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L’ATU MONTRE LE CHEMIN

Lorsqu’il s’agit de réduire les gaz à effet de serre, l’Almagated Transit Union (ATU) montrera le chemin. Aucun syndicat n’est mieux placé que l’ATU pour profiter de cette situation et intervenir dans le combat contre le réchauffement de la planète. De plus, aucune solution n’est plus pratique et plus logique que celle d’accroître les systèmes de transport en commun de façon à ce que les travailleurs aux États-Unis et au Canada ne passent pas deux heures chaque jour dans leurs voitures dans une circulation congestionnée et ne relâchent pas dans l’atmosphère de plus en plus de gaz carbonique dangereux.

Le monde fait face à la plus grande crise environnementale de l’histoire de l’humanité. Nous devons réduire considérablement les émissions de gaz à effet de serre et nous devons le faire rapidement. Entrez temps, bien que beaucoup de suggestions soient évoquées dans ce journal, il n’y en aura jamais assez pour assurer une bonne qualité de vie à nos enfants et petits-enfants.

Aujourd’hui dans toutes les villes d’Amérique du Nord, il y existe des systèmes de transport en commun qui peuvent faire une différence significative. Les blogs sont pleins d’allusions et de commentaires sur la façon dont les transports en commun apportent une réponse à ce problème. Voici quelques chiffres sur certains faits qui sont intéressants et nous éclairent:

14: millions d’américains utilisent les transports en commun chaque jour.
40: pourcentage par lequel les États Unis réduiraient leur dépendance sur les importations de pétrole si seulement un américain sur dix utilisait les transports en commun chaque jour.
78: pour cent d’augmentation de la sécurité si l’on utilise l’autobus plutôt que son véhicule personnel.
855: le nombre de millions de gallons qui seraient économisés (équivalent de 45 millions de barils de pétrole brut) si les gens utilisaient les transports en commun chaque année. (Ce qui correspond approximativement à l’énergie requise pour alimenter en électricité 25 pour cent des habitations aux États-Unis)
1/5: Si un américain sur cinq utilise les transports en commun chaque année, la réduction des monoxydes de carbone serait plus importante que l’ensemble de toutes les émissions de monoxydes de carbone émises par toutes les industries chimiques et de production métallique.

Tandis que la Reduction de la pollution en leur donnant des avantages fiscaux et des réductions d’impôts. Mais il y aura des changements et nous, l’ATU, serons aux premières lignes de ces changements.


UN MENSAJE DEL PRESIDENTE INTERNACIONAL POR WARREN S. GEORGE

ATU Liderando en la Vanguarda

Cuando se trata de reducir la emisión de gases invernaderos, la Unión Almagamada de Tránsito estará liderando la vanguardia de ese movimiento. No hay otra unión de trabajadores que esté mejor posicionada para beneficiarse de, y asistir en la lucha contra el calentamiento global que no sea la ATU. Y no hay solución que sea más practica y sensata que la expansión de los sistemas metropolitanos de transporte urbano, a fin de que los trabajadores en los Estados Unidos y el Canada no tengan que gastar dos horas al día en sus automóviles atascados en el tráfico estancado en las calles y carreteras de nuestras ciudades — a la misma vez que sus vehículos continúan emitiendo a la atmósfera más y más peligrosas emisiones de monoóxido de carbono.

El mundo hoy enfrenta la crisis ambiental de mayor proporción en la historia humana. Tenemos que reducir drásticamente las emisiones de gases invernaderos, y tenemos que hacerlo rápidamente. Entretanto, mientras que muchas de las sugerencias en esta edición serán de gran ayuda, las mismas no serán suficientes para suministrar una sana calidad de vida a nuestros hijos y nietos.

Hoy día, en cada ciudad de Norte América, existen sistemas metropolitanos de transporte urbano que pueden hacer una gran contribución a la reducción de la contaminación. Los “blogs” de la Internet están llenas de observaciones y comentarios sobre los sistemas de transporte urbano representan una respuesta a ese problema. Aquí dejo algunos interesantes e instructivos hechos basados en números:

14: millones de americanos que usan el transporte público diariamente
40: reducción del porcentaje de dependencia de los Estados Unidos en el petróleo extranjero que ocurriría si uno de cada diez americanos usaran el transporte público diariamente
78: el número de veces que es más seguro el viajar en un autobús que viajar en su propio automóvil
855: los millones de galones que se pueden ahorrar (equivalente a 45 millones de barriles de petróleo) a través del uso del transporte público por el pueblo en cada día

Si uno de cada cinco americanos usaran el transporte público diariamente, la reducción de las emisiones de monoóxido de carbono sería mucho más grande que todas las emisiones combinadas de todas las industrias de manufactura de químicas y de procesamiento de metales.

Por lo tanto, no necesitamos reinventar la rueda, o crear una flamenca infraestructura de nuevo (aunque la infraestructura actual necesita gran cantidad de trabajo). La maquinaria necesaria está en su lugar. Nosotros, los trabajadores con destrezas estamos en nuestro lugar. Todo lo que se necesita es la voluntad política para financiar y organizar, la perspicacia y los incentivos para convencer al público a que abandonen sus vehículos y aborden nuestros autobuses y trenes.

Según declaré en mi discurso durante la reciente Convención de ATU, no podemos detener el cambio climatológico hasta que cambiamos el clima político. La administración del Presidente Bush no solamente ha estado en total silencio al respecto, sino que ha recompensado a los contaminadores del ambiente con reducción de impuestos e incentivos. Pero habrá cambios en el futuro y nosotros la ATU, estaremos a los vientos de esos cambios.

Ya algunas autoridades de tránsito y muchas corporaciones han abrazado al tránsito como una respuesta a este problema. Por ejemplo, la Comisión de Tránsito Urbano de Toronto (TTC), cuyos trabajadores están representados por la Unión Local # 113 de ATU, ha adoptado un plan para transportar a TTC en el sistema de tránsito más ecologista en Norte América para el año 2020. Saludamos con creces a “Google Maps” por la creación de una Alternativa llamada “Use el Transporte Público” en su sistema de mapas. Los sistemas de tránsito a través de Norte América están desarrollando “planes ecológicos”.

¿Y quién ejecutará esos planes?: ¡Los orgullosos miembros de la ATU!
ATU LEADING THE WAY

When it comes to reducing greenhouse gases, the Amalgamated Transit Union will lead the way. No union is better positioned to benefit from and assist in the fight against global warming than the ATU. And no solution is more practical and sensible than expanding mass transit systems so workers in the U.S. and Canada are not spending two hours a day in their automobiles stuck in traffic gridlock – while pumping more and more dangerous carbon emissions into the atmosphere.

