political attack on working people for no good financial reason. It’s not that the agency’s in trouble,” Hanley says. “The system’s not in any state of crisis. The benefits have been established for many years.”

A mediator was set to meet with both parties on Monday, September 1 – the day after the current extension of the old contract was set to expire. After that it is anyone’s guess what might happen.

_In Transit_ will keep you informed.
Presidential candidates seek Labor support at new ATU Tommy Douglas Conference Center

A number of key 2016 U.S. presidential candidates sought the critical election endorsement of the AFL-CIO at the federation’s executive council meeting hosted by ATU at its new Tommy Douglas Conference Center in Silver Spring, MD.

All confirmed presidential candidates for both parties were invited to make their case to the gathering of labor union leaders.

Democrats Hillary Clinton, Bernie Sanders, Martin O’Malley, Jim Webb, and Republican Mike Huckabee made the pilgrimage to the ATU campus that will house international headquarters. After the candidates gave speeches they took questions about their stance on key issues for unions and working families.

In addition to the sessions on the critical U.S. presidential election, AFL-CIO leaders heard from U.S. House Minority Leader Nancy Pelosi, D-CA, and Nobel Laureate Joseph Stiglitz and discussed many other important topics at the meeting. ATU members can be proud of their Union’s increasing prominence in U.S. public affairs.
Do you want a voice in the ATU presidential endorsement process?

I hope so. Here’s your chance:

Over the coming months we’ll be asking you to tell us how you feel about the 2016 presidential candidates. In this issue, we provide you with your first opportunity to give the International your feedback.

We are also sponsoring live conference calls between the presidential candidates and our members. If we do not have it, please email your phone number to communications@atu.org and give us the best way to contact you.

Turnout turnaround needed

Here’s a report on voter turnout in the last few U.S. elections, and it’s not a pretty picture:

In 2012, a cliffhanger presidential election, major issues at stake, $6 billion spent, and an increase of eight million eligible voters, all failed to sustain the upward momentum in turnout from the 2004, and 2008 elections.

Voter turnout dipped from 62.3% of eligible citizens in the 2008 election, to 57.5% in 2012. That figure was also below the 60.4% turnout of 2004, but higher than the 54.2% of 2000.

Despite an increase of over eight million eligible voters, turnout declined from 131 million actual voters in 2008, to 126 million in 2012 – 93 million citizens who were eligible to vote did not.

The 2012 turnout percentage of eligible voters was down from 2008, in every state and the District of Columbia, except two – Iowa and Louisiana. The number of voters who cast ballots was down in every state but six – Delaware, Iowa, Louisiana, North Carolina, North Dakota and Wisconsin.

Engaged, voting, involved

To restore real democracy – no matter who you support – we need more Americans voting. Most importantly, we need to know what you and your fellow members think in order to motivate real activism in 2016. Our primary goal is for every member to be engaged, voting, and involved in bringing out other voters to elect the next president and Congress.

That’s how we’ll get a better outcome and bring about the real change we need in our country. In the process, we want you to hear – directly from the candidates – about their positions on the issues including where they stand on restoring America’s traditional support for working families.

We have already conducted a live call between Senator Bernie Sanders and our members. In the coming weeks we expect other presidential candidates to get on the phones to share their views directly with ATU members.

Mail the card, or go online – today!

So NOW IS THE TIME, before the primaries, for you to give us your opinion.

Are you ready to become a full partner in American democracy? Really?

Start by filling out and mailing in the card in this magazine or going online to http://tinyurl.com/ATUPresidentialpoll to let ATU know who you think we should endorse for president. Do it today, before you forget!

This is the first time in my life that the Union has directly asked all members to tell us what they think on an issue. Let’s hear from you!  

LARRY HANLEY, INTERNATIONAL PRESIDENT
US Transit Policy has taken a U-turn!

Our last *In Transit* devoted several pages to discussing our campaign to not only extend the Highway Bill / Mass Transit bill but to address the critical shortage of federal bus funding. Some legislators agree that, “Its time to end the short-term patch that provides little, if any, certainty to states, localities, and the transportation industry as a whole.” Others say they, voted in favor of this bill because they believe we need to keep moving the ball forward. For transit riders, workers and the economic health of communities that ball is a ball of yarn that is unraveling.