The world faces the greatest environmental crisis in human history. We have to slash greenhouse gas emissions and we’ve got to do it quickly. In the meantime, while many of the suggestions in this issue will help, they will not be enough to provide a quality life for our children and grandchildren.

Today, in every city in North America, there are mass transit systems that can make a profound difference immediately. The blogs are full of comments and commentary on how mass transit is an answer. Here are some interesting and enlightening facts by the numbers:

- 14: million Americans take public transportation daily
- 40: percentage by which U.S. reliance on foreign oil would decrease if one in ten Americans used public transportation daily
- 79: the number of times safer that riding a bus is over riding in your own automobile
- 855: the millions of gallons saved (equal to 45 million barrels of oil) by people taking public transportation each year. (This is roughly the energy needed to power 25% of U.S. homes annually.)

If one in five Americans used public transportation daily, the carbon monoxide emissions saved would be greater than the combined emissions from all chemical manufacturing and metal processing industries.

So we don’t need to reinvent the wheel, or create new infrastructure from scratch (although the infrastructure needs a lot of work). The machinery is in place. We, the skilled workers are in place. All we need is the political will to provide the funding and the insight and incentives to get the public to get out of their cars and onto our buses and trains.

As I said in my speech at the recent ATU Convention, we cannot stop climate change until we change the political climate. The Bush Administration has not only been silent, they have rewarded the polluters with tax breaks and incentives. But there will be changes and we the ATU, will be at the ground floor.

Already some transit authorities and many corporations have grabbed onto transit as the answer. For example the Toronto Transit Commission, whose workers are represented by ATU Local 113, has a plan to make the TTC the greenest transit system in North America by 2020. Hats off to “Google Maps” for creating a “Take Public Transit” alternative on their mapping system. Transit systems throughout North America are developing “green plans.” And who will execute those plans: The proud members of the ATU.

A MESSAGE FROM THE INTERNATIONAL PRESIDENT

‘Mass Transit Systems can make a profound difference immediately!’...
ATU Supports Green Agenda
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Simple Ways to Go Green

Legislative Report: Upstate New York
A Seat at the Table

Canadian Agenda:
A Clear Path to Lost Wages

Mass Transit May Be the Most Powerful Weapon Against Climate Change
A MESSAGE FROM THE INTERNATIONAL EXECUTIVE VICE PRESIDENT

An Attack on Our Dignity

I began my career in the transit industry as a bus operator in Jersey City, NJ, in September 1959. Much has changed over the past 49 years. When I was driving a bus, passengers paid their fares with coins, and we had to make change if people did not have the exact fare. Any time you are dealing with members of the public and money is involved, there is going to be the risk of conflict. Many of my friends were assaulted over petty fare disputes.

By the sixties, as a result of a nationwide campaign by the ATU, most buses required exact fare as payment, and bus operators no longer made change. This had the effect of dramatically reducing the number of operator assaults. Today, of course, most transit agencies have gone to electronic fare collection, and that is certainly a positive development. With currency taken out of the equation, one would think that assaults would be a thing of the past.

Unfortunately, history is repeating itself. With overcrowding on buses, fare hikes and traffic snarling transit schedules, operators are facing an increasingly frustrated, unpredictable public.

All across North America, operator assault is in the news again. In response to numerous incidents in Canada – the number of assaults in Toronto alone has spiked by 24% – ATU’s Canadian Council has initiated a major campaign to stop transit worker assault. Our local in Detroit, which is currently dealing with a wave of violent crime on the city’s buses, has urged its city council to put more law enforcement personnel on certain routes. Baltimore has recently had an epidemic of violent incidents on the buses. Crimes range from simple assault to brutal sexual offenses. Residents of a Washington, DC neighborhood have complained that they are tired of having objects thrown at buses which have included rocks, bricks, chunks of concrete, snowballs, and even a bowling ball.

It is sickening to me to read about transit workers being spat on, slapped, kicked, punched, and even stabbed, over fares, service issues, and other trivial matters.

WHAT CAN WE DO?

We have stepped up our lobbying efforts at the state, provincial, and local level all across North America in an effort to increase the penalties for assaulting a transit worker. With ATU’s support, more than 20 states, including New Jersey, have passed legislation providing for increased penalties for assaulting transit workers. Legislators have come to understand that when transit employees, especially those individuals who operate vehicles, are assaulted in the course of performing their duties, the safety of every individual on board the bus – as well as pedestrians and operators of other vehicles – is placed in immediate jeopardy.

But increased penalties are not enough. We need signs on the buses that warn people about the consequences for assaulting a transit worker. We need to keep raising the issue with our elected officials until they invest in transit security measures, preferably more police officers, or at least cameras.

Most of all, we need to teach today’s youth about human decency. Attacking an innocent transit worker is about the lowest thing that a person can do. This madness must stop!

Michael J. DiRienzo
By the time this magazine hits your mailbox, it is possible that the Democratic and Republican nominees for U.S. president will have been decided. It is also possible that the outcome of these races has yet to be decided.

As you know, the ATU endorsed Senator Hillary Clinton for the Democratic nomination and we are hopeful that she will prevail in that effort. If, however, the Democratic voters of this country ultimately choose (or have already chosen) a different candidate, the ATU will wholeheartedly back that candidate in the general election.

Without question, the U.S. is in desperate need of a change in direction. This country can no longer continue down this path of reckless deficit spending and blatant disregard for workers’ rights. We can no longer allow millions of Americans to go without health insurance. And we can no longer allow American troops to put their lives on the line in pursuit of a failing war strategy.

We can also no longer ignore the reality of global warming and the energy crisis. We need a president who recognizes the role that mass transit can play in reducing our reliance on foreign oil and decreasing pollution caused by commuters.

In the months leading up to the general election on November 4, the ATU will be working with the AFL-CIO and others in organized labor as we seek to elect a president who will steer this country in the right direction.

We will need your help! I implore you to take the time this year to help us in this effort.

Become an ATU Activist! Volunteer for a phone bank, a labor-to-labor canvas, or to help stuff envelopes or talk to your co-workers at the worksite about why this election matters!

Only by working together can we achieve the change this country needs and deserves. Together, we can elect a president who will fight for working families.
THE CHALLENGE FOR 2008

2008 holds enormous organizing challenges for the Amalgamated Transit Union. These challenges, however, can lead to great successes.

The delegates to our recently completed 55th Convention recognized that our political and bargaining power will be severely undermined unless we continue large-scale organizing across the transit industry. That is why they mandated that the ATU provide dedicated funding for organizing and political drives in the transit and school bus industries.

The creation of the professionally-staffed ATU Organizing Department was the first step in this process. But even with a new department, how do we approach such a massive challenge?

STRATEGIC ORGANIZING

The simple answer is that we organize strategically.

By that we mean that we research employers’ strengths and weaknesses before campaigns are launched so that we can best evaluate which targets to focus on first, which companies will be most receptive to organizing, and which places will be most responsive to our bargaining leverage.

Each organizing drive must include an assessment of the workers’ support and commitment to the union campaign at every stage of the process. If the support is there, we will do the slow, hard work of developing representative rank and file leadership and giving them active roles in their campaigns. And we will recruit, train, and effectively use ATU member organizers.

We won’t move forward unless a representative committee is in place. And we won’t file a petition for an election or demand recognition until we have majority support.

BUILDING ALLIANCES

During the campaign, we identify and mobilize around issues which resonate with workers and the broader community, and engage in escalating internal and external pressure.

Building alliances and coalitions is necessary to create a more supportive environment for the workers who are organizing. These groups also help to bring the leverage necessary to restrain employers from more aggressive opposition to organizing efforts and put pressure on them to bargain in good faith for a first contract.

We follow-through by starting the process of building for that first contract before certification or recognition is won.

OVER 80% SUCCESSFUL

Last year, we won over 80% of our organizing drives throughout North America. This was the highest winning percentage in ATU’s history. The nature and intensity of the union campaigns played the most critical role in determining the differences in our win rates. We will continue to organize in a smarter and more effective manner to bring the benefits of trade unionism to more and more transit workers and increase our leverage at the bargaining table and in the political arena.
PROTECT YOUR JOB!

Support **Pro-Transit & Pro-Labor** Candidates
Ask Your Local Union Officer How You Can:

BECOME AN ATU COPE CLUB MEMBER

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Only ATU Members living in the U.S. may contribute to ATU-COPE
During the ATU’s 55th Convention last fall, the delegates approved a resolution dealing with global warming and the energy crisis. The resolution noted that if Americans used public transportation for just 10% of their daily travel needs, the U.S. would reduce its dependence on imported oil by more than 40%. The measure called upon the ATU to work with its partners in the transit industry and environmental groups to promote the benefits of transit in connection with global warming.

In December, the U.S. Senate Committee on Environment and Public Works approved ATU-supported “climate change” legislation that would send a portion of the revenues generated from a proposed “cap-and-trade system” to public transportation. The McCain-Lieberman Climate Stewardship Act is a landmark bipartisan bill that addresses the critical problem of global warming by mandating that all sections of the U.S. economy (from industries to farmers and landowners) reduce their greenhouse gas emissions through a flexible market-based system of trading emissions.

Since the Democrats took control of Congress one year ago, new Committee Chair Barbara Boxer, D-CA, has focused on the issue of climate change. Boxer recognizes the role that public transit can play in reducing greenhouse gases. In 2005, public transportation use in the U.S. directly prevented the emission of 6.9 million metric tons of carbon dioxide and 400,000 metric tons of other types of greenhouse gas emissions. These emission savings are from transit riders no longer driving and reduced congestion in urban areas as a result of transit.

The transit provision was authored by new Senator Benjamin Cardin, D-MD. It would allocate 1% of the carbon allowance auction proceeds for exclusive use in meeting the country’s mass transit needs. If the bill becomes law, early estimates are that the Cardin transit provision will put $46.5 billion into public transit programs across the country between 2012 and 2050.

ENERGY BILL SIGNED

On December 19, President Bush signed the Energy Independence and Security Act of 2007 into law. The legislation creates an ATU-supported Energy Efficiency and Conservation Grants Program, which would provide block grants to state and local governments to invest in energy efficient activities. Among the eligible uses of these grants is investment in local public transportation infrastructure.

An important section of the energy bill which would have provided direct grants to transit agencies to promote increased ridership and service expansion died in the committee process. Those provisions, authored by new House Transportation Committee Chair James Oberstar, D-MN, will be the subject of hearings this year as the Congress begins consideration of a new six-year highway/transit bill.
It can seem quite overwhelming. There's a great deal of vocabulary to learn in this new century: climate change, biofuel, hydrogen power.

Every news report is full of frightening reports on the deteriorating state of the environment, newly endangered or extinct species, and the disturbing realization that the way we live must change if we want to enjoy a healthy and sustainable future.

Fortunately, there are simple things each and every person can do to help preserve the earth for future generations. Some of these solutions provide a great deal of bang for your eco-buck. Others cost nothing at all. All will cut energy use, save you money and go a long way toward preserving the beautiful planet we call home.

Try a few of these following eco-friendly tips:

- **Purchase a low-flow shower head:** Replacing an outdated shower head with a new, water-efficient shower head can save you hundreds of dollars each year, and save countless gallons of water. Additionally, you'll save on the power used to heat the water! Installation is easy and can be done in minutes.

- **Switch to Compact Fluorescent Lightbulbs:** Making the switch to CFLs is cheaper than ever, as the average bulb now costs about $2. Drawing significantly less energy than a standard incandescent bulb, CFLs also last an average of ten times longer. According to the Environmental Protection Agency, if every American household switched just one bulb to a CFL, we would save enough energy in one year to power 2.5 million homes.

- **Monitor refrigerator and freezer temperatures:** Refrigerators and freezers use more power than any other household appliance. Maximize efficiency by setting the refrigerator temperature to 37º F and the freezer temperature to 0º F.

- **Buy local produce:** Shop at your local farmers’ market. Though the offerings can be more expensive, you can generally count on a higher quality product – and the entire purchase price goes directly to the farmer. Buying any goods produced locally saves energy by reducing the fossil fuels needed to transport food and other items across the country and around the globe.

- **Utilize the sun.** Open blinds or drapes to let in natural solar heat on cold days, then close them once the sun sets, and you can reduce your heating bills by 10 percent. You can also cut your cooling costs by up to 33 percent in the summer by blocking out sunlight with exterior blinds, shutters, or awnings.

- **Go from scalding to just hot.** Turn your water heater’s temperature setting down from the standard 140 degrees F to 120 degrees. Not only will this save you some bucks, it’ll also slow down mineral buildup and corrosion, prolonging the life of your tank. Since a new water heater costs about $900 installed, each additional year of use saves you money as well.

- **Lose the lawnmower:** Everyone wants a putting-green perfect lawn. But constant mowing, watering and fertilizing is a bore, as well as a burden on the environment. A two-stroke, gasoline-powered lawnmower releases as many hydrocarbons into the atmosphere in 30 minutes as a car does in 90 minutes. Switch to an electric mower, which costs $8 to $10 a year to operate.

These are just a few of the many ways you can “go green,” saving money and preserving the environment. It doesn’t take much effort – easy solutions are all around you.
A Seat at the Table

Transit systems throughout the U.S. will be facing some tough decisions in the near future. Most experts believe that we are headed for a recession, and when the economy suffers, local governments really feel the pinch of decreased tax revenue. Transit systems generally react by raising fares and cutting service.