Authors Barry Bluestone and Bennett Harrison, in their book “The Great U-turn,” argue that in the 1970s and 80s, America began making a U-turn from the path of higher wages and greater equality in earnings and family incomes, to lower wages and to income inequality that rivals that of the Great Depression era.

Below are short excerpts from presidential speeches concerning transit since 1954. See if you agree that in terms of transit funding – although never adequate – America took a U-Turn:

The regulation of public transportation in the greater Washington area must contend with the growth of an… economic community spreading far beyond [its] boundaries… The situation plainly requires the unification of regulatory authorities… – Dwight D. Eisenhower, September 3, 1954

Urban mass transportation is one of the most urgent problems facing the nation… if mass transit is to survive and relieve… congestion… it needs federal stimulation and assistance. – John Kennedy, February 18, 1963

We will continue to give special attention to the transportation problems facing our growing cities and metropolitan areas. Research… to improve… urban mass transit will be actively pursued… – Lyndon Johnson, January 24, 1966

I propose that we provide $10 billion… to help in developing and improving public transportation in local communities… [The program] Would authorize assistance to private as well as public transit systems so that private enterprise can continue to provide public services… – Richard Nixon, August 7, 1969

…our transportation program provides $11½ billion over the next six years for mass transit. This means that we will be spending… almost 70 percent more federal funds for mass transit than we spent in the last fiscal year. – Gerald Ford, March 7, 1975

The program… [will] provide flexible assistance for highway construction and transit development. The legislation would authorize more than $50 billion over the next five years… – Jimmy Carter, January 26, 1978

“The government often continues programs at the federal level that are no longer needed. This is the case with rural housing programs, the Economic Development Administration, urban mass transit discretionary grants.” – Ronald Reagan, February 1988

As we look ahead, it’s not enough to have a partnership between federal, state, and local government. We must have the dynamic fourth partner – and that’s where many of you fit in – the private sector. – George H.W. Bush, March 8, 1990

... the Transportation Equity Act for the 21st Century… will strengthen America by modernizing and building roads, bridges, transit systems, and railways to link our people and our country together… – Bill Clinton, June 9, 1998

This law makes our highways and mass transit systems safer and better, and it will help more people find work. And it accomplishes goals in a fiscally responsible way. We are not raising gasoline taxes… – George W. Bush, August 10, 2005

…I’m calling on Congress… to pass a clean extension of the surface transportation bill… to give workers and communities across America the confidence that vital construction projects won’t come to a halt… And we need to do this all in a way that gets the private sector more involved. – Barack Obama, August 31, 2011

I think you’ll agree that NOW more than ever each one of us needs to be involved. Send the post card, make the call, make the in district appointment with your senator and representative.
Canadian, US elections will have consequences

The U.S. presidential election campaign has begun, and the Canadian national election is close upon us. The results of these elections will greatly affect the fortunes of Labor and public transit in our countries for years to come.

That’s why ATU is pulling out all the stops to encourage you to be an “educated consumer” of all of the political messages that are coming your way with an overview of the positions of the U.S. presidential candidates and Canadian party leaders from a Labor and transit supporter’s perspective in their respective editions of this magazine.

I know that many of you in Canada have been loyal supporters of the Liberal, PQ, Green, and Conservative parties, and for good reasons, but we hope you will think carefully about your decision this year, and vote for the party that is likely to do the most for working families, and public transit.

As most of you are aware, the Conservative government in Ottawa has done everything it can to suppress labour unions and privatize our jobs. If the Conservative Party is allowed to form another government we can expect more repressive anti-union legislation, and new transit projects that will be built and operated by private, non-union contractors.

That can’t help but threaten our jobs.

Alternatively, we know that Tom Mulcair is a staunch supporter of labour unions, and that this is the first time in history that NDP has a realistic chance of winning a majority in Parliament.

Nevertheless, this is still a very close race. That’s why we need each and every one of you to do your part, go to the polls, and vote on October 19.