Sometimes the service that gets cut could simply be improved by slight changes in route structure. Unfortunately, these decisions are usually made by people who sit on the boards of public transit agencies – most of whom have never ridden a bus.

Until now.

The ATU New York State Legislative Conference Board won a major legislative victory in 2007 with the passage of a bill that will add a non-voting member to the four transportation authorities in the upstate region. This person will be recommended to the governor by the ATU, the labor organization representing the majority of the employees of those authorities. As a result, representatives from Locals 1342-Buffalo, NY; 282-Rochester, NY; 580-Syracuse, NY; and 1321-Albany, NY, will now have a seat on the board of their respective transit agencies.

THREE-YEAR BATTLE

This was not an easy campaign; the bill was the product of a three-year battle. In 2005, it passed the state assembly on the last day of the legislative session, only to die in the senate. The following year, while both houses passed the bill, then-Governor George Pataki, R, vetoed a package of labor bills which included the board bill.

“After we worked so hard to get that bill done, we were terribly disappointed when the governor vetoed it,” said Elias “Babe” Amash, long-time chair of the conference board. “We knew we had to start over, and that meant getting Eliot Spitzer elected.”

NEW GOVERNOR ELECTED

With the strong support of the New York State AFL-CIO and the ATU, Spitzer, D, was elected in a landslide victory in November 2006. The new governor signaled that he would sign the ATU board bill if it reached his desk. Knowing that they no longer had an ally in the executive mansion, the New York Public Transit Association (the management group representing the state’s transit authorities) then turned up the heat in the legislature.

They told lawmakers that carving out board seats for labor representatives would initiate a process that would likely have to be extended to other constituencies. “There are many other special interest groups – such as physically challenged people, transit dependent people and senior citizens – that have at least as much interest in transit board governance as labor unions,” the association claimed.

They also said that management and labor are often necessarily at adverse positions, and “arm’s length” negotiation, which is the foundation of management/labor cooperation, would be compromised by requiring that labor representatives become policy board members.

ATU pressed on, however, making the case that the bill was long overdue. In New York City, three labor representatives have been sitting on the board of the Metropolitan Transportation Authority since 1992. This arrangement has worked extremely well. The conference board noted that transit workers are particularly helpful on issues involving transit operations, safety, security, and the implementation of new technology.

ATU’S ARGUMENT WON

The ATU’s argument won out. The legislation passed again, and true to his word, Governor Spitzer signed the bill, which is effective in July of this year.

“Our hard work and patience finally paid off,” concluded Amash. “Now, if you want to address one of these ATU representatives, you have to call them Mr. or Ms. Board Member. I hope it doesn’t go to their heads,” he joked.

With early access to board information, and a voice at the table, ATU representatives should be in a better position to respond to proposed service changes and many other matters pending at the authorities.

New York became the first state to enact this bill, which was highlighted in the ATU’s State Legislative Agenda, “Exact Change,” back in 2006. The bill is currently pending in Washington State, and other ATU legislative conference boards are considering the bill for their states.

New York Legislative Conference Board Chair Babe Amash is seen here holding a plaque commemorating the signing of the bill. Pictured, from left, are Local Presidents Steven Green, 1321-Albany; Vincent Crehan, 1342-Buffalo; Financial Secretary/BA Frank Falzone, 282-Rochester; Amash, Local President Tyrone Burke, 580-Syracuse; Financial Secretary/BA Chuck Watson; and Local President Joseph Carey, 282.
A three-year campaign by the Canadian Labour Congress (CLC) and its affiliates ended successfully in mid-December with Canada’s workers winning new legal protections when their employer goes bankrupt.

The new protections are the result of passage of Bill C-12, which amends existing insolvency and wage protection laws that unfairly put workers last in line to get paid in bankruptcy.

According to the CLC, working men and women lost an average of $50 million a year in unpaid wages when companies went bankrupt. The workers would have to wait for two years and then be provided only 15 cents on the dollar of their money. Without this act, workers would continue to suffer the loss of wages, benefits and even their pension savings because banks and other creditors are given priority.

**PROTECTION**

Among other things, the new law creates the Wage Earner Protection Program (WEPP) which provides for the payment of unpaid wages, unpaid pension contributions and earned vacation pay of up to an amount equaling four weeks’ maximum insurable earnings under the Employment Insurance Act (or appropriately $3,000 at this time).

“Finally, workers no longer have to fear the prospect of lost earnings owed to them while dealing with the blow of the loss of their jobs,” said Ken Georgetti, President of the CLC.

In addition, the Act protects workers’ collective agreements from unilateral changes by bankruptcy judges. Too often in the past, judges have significantly reduced wages, benefits and other provisions in collective agreements. Under the new law, changes can only be made with the union’s consent – an important protection.

“Canadians have been waiting a long time for these protection measures. It is not just unionized workers who will benefit but every working woman and man in Canada – whether they are in a union or not – who will have this protection,” said Georgetti.
The U.S. National Labor Relations Act (NLRA) permits unions to operate under a “union shop” rule, which requires all new union-represented employees to join the union within a minimum period of time after being hired (these agreements are generally referred to as “union security agreements”). A similar arrangement to the “union shop” is the “agency shop,” under which employees must pay the equivalent of union dues, but need not formally join the union. The idea behind union or agency shop arrangements is to prevent the existence of free riders – workers who benefit from union contracts without having to pay for the union’s efforts.

‘RIGHT TO WORK’ LAWS

The U.S. Congress, however, later enacted a restriction to union and agency shop arrangements by adding language to the NLRA which provides that “[n]othing in this Act shall be construed as authorizing the execution or application of agreements requiring membership in a labor organization as a condition of employment in any State or Territory in which such execution or application is prohibited by State or Territorial law.” This new language empowers individual states to put restrictions on union-security agreements. Subsequently, 22 states have placed statutory and/or constitutional encumbrances upon union-security arrangements through so-called “right-to-work” (RTW) laws.

RTW laws have nothing to do with the right of an individual to seek and accept gainful employment. Rather, these deceptively-named statutes forbid the negotiation of an agreement between the union and the employer which would obligate non-member employees to pay dues and/or fees to the union for the benefits they receive by being represented by the union – even if a majority of the workers in the bargaining unit have selected the union as their exclusive representative.

RTW laws weaken the foundation of collective bargaining in an attempt to reduce the effectiveness of unions in negotiations with management. It is, therefore, no coincidence that many employer groups and anti-union lawmakers support RTW laws which they hope will undermine the power of wage-earners by strengthening the hand of employers. Indeed, studies have shown that workers in states with “right to work” laws have a consistently lower quality of life than in other states; significantly lower wages, higher poverty and infant mortality rates, less access to health care, and lower levels of funding for education.