Your job security and your family’s wellbeing could well depend on it.

US elections

The U.S. election is over a year away, but already pressure is building on labor unions to endorse a candidate. It’s way too early for us to choose, but we want to begin the process by asking you what you think.

That’s why we’ve included a pre-addressed, postage-free reply card in the U.S. edition of this magazine that you can mail in to tell ATU who you think it should endorse for president in 2016. The more who vote, the more accurate our results will be. You can also vote online at atu.org.

Just as in Canada, next year’s election will have profound consequences for union members and transit workers in the United States.

The Koch brothers have made it clear that they intend to pour unprecedented amounts of money into the campaigns of politicians who will do everything they can to destroy unions once in office. And those candidates can be expected to follow the marching orders of Koch-financed groups that block proposed transit projects and funding wherever they find them.

However, we do know that there are U.S. candidates who believe in unions and public transit, and you’ll find them among the candidates profiled in the U.S. edition.

So, no one has an excuse to be uniformed on these issues. And no one has an excuse to stay home. In fact, everyone has an obligation to vote, if not volunteer, to help the candidate of his or her choice.

If you keep informed, we’re confident you’ll make the right decision.

Please visit www.atu.org for more information and the latest ATU news.
International recognizes excellent, superior financial secretaries

ATU International recently recognized financial secretaries who have provided excellent and superior performance for their locals. International President Larry Hanley praised the fin. secs. saying, “I know how hard and often thankless your job is as I was once a financial secretary in my local union.”

Called the “Oscar Award,” after International Secretary-Treasurer Oscar Owens, the recognition is based on a review of the officers’ reports to the International and government agencies, including audit and monthly per capita reports. Their reports were accurate, with few discrepancies, and were submitted on time.

Below are the local financial secretaries, so recognized:

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<tbody>
<tr>
<td>Nelson Little</td>
<td>Financial Secretary</td>
<td>Local 103</td>
<td>Norman Brewster</td>
<td>Financial Secretary</td>
<td>Local 1028</td>
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<td>Randy Chassells</td>
<td>Financial Secretary</td>
<td>Local 441</td>
<td>Doug Behr</td>
<td>Financial Secretary</td>
<td>Local 1267</td>
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<tr>
<td>David Tancrati</td>
<td>Financial Secretary/BA</td>
<td>Local 448</td>
<td>Eileen Zibura</td>
<td>Financial Secretary</td>
<td>Local 1279</td>
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<tr>
<td>Jeannie Garbett</td>
<td>Financial Secretary</td>
<td>Local 508</td>
<td>Dennis Frykas</td>
<td>Financial Secretary</td>
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<td>David James</td>
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<td>Local 801</td>
<td>Jayne Walker</td>
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<td>Claire Camden</td>
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There’s a big wide world out there, and it’s tough to keep up with all the events which can affect your profession and your livelihood. One of the easiest ways to stay informed is by visiting: www.atu.org.

When it comes to surface transportation funding, the problem with kicking the can down the road time and time again is that eventually, the road crumbles, and repairs are needed. We just might be at that point right now.

Following numerous extensions of the current law with flat funding levels, Congress has shifted into high gear on a long-term transportation bill. By years end, the legislation could very well be on President Obama’s desk, ready for signature.

Privatization threat

Unlike previous bills, it was the U.S. Senate that moved first, and the Republicans struck hard with an unprecedented and overreaching provision in its DRIVE Act that would result in the massive privatization of public transportation service to the detriment of transit riders and workers.

The bill creates a new program under which the secretary of transportation would fast track transit capital grants to state and local governments on the condition that the project is supported through a public-private partnership (PPP).

The provision is a shameless, partisan, and unprecedented giveaway to private – mostly foreign – corporations that have a long history of providing low quality transit service all across the nation.

They enter into long-term contracts with no accountability, cutting corners wherever possible, leading to major turnover and resulting in service, maintenance, and safety issues.

Moreover, these corporations have exhibited vehement opposition to allowing workers to organize into unions and strong anti-labor policies designed to pad their profit margins.

Game not over yet

While the so-called “P3” provision was included in the bill over the objection of organized labor, the game is not over yet. Now, the debate shifts to the House of Representatives, which does not support the Senate proposal.

Once the House finishes its own bill, likely in early fall, a conference committee made up of Senators and Representatives from the House will attempt to work out a final deal on a long-term bill to deal with several transit issues, including funding, safety, and workforce development.

Of course, the big issue remains money. If no agreement on funding comes together, the entire bill could crumble.
Imagine waking up everyday and walking two miles, over roads with no sidewalks, just to catch the bus. That is the reality for many residents of transit deserts just outside of Pittsburgh, PA.

Between 2007 and 2013, the Port Authority of Allegheny County (PAAC) faced a severe funding crisis. They cut 30% of their service, eliminated over 100 bus routes, laid-off hundreds of workers, and closed a garage. In just four years, fares went up by 25%. This story is far too familiar in many places across the country. Between 2008 and 2012, 85% of transit systems nationwide cut service or raised fares, due to public funding shortages.

The good news is that people are coming together to fight back. And in Pittsburgh, the hard work of transit riders, transit workers, and residents is bearing fruit.

Pittsburghers for Public Transit was formed in 2010 as a group of concerned riders and workers that sought to stop the cuts, fare raises, and layoffs. Working closely with ATU, transit riders, and community groups as part of a statewide coalition, PPT helped secure the passage of Transportation Bill Act 89, which prevented further cuts.

Restoring service

PPT, along with members of Local 85, thought it was time to restore service to transit deserts. After more than a year of organizing and agitating, four communities are getting service back. As a result of this expansion, Port Authority will hire 39 new bus drivers and 13 maintenance workers.

This restored service will have a huge impact on people’s lives. Darnell Jones of Groveton notes, “people will be able to find jobs and get to the supermarket.” Terry Breisinger, a Baldwin resident with a visual impairment, says, “the bus is my lifeline” and with restored service “I’ll be able to take my family to sporting events or shopping for Christmas presents without relying on anybody else”.

‘Buses for Baldwin’

The Baldwin campaign started when more than 30 volunteers, including PPT and ATU members, surveyed over 500 community residents documenting the transit needs in the Baldwin community. Less than a month later, 80 people attended a community meeting, launching the Buses for Baldwin campaign.

Aiming to get more community members involved, the campaign initiated a letter writing effort and attended the Baldwin Community Day. Quickly, 1,500 signatures were collected demanding service be restored to Baldwin and 40 letters were sent to the PAAC Board. In September, over 100 people participated in the “Walk for Transit”, a march half the distance many people have to walk to catch the bus. Dozens of residents spoke at the Port Authority board meetings each and every month.

Drivers are crucial

The role bus drivers played in the campaign was crucial. From the beginning, ATU members demonstrated concern for and solidarity with the communities that had been left in transit deserts after the cuts. Several members attended the community meetings, offering information and advice, as residents deliberated over how best to struggle for restoration of bus services.

Not only did the ATU provide crucial support in reaching out to the community, as Terry Breisinger said, “they were able to talk to the community about how the Port Authority works and help the campaign focus on suggesting routes that would make sense”.

The victory resulted from transit riders, workers, and community members coming together to demand the transit service they need and deserve. Mobilizing riders and drivers builds collective power to defend and expand our public transit systems.

McAllister-Erickson is a member of the Coordinating Committee of Pittsburghers for Public Transit.
Mayor, ATU NJ ‘Fight the Hike’

Jersey City, NJ, Mayor Steven M. Fulop, ATU New Jersey State Council and New Jersey for Transit have been waging a “Fight the Hike” campaign to reverse the decision of NJ Transit to raise fares by nine percent and eliminate six bus and two train lines.

The Fight the Hike Campaign developed a plan that would eliminate the $60 million NJT budget shortfall that was ignored by the NJT Board.

Unfair burden

“These fare increases are another unfair burden on working New Jerseyans, who are being forced to bear the brunt of Gov. Christie's fiscal mismanagement,” says Charles Wowkanech, president of the New Jersey State AFL-CIO.