NO RTW LAWS IN CANADA

Similar restrictions are not permitted in Canada. Legal precedent within Canada has recognized that an individual who is not a union member has no constitutional protection against the effect of a negotiated agreement requiring union membership as a condition of employment. See Arlington Crane Service Ltd. v. Ontario (Ministry of Labour), (1988), 67 O.R. (2d) 225 (H.C.J.).

‘MUTUALITY OF OBLIGATION’

Generally, the law requires that unions fairly represent members and non-members alike. RTW laws, however, commonly enable non-member employees working in a unionized setting to reap the benefits of union representation without having to contribute toward the cost of those benefits.

Courts in certain jurisdictions, however, have addressed the financial inequities these freeloaders impose when they need representation. For example, the Nevada Supreme Court has expressly stated its “disagree[ment] with the National Labor Relations Board’s (‘NLRB’) conclusion that an exclusive bargaining agent cannot charge nonmembers fees for individual grievance representation.” See Cone v. Nevada Service Employees/SEIU Local 1107, 998 P.2d 1178, 1183 (Nev. 2000).

The Cone decision (above) recognized that prohibiting unions from charging non-members a service fee for the reasonable costs of individual grievances would essentially require “union members to shoulder the burden of costs associated with nonunion members’ individual grievance representation.” Rather, the court in Cone noted a “mutuality of obligation” in which a “union has the obligation to represent all employees in the bargaining unit without regard to union membership, and the employee has a corresponding obligation . . . to share in defraying the costs of collective bargaining services from which he or she directly benefits.”

Unfortunately, not every jurisdiction has realized the mutuality of obligation underlying exclusive bargaining relationships expressed in Cone, which is why we should all take a moment to reflect on the value of having a job with ATU representation. Despite the attempts of certain employers to compromise the foundation of our great Union, the ATU has consistently improved the quality of life for its members, their families, and their local communities through better wages, affordable health benefits, pensions, and workplace safety standards in addition to the provision of safe, quality transportation services to our passengers.
Mass Transit
May Be the Most Powerful Weapon Against Climate Change

The most powerful weapon you can use to combat global climate change may be a daily transit pass, according to a study released by the American Public Transportation Association (APTA) on September 26. The study, *Public Transportation’s Contribution to U.S. Greenhouse Gas Reduction*, was prepared by Science Applications International Corporation.

The research shows that when compared to other household actions that limit carbon dioxide (CO₂), taking public transportation can be more than ten times more effective in reducing this harmful greenhouse gas. If one solo commuter of a household switches from daily driving to using public transportation he or she can reduce their household carbon footprint by 10 percent. If one household’s driver gives up that second car and switches to public transit, a household can reduce its carbon emissions up to 30 percent.

**SHOULD BE PART OF A NATIONAL STRATEGY**

“Encouraging the use of, and expanding public transportation should be a part of our national strategy to address global climate change,” said U.S. House Transportation and Infrastructure Committee Chair James L. Oberstar, D-MN. “The report provides further evidence that public transportation is one of the most important tools to minimize carbon output, help the environment and assist the nation in achieving a sustainable transportation system.”

“Congress has yet to have a serious, comprehensive debate about how to reduce greenhouse gas emissions and mitigate the impacts of climate change,” said Subcommittee Chair Peter DeFazio, D-OR. “As the report shows, however, increasing use of public transportation will be central to the discussion about how to reduce emissions from the transportation sector.”

**TAKING TRANSIT HAS GREATER IMPACT THAN MANY OTHER ACTIONS**

While it is very important to employ environmentally-friendly household activities, commuting by public transportation makes a more substantial impact. An individual switching to public transit can reduce their daily carbon emissions by 20 pounds; that’s more than 4,800 pounds in a year. This is far greater than the many actions people are being encouraged to take, for instance:

- Home weatherizing and adjusting the thermostat for heating and cooling saves 2,847 pounds of carbon per year. Transit use saves almost twice the carbon.
- Replacing five incandescent bulbs to lower wattage compact fluorescent lamps saves 445 pounds of CO₂ per year. Transit use saves more than ten times the CO₂.
- Replacing an older refrigerator freezer with a high efficient one saves 335 pounds of CO₂ per year. Taking public transportation saves more than fourteen times the carbon.

The research points out that due to increases in vehicle miles traveled, the problem of pollution from vehicle emissions is accelerating. Greenhouse gas emissions from mobile sources have grown 27 percent from 1990 to 2004. Autos and light duty trucks represent about 61 percent of the total mobile source of greenhouse gas emissions. The report says single occupancy drivers switching their work commute to public transportation is one of the more effective ways to reduce the nation’s vehicle miles traveled while reducing harmful carbon dioxide.
I Can’t Ask for More…

This is the first in a series of articles focusing on ATU members who are active in their local’s political and organizing activities. To read about other ATU Activists, go to www.atu.org.

RAY MESSIER, VICE PRESIDENT, ATU LOCAL 1575

Being a union activist is a no-brainer for Ray Messier, 1575-San Rafael, CA. His father was an active member of the local and union-pride was “pounded into” Ray’s head from a young age. “My Dad loved the union,” explains Ray.

According to Local President Tony Withington, Ray is “a real union activist – out in the field doing the work that will make the ATU a better and stronger organization.”

After becoming a bus driver for Golden Gate Transit in 1998, Ray wasted no time getting active. In addition to chairing the local’s safety committee for four years, Ray volunteered for the union’s political program doing everything from phone banking, distributing yard signs and stuffing envelopes – whatever needed to be done.

LOCAL OFFICER

From there, he branched out, becoming a member of the local’s executive board in 2003, and then vice president in 2006 – all while driving a bus full-time.

One of his first activities as vice president was to increase the local’s contribution to ATU-COPE. “I looked at how much I was giving and it hadn’t changed since I signed up seven years earlier,” relates Ray. “I thought ‘I can do better than that.’” Not only did Ray increase his contribution, but he spent his free time talking to his co-workers and convincing them to increase their contribution as well. In one week, Ray grew the local’s COPE program by $1,800 for the year.

ORGANIZING

Recently, Ray’s activism has focused on organizing. “I saw all these small vans driving around and I started talking to the drivers and heard horrible things about their company,” he said. Now, after work and during his breaks, Ray visits the layover sites for the vans and talks to the workers about joining the ATU.

Ray’s willingness to volunteer isn’t just limited to politics and organizing. “If I have the time to do it, I’ll do it,” he says about volunteering for the ATU.

“I can’t ask for more than I have,” asserts Ray, recognizing how the Union has benefited his life. “I raised five kids on this job. We didn’t struggle. I have a pension and benefits and my job is protected. A lot of people don’t have that.”
Local 1181 and Varsity Bus Company

ISSUE: Did the employer have just cause to suspend Daniel Jean-Louis, Juana Polanco and Fatima Barrie for one half-day each, after each employee was seen transporting their personal belongings from their bus to their personal vehicle while on overtime? If not, how shall the situation be remedied?

SUMMARY: Varsity Bus Company President Andy Brettschneider testified that on the evenings of June 6 and 7, as he drove out of the company's bus yard, he witnessed buses numbered 2221, 2176 and 3401 parked adjacent to the yard. Brettschneider then witnessed the operators of those buses, later identified as grievants Jean-Louis, Polanco and Barrie, unloading company-issued safety equipment and personal items from their bus, and transporting the items to their personal vehicles. Brettschneider made note of the activities in his cell phone, and later checked the time records for each grievant. Upon learning that the grievants had put in for overtime without accounting for what Brettschneider deemed “personal benefit” in transporting their personal belongings, a hearing was held to determine whether the grievants were guilty of time theft and to formulate a proper punishment. Grievants were found guilty and suspended for one half-day each.

At the hearing, grievants testified that they were only transporting company-issued safety equipment and that they took no more time than was necessary. Brettschneider testified at the hearing that he witnessed the grievants transporting personal items, though he could not recall what the personal items entailed. Additionally, Brettschneider noted that the company provides lockers within the company facilities for employees to store safety equipment, which the employees were reminded of at each safety meeting. The grievants deny ever being told at any meeting that safety equipment was to be stored in on-facility lockers, and added that Brettschneider was never present at meetings to know whether such a policy had been properly communicated to employees.

HOLDING: Arbitrator Elliott D. Shriftman held that the employer had indeed proved just cause in suspending the employees for one half-day each, and that the punishment was reasonable and appropriate. Shriftman held that while Brettschneider surely should have remembered what personal items he saw the grievants transporting, his testimony was otherwise credible. The grievants’ punishment was upheld, with the arbitrator ruling that it be expunged from their records if the grievants avoided any further infractions for a period of six months.

Local 1181 and New York School Bus Contractors

ISSUE: Did the employers violate the terms of the collective bargaining agreement when they did not pay employees who worked on “All Boroughs Day” and extra day’s pay? If so, what shall be the remedy?

SUMMARY: For many years prior to 2005, students in New York's Brooklyn and Queens boroughs were not required to attend school on a day in early June known as “Brooklyn-Queens Days.” In 2005, the union representing New York teachers and New York City schools negotiated an agreement that created “All Boroughs Day,” where students in all five of New York's boroughs were given the day off from school. However, students attending private and parochial schools were still required to attend classes on All Boroughs Day, necessitating the service of a portion of the bus fleet. Bus operators who were not required to work on All Boroughs Day were given a full days pay at regular rate; operators who were required to work were given their regular day's pay and nothing more. The union filed a grievance arguing that drivers who worked on All Boroughs Day should have been given an extra day’s pay for their services.

The union asserted that All Boroughs Day constituted a “regular school holiday” as defined within the collective bargaining agreement. It was noted by the union that the Department of Education calendar for New York City schools treats All Boroughs Day the same as Election Day, and that on Election Day employers are required to provide an extra day’s pay. Additionally, the union pointed out that certain employers did in fact provide an extra day's pay to those operators who worked on All Boroughs Day.

HOLDING: Arbitrator Richard Adelman held that employers violated the terms of the collective bargaining agreement and ordered that all operators who worked on All Boroughs Day shall be paid and additional day’s pay for their services. Adelman defined “regular school holiday” to be a day when all public school students throughout the city have the day off from school. Adelman added that the employers had treated Election Day as a regular school holiday where working operators are entitled to an additional day's pay, and that All Boroughs Day should receive the same classification.
LOCAL 128 - Asheville, NC
Professional Transit Management of Asheville, Inc.
Local President Charlene Valentine and International Vice President Gary Rauen report settlement.

TERM: 3 years 8/1/07 - 7/31/10

WAGES:
Top Operator
8/1/07 - 47¢ - 3.00% - $16.02 (was $15.55)
8/1/08 - 52¢ - 3.25% - $16.54
8/1/09 - 53¢ - 3.25% - $17.07

Top Mechanic
8/1/07 - 50¢ - 3.00% - $17.33 (was $16.83)
8/1/08 - 57¢ - 3.25% - $17.90
8/1/09 - 58¢ - 3.25% - $18.48

H & W: Employer pays 80% for dependent coverage

TOOL ALLOW: $395 (to $425)
UNIF. ALLOW: $135 (to $183)
SHOE ALLOW: $75 safety shoes

NOTE: The contract was ratified unanimously by a vote of 28 to 0.

LOCAL 381 - Butte, MT
Silver Bow County (Monitors)

Local President Robert Sandoval and International Vice President Ron Heintzman report settlement.

TERM: 2 years 9/1/07 - 8/31/09

WAGES:
Special Education Monitors
9/1/07 - - - 4.35% - $9.65
9/1/08 - 34¢ - 3.50% - $9.99

H & W: Employer contribution $440/month (to $465 on 9/1/08) - prorated for employees with 4 hours/day assigned (75%).
Employer contribution $275/month for up to 5 years for retiree health care, or opt out of same amount for 3 years

SICK LEAVE: Sick leave bank, new members must belong to bank for 3 months before qualifying for a donation

LOCAL 381 - Butte, MT
City/County of Butte Silver Bow Transit System

Local President Robert Sandoval and International Vice President Ron Heintzman report settlement.

TERM: 2 years 6/1/07 - 5/31/09

WAGES:
Top Operator
6/1/07 - 45¢ - 3.2% - $14.48 (was $14.03)
6/1/08 - 46¢ - 3.2% - $14.94

H & W: Increase employer contribution by $30/month on 1/1/07 & 1/1/08

HOLIDAYS: Add St. Patricks Day & day after Thanksgiving

NOTE: Special pay $140/month (was $125)

ABBREVIATIONS
allow = allowances
CDLA = cost-of-living allowance
d/b/a = doing business as
effective
ifeq = if equal
SL = sickness & accident
S&A = sickness & accident
SL = sick leave
 svc = service
 uni = uniform
 yr = year
 wk = week
 w/ = with
 @ = at
 +/- = plus
 xx = times
 SB = school bus
 OT = overtime