Fifth hike since 2002

The hike, which would be the fifth since 2002, would affect almost half of all Jersey City transit riders. Increasing fares would create a hardship for one in 10 New Jersey workers.

“While I am disappointed… I am not surprised as this has been the pattern of leadership at the agency,” says Fulop. “NJ Transit should be exploring the expansion of transit and building the strong transit system commuters deserve to create long-term sustainability… Working families in Jersey City don’t need an added tax and there are alternative measures to fixing NJ Transit's budget issues.”

Mayor Steve Fulop joins ATU and other elected officials to speak out against NJ Transit's 9% fare increase and service cuts.

New Jersey for Transit brings 14 organizations together, including ATU, which work on poverty, working family, environmental and transportation issues. The group plans to deal with the short-term fare hike and the larger issue of finding revenues to fund transportation adequately.

New Jersey commuters alone are footing the bill for the fifth time since 2000 to support a broken funding structure for which they receive nothing in return,” asserts NJ for Transit member Janna Chernetz. “New Jersey commuters should not be on the hook because the governor and legislature are unwilling to resolve a long-term transportation funding crisis.”

“Fight the Hike” has mobilized thousands of Garden State transit riders to oppose the fare increase and service cuts.

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www.facebook.com/ATUInternational
Workers need their power restored, not charity

The following by International President Larry Hanley appeared August 17, in the New York Times in response to a column recommending that tax breaks be given to corporations that raise the wages of their workers. It has received a lot of attention in the media, and we thought we’d share it those of you who haven’t seen it:

Peter Georgescu proposes that government provide tax incentives to get businesses to pay more to their employees making $80,000 or less. We appreciate his motivation, but we have to ask, is this really the only way to close the wealth gap?

The tool Mr. Georgescu proposes suggests that business people are a privileged class who must be appeased to get them to pay a living wage. What other segment of society is financially rewarded for doing the right thing?

The need for corporate tax cuts to incentivize good behavior is a wrongheaded approach. We once had a robust American working class. It was made possible in part by legislation that made workers more powerful, not charity cases. It was dismantled through deregulation, global free trade and privatization. Reverse these and strengthen labor laws, and we can have a democracy and equality again.

Cover index of U.S. presidential candidates

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ATU Boston Carmen fight privatization

Calling it a “betrayal,” Local President James O’Brien, 589-Boston, MA, criticized Massachusetts’ GOP Governor Charlie Baker, who, having been given a three-year reprieve from the Pacheco Law, is now looking into privatizing 30 MBTA late night and low ridership express routes.

“The governor has said ‘No privatization, no cuts in service, no layoffs,’ and here he is, privatizing,” charges O’Brien. The Boston Carmen’s Union president is referring to previous testimony in which Baker assured state legislators that, “We want to fix the T. I do not want to privatize the T. I do not want to slash services. I do not want to lay off hundreds of employees.”

“This is our work,” says O’Brien, “and the governor thinks it’s OK to just give that out?”

Union DOT board member appointed

Meanwhile, the governor has appointed Russell Gittlen, the Machinists’ New England Area director, to the Massachusetts Department of Transportation Board of Directors. Machinists are the second largest union representing MBTA employees after ATU.

Proposals to outsource any MBTA service would come before the agency’s newly created fiscal control board which labor officials believe was established to privatize the agency.

Two big wins for Local 1764-Washington, DC

Months of organizing and agitating have paid off for Local 1764 in Washington, DC, with two big victories.

At the DC MetroAccess Call Center, members ratified their first contract since 2013. The contract includes long-overdue wage increases, hours-per-week guarantees for full-time employees, and more. This didn’t happen by accident. Workers engaged in a comprehensive campaign to secure this victory. They mobilized members, spoke out, flooded the phones of bosses, visited elected officials, rallied, and confronted the boss on what he thought was his turf.