LOCAL 583 - Calgary, AB
Calgary Handi-Bus
Local President Michael Mahar and International Vice President Bob Hykaway report settlement.
TERM: 3 years 1/1/07 - 12/31/09
WAGES:
Top Operator
1/1/07 - 65¢ - 3.25% - $20.62 (was $19.97)
1/1/08 - 82¢ - 4.00% - $21.44
1/1/09 - $1.08 - 5.00% - $22.52
Top Mechanic
1/1/07 - 82¢ - 3.25% - $25.92 (was $25.10)
11/1/07 - $2.59 - 10.0% - $28.51
1/1/08 - $1.14 - 4.00% - $29.65
1/1/09 - $1.48 - 5.00% - $31.13
H & W: Vision - $300/person every 2 years
TOOL ALLOW.: $600
UNIF. ALLOW.: $150 boot allowance

LOCAL 998 - Milwaukee, WI
City of Sheboygan, WI
Local President Richard Riley and International Vice President Janis Borchardt report settlement.
TERM: 3 years 1/1/07 - 12/31/09
WAGES:
Top Operator
1/1/07 - 51¢ - 3.00% - $17.61 (was $17.10)
1/1/08 - 57¢ - 3.25% - $18.18
1/1/09 - 64¢ - 3.50% - $18.82
Top Mechanic
1/1/07 - 58¢ - 3.00% - $19.92 (was $19.34)
1/1/08 - 65¢ - 3.25% - $20.57
1/1/09 - 72¢ - 3.50% - $21.29
H & W: Employee contribution 5% (to 10% by 1/1/09)
HOLIDAYS: Add 6 + 2 half days over course of contract
TOOL ALLOW.: $375
UNIF. ALLOW.: $260
NOTE: The contract was ratified by a vote of 21 to 3.

LOCAL 1015 - Spokane, WA
Spokane Transit Authority
Local President Dennis Antonellis and International Vice President Don Hansen report settlement.
TERM: 3 ½ years 10/1/07 - 3/31/11
WAGES:
Top Operator
10/1/07 - 52¢ - 2.5% - $21.28 (was $20.76)
10/1/08 - 69¢ - 3.25% - $21.96
10/1/09 - 72¢ - 3.3% - $22.68
10/1/10 - 34¢ - 1.5% (for six months) - $23.02
Top Mechanic
10/1/07 - 56¢ - 2.5% - $22.91 (was $22.20)
(wage adjustment to $22.35)
10/1/08 - 74¢ - 3.2% - $23.65
10/1/09 - 78¢ - 3.3% - $24.43
10/1/10 - 36¢ - 1.5% - $24.79
HOLIDAYS: Add 3 for part-time
UNIF. ALLOW.: $30/month, $625 cap
NOTE: 25¢ premium for up to 4 ASE certifications. The contract was ratified by a vote of 154 to 45.

LOCAL 1091 - Austin, TX
First Transit, Inc. (was Veolia)
Local President Joneth Wyatt and International Vice President Ron Heintzman report settlement.
TERM: 3 years 6/1/07 - 5/31/10
WAGES:
Top Operator
6/1/07 - 41¢ - 2.7% - $15.56 (was $15.15)
12/1/07 - 51¢ - 2.0% - $15.87
12/1/08 - 63¢ - 4.0% - $16.50
12/1/09 - 66¢ - 4.0% - $17.16
Top Mechanic "AA"
6/1/07 - 40¢ - 2.0% - $20.32 (was $19.92)
12/1/07 - 40¢ - 2.0% - $20.73
12/1/08 - 83¢ - 4.0% - $21.56
12/1/09 - 86¢ - 4.0% - $22.42
H & W: Employer contribution 100% if 1344+ hours worked 75% if 1200-1343 hours worked
SICK LEAVE: Add one day on 8/1/09, if 1344+ hours worked in previous 12 months
TOOL ALLOW.: Tool/boot allowance $350 (was $300)
UNIF. ALLOW.: $200 (was $150)
NOTE: Add language on employer use of audio/visual equipment. The contract was ratified by a vote of 49 to 22.

LOCAL 1181 - New York, NY
Paratransit Contractors
Trustees Tommy Mullins and Bob Baker report settlement.
TERM: 4 years 9/1/07 - 8/31/11
WAGES:
Top Operator
9/1/07 - 70¢ - 4.0% - $18.06 (was $17.36)
*Anniversary date - 27¢ - 1.5% - $18.33
*Anniversary date - 55¢ - 3.0% - $18.88
*Anniversary date - $1.17 - 6.2% - $20.05
*wage increases on employee's anniversary date
BONUS: Safety bonus $300 (was $250)
Attendance bonus to $500
H & W: Employee contribution frozen for first 2 years. Increases $5/week in year 3. Employer only contributes for 40 weeks in first 3 years. 52 weeks by year 4.
PENSION: 401(k) - Employer contribution maximum to $1,040 9/1/10 - Employer will match 100% of employee contribution with 8+ years of service, 50% less than 8 years of service.
VACATION: Add 4th week of vacation with 10 years of service.
TOOL ALLOW.: $200, $5,000 insurance
UNIF. ALLOW.: Rain gear provided (New)
NOTE: Training pay - 50¢ premium (New)
Night differential - 25¢ (New)

LOCAL 1192 - Waterloo, IA
Metropolitan Transit Authority of Black Hawk County
Local President Jim Nienkark and International Vice President Javier Perez report re-opener (wages & health insurance)
WAGES:
Top Operator
7/1/08 - 64¢ - 3.5% - $19.06 (was $18.42)
Paratransit
7/1/08 - 45¢ - 3.75% - $12.52 (was $12.07)
H & W: HSA eliminated. Traditional insurance reinstated with employee share same as 2 years ago ($50/single, $75/single +1, $100/family)

NOTE: The re-opener was ratified by a vote of 42 to 4.

**LOCAL 1336 - Bridgeport, CT**
Milford Transit District
Local President Robert Dawkins and International Vice President Richard Murphy report settlement.

**TERM:** 4 years 7/1/06 - 6/30/10

**WAGES:**
Top Operator
7/1/06 - 39¢ - 2.5% - $16.05 (was $15.66)
7/1/07 - 40¢ - 2.5% - $16.45
7/1/08 - 41¢ - 2.5% - $16.86
7/1/09 - 51¢ - 3.0% - $17.37

**H & W:** Employee out of pocket deductible $250 (was $500)

**LIFE INSUR.:** $15,000 (was $10,000)

**PENSION:** Employer - $15/week contribution (was $10)

**BEREAVEMENT:** Part-time - 3 days for immediate family (New)

NOTE: The contract was ratified by a vote of 11 to 1.

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**LOCAL 1494 - Marion, IN**
City of Marion
Local President Robert Abshire and International Representative Marcellus Barnes report settlement.

**TERM:** 2 years 1/1/08 - 12/31/09

**WAGES:**
Top Operator
1/1/08 - 46¢ - 3.5% - $13.64 (was $13.18)
1/1/09 - 37¢ - 2.7% - $14.01

**BONUS:** Safety bonus $750 (was $600)

**LOCAL 1577 - West Palm Beach, FL**
MV Transportation
Local President Dwight Mattingly and International Vice President Gary Rauen report 1st contract.

**TERM:** 4 years 11/1/07 - 1/12/12

**WAGES:**
Top Operator
11/1/07 - Ø - Ø - $14.49
11/1/08 - 43¢ - 3.0% - $14.62
11/1/09 - 44¢ - 3.0% - $15.06
11/1/10 - 45¢ - 3.0% - $15.51
11/1/11 - 47¢ - 3.0% - $15.98

**PROGRESSION:** 90 days

**H & W:** Employer contributes $215/month (to $290/month on 11/1/11)

**LIFE INSUR.:** $5,000 (to $10,000 by 1/1/10)

**PENSION:** ATU 401(k) - company matches 10% of first 6% of employee contributions.

**VACATION:** 6 months - 1.54 hours/pay period
5 years of service - 3.08 hours/pay period
10 years of service - 6.17 hours/pay period

**HOLIDAYS:** 7 (including Martin Luther King on 1/1/08)

**TOOL ALLOW.:** $250/year

**UNIF. ALLOW.:** Provided

**LOCAL 1704 - San Bernardino, CA**
Omnitrans
Local President Dale Moore and International Vice President William McLean report settlement.

**TERM:** 3 years 4/1/07 - 3/31/10

**WAGES:**
Top Operator
4/1/07 - 56¢ - 3.0% - $19.34 (was $18.78)
4/1/08 - 68¢ - 3.5% - $20.02
3/1/09 - 70¢ - 3.5% - $20.72

**H & W:** Retiree medical benefits - employer match $13 for 24 pay periods/year
Employer contribution $845/month (to $920 by final year)

**LIFE INSUR.:** $20,000 (to $25,000 on 1/1/09)

**HOLIDAYS:** Part-time - 4 hours for 6 holidays

**PART-TIME:** Co-pay for medical $220 (to $240 in 3rd year)

NOTE: The contract was ratified by a vote of 273 to 25.

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**2008 ATU Training and Events**

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In Memoriam


1 - MEMBERS AT LARGE
BRUCE E. BURGESS
GEORGE T. COWAN
HERBERT GLENN
CHARLES A. JONES JR.
ARTHUR W. PISTELL
BERNARD J. SMITH
CHARLES R. SPANGLER
JESSE A. STRAUGHN
ALAN C. THOMPSON

226 - CLEVELAND, OH
MICHAEL AVERYHEART
JAMES J. HOGAN
WALTER J. HUDSON
CLAUDE LEGER
FRANCIS L. MAHONEY
DAVID J. MANNING III
DIANE L. MC PHEE
JOSEPH E. MURPHY
BRUCE F. PAUL

279 - OTTAWA, ON
ROBERT L. NOLAN

308 - CHICAGO, IL
LUcretius BELL
CHARLES A. COOKE
THOMAS E. FREEMAN
THOMAS W. KILL
JOHN H. LEWIS
LOUIS M. MOLINA
PEARL E. POWELL
JAMES ROBINSON

382 - SALT LAKE CITY, UT
ISadores More LAVAR V. SMITH

425 - HARTFORD, CT
NORMAN P. CYR
THADEUS C. DRAG
JOSÉ SIERRA

540 - TRENTON, NJ
JOSEPH V. JOHNSON

583 - CALGARY, AB
CLIFTON M. BERGQUIST

587 - SEATTLE, WA
CLYDE F. O’KEEFE
ALBERT L. TROFFER
LEE H. WERTZ

589 - BOSTON, MA
HOWARD W. BEHN
EDWARD W. CHAPEL
PAUL J. DE ROSA
PAUL R. FELZCK
CHARLES R. GRINNELL

615 - SASKATOON, SK
STANLEY R. DEWEY

689 - WASHINGTON, DC
WALTON D. BEACH
RONDAL A. HAMMOND
JAMES A. JETER
ALONZA H. JOHNSTON
EDWARD LATNEY
WAYNE HARLAN STOUFFER
WARREN WINGFIELD

717 - MANCHESTER, NH
JOHN A. CRONIN
MARIE MARES

726 - STATEN ISLAND, NY
FRANK ESPOSITO

824 - NEW BRUNSWICK, NJ
LOUIS DELUCA
PHILIP DE FRANCISCO
FRANK A. GORCHESS

825 - ORADELL, NJ
RALPH J. MAGLIANO

880 - CAMDEN, NJ
JOHN ELLER
JOSEPH H. LUBIN
EMANUEL ROBERTO

956 - ALLENTOWN, PA
WILLIAM W. WISSER

981 - ALEXANDRIA, LA
OLSTER DAVIS JR.

1101 - DENVER, CO
VICTOR BEN MIRON

1277 - LOS ANGELES, CA
DEBRA F. CANNON
RODRIGO TOWAR

1573 - BRAMPTON, ON
HARNEK SIDHU

1733 - VERNON HILLS, IL
CYNTHIA J. BROCKLEBANK


256 - SACRAMENTO, CA
RONALD MICKEY THOMAS

107 - HAMILTON, ON
WALTER S. MERRITT

192 - OAKLAND, CA
CHARLES HUNGERMAN JR.

241 - CHICAGO, IL
DRAKE E. ATKINS
CHARLES H. BARNES JR.
CHESTER C. CORDEK
ARCHIE B. DAVIS
PAUL C. JONES
WILLIAM J. MURPHY
WILLIAM T. OSLEY
CHARLES D. PATTON
DONALD E. RIESS
ALEXANDER SPARKS
JAMES E. STRICKLAND
CARNELL WATT
LAURANCE C. WEATHERSBY
DAVID WEINBERGER

207 - DURHAM, NC
ERNESTINE L. MITZEL

235 - SEATTLE, WA
FRANK E. MULIGA

256 - SACRAMENTO, CA
RONALD MICKEY THOMAS

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OLSTER DAVIS JR.

1101 - DENVER, CO
VICTOR BEN MIRON

1277 - LOS ANGELES, CA
DEBRA F. CANNON
RODRIGO TOWAR

1573 - BRAMPTON, ON
HARNEK SIDHU

1733 - VERNON HILLS, IL
CYNTHIA J. BROCKLEBANK
International Officers Attend

ATU Romania Convention

ATU international officers and staff attended the national convention of the Romanian Union of Transport and Public Service Workers in Bucharest in December. The union is made up of the Transport Workers (which has been allied with the ATU as our Romanian Council for some time) and the Public Service Workers with whom