At the DC Circulator, First Transit agreed to bring their sick leave policy into compliance with Washington DC’s paid sick days law, to remove called-out points for current employees who took earned leave, and to re-hire employees unjustly fired for using earned leave. The stewards and members at the Circulator are ramping up an effort to ensure that First Transit follows through and to prepare for next year’s contract campaign.
Milwaukee members keep the pressure up on MCTS

Contract negotiations between Local 998-Milwaukee, WI, and the Milwaukee County Transit System (MCTS) continue to crawl along. During a September meeting with a mediator MCTS agreed with the Local’s request that the agency propose a contract settlement for the members to vote on.

Local 998 has been persistent in bringing pressure on the system. The members walked off the job on July 1, and returned July 4, believing new progress in the talks was at hand.

They brought the ATU camel to downtown Milwaukee attracting public attention to their difficulty in reaching a fair agreement. “We gave them a written proposal a month ago, and still don’t have anything in writing from them,” says Local President James Macon.

“We are disappointed that County Executive Chris Abele and his newly appointed MTS Board have dragged the transit system into the first work stoppage in 37 years.

“Abele and his MTS Board are attempting to reshape Milwaukee transit at the expense of workers and riders and have failed to uphold their own ethical standards to ‘promote decisions that benefit public interest and actively promote public confidence in the transit system.’

“We reaffirm our commitment to working toward a fair contract agreement that puts riders first, retains full-time, professional transit workers, and moves Milwaukee forward.”

Cardboard Cuomo takes a ride on MTA’s No. 7 train

ATU locals have increased their government officials’ understanding of public transit recently, by inviting them to take a ride on the bus. But that can be difficult to arrange.

No worries – if you don’t get a response from an office holder – make one up yourself.

That’s what the Riders’ Alliance did in New York.

“We wanted him to see the crowded platforms, broken-
down trains, long delays and poor communication we all deal with on a daily basis,” says Riders Alliance Deputy Director Nick Sifuentes.

“Because Gov. Cuomo didn’t answer us, we decided to take him for a ride.”

So they made a six-foot tall cardboard Cuomo and they traveled to Court Square from Grand Central Terminal, snapping pictures with the governor’s likeness and posting them on Twitter and Facebook.

Success in San Antonio

Riders had better success in San Antonio, TX, where City Council Member Rey Saldaña, determined to get a ground-level view, by taking the bus and only the bus for a month. Saldaña has become an advocate of public transit in the city, particularly for those who have no other alternative form of transportation.

Winnipeg Local seeks public input to improve service

One way of finding out what people think is to ask them. And that’s just what Local 1505 did in Winnipeg, MB, when it broadcasted a radio ad asking riders what they thought about public transit in the city.

“We are committed to our riders and we want to see improvements to service,” says Local President John Callahan.

“What we want to do is gather comments so we have data to back up what we have been saying, because we know service needs to improve.”

Two biggest complaints

“The two biggest complaints are frequency of buses, and service on evenings and weekends,” he says.

The Local plans to use the responses in its work with the city to improve service.

“This is all about getting local data right from the grassroots,” says Callahan. “This is about what the people want to see, because we don’t just want the union to say it, we want the riders to say it.”

California members join ALEC protest

The anti-union American Legislative Exchange Council (ALEC) can meet, but it can’t hide-especially from the ATU. A weeklong protest during the organization’s annual conference in San Diego was joined by California Locals 1277-Los Angeles, and 1309-San Diego. Over 1,000 activists showed up to draw attention to the group, which is largely responsible for the anti-union legislation that is being passed in states throughout the U.S. In addition, ALEC has been responsible for voter suppression bills, anti-immigrant bills like Arizona’s “show us your papers” law, and the infamous “stand your ground” (aka “shoot first”) laws.
**ATU HERO**

**Boston member saves woman**

An MBTA bus driver is being hailed as a hero thanks to some fast thinking and skillful driving.

Paul Healy, **589**-Boston, MA, was driving his bus when he noticed that the person at the wheel of a nearby Jeep appeared to be “slumping over” and losing control of her car. Fearing that she would hit someone or something, the veteran bus operator maneuvered his bus to force the Jeep to come to a stop. Healy notified his dispatcher, who called an ambulance.

The driver of the car had suffered a seizure and later told MBTA Police that she wanted to thank Healy for “saving her life.”

ATU salutes brother Healy for his bravery.

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**ATU Lime Rock firefighters raise funds for Station Night Club fire memorial**

ATU members and locals are well known for their charitable activities. Our Lime Rock firefighters in Lincoln, RI, are keeping up that tradition.

The members of Local **618**-Providence, RI, sponsored a fund raising drive for the Station Night Club Memorial Fund.

Members raised $11,600 in donations for the construction of a permanent memorial dedicated to the 100 lives that were lost in a tragic nightclub fire in West Warwick, RI, back in February of 2003.

ATU salutes our firefighter brothers and sisters for their generosity and the time they gave to this effort.
The following students beginning post-secondary education in the 2015-2016 academic year won ATU scholarships awarded in memory of retired International Vice President Joe Welch who passed away on February 13, 2014. Brother Welch was elected IVP in 1986, and rendered faithful service to our members in that capacity until his retirement in 2010. Short descriptions and excerpts from their winning essays are given below:

PAULA C. BONGIOVANNI
Paula Bongiovanni, daughter of Anthony Bongiovanni, 726-Staten Island, NY, was co-leader of Dorp High School’s National Honor Society and Math & Science Leadership Committee, member of the SAT Club, and the girl’s varsity bowling team. She served others as a charity fundraiser, event organizer, and volunteer helping victims of Hurricane Sandy. Paula’s goal is to become a doctor.

“Americans across the nation rely on city employees, teachers, police officers and government workers on a daily basis, which is why these workers deserve to be treated with dignity in the work place and receive union representation.”

RACHEL P. CUCINELLA
Rachel Cucinella, daughter of Anthony J. Cucinella, 1056-Flushing, NY, was a member of the Mission Club, Science Honor Society, and wrote for her high school newspaper. She volunteered for the NYC Library, the Breast Cancer Walk, as a university teacher’s aide, and served her parish church. She has started working toward a degree in Literature and Studio Art at Williams College in Massachusetts.

“Many Americans do not seem to realize that the fall of organized labor would affect all United States’ citizens… Labor unions provide one of the staunchest forms of protection to lower and middle class workers.”

BRONTE K. JOHNSTON
Bronte Johnston, daughter of James K. Johnston, 113-Toronto, ON, participated in many activities in high school including rowing, piano, ballet, track and field, the ski club, and A.P. Biology club. She volunteered her time at a senior citizens’ home and helped provide hospice care. She is described as a very conscientious student who excels in all aspects of school and community life. Bronte plans on becoming a doctor.

“If we avoid unions this will leave the workers without the power control or leverage that a union brings to the table… Without unions who will protect the workers?”

HEIDI MYUNG
Heidi Myung, daughter of Nosung Myung, 825-Oradell, NJ, a National Honors Society member, excelled in AP Macroeconomic, Statistics and Calculus, and IB American History, World Literature and French, and was active in Debate, varsity tennis, and advocacy for Cambodian children. She will attend her first year of college in Korea before beginning her studies toward a degree in Hotel Management at Cornell University.

“The core of a union is its ability to speak, giving individuals a collective “voice… The most exemplary instances of this “voice” acting upon… human rights are the passage of [civil rights, equal employment, anti-poverty, and health and safety] legislation.”

LUKE TORTORA

“Unions are essential for creating economic growth in the United States. Union workers with higher wages have more purchasing power; boosting consumption, stimulating the economy, and helping the country emerge from recessions like the most recent in 2008.”

Born in rural Tishomingo County, Luke Hall moved to Memphis as a teenager, eventually becoming employed as an operator for the Memphis Area Transit Authority, and joining Local 713, in 1961. Brother Hall was elected vice president of the local in 1968, and served briefly as local president before assuming leadership of the local as financial secretary/business agent in November 1974.

Hall also served on the ATU Tennessee Legislative Conference Board before his election as international vice president in September 1986. As international vice president, Hall traveled extensively for the Union, often in the South, assisting locals, and organizing transit workers wherever he was needed.

To download the scholarship rules and application, please visit: www.atu.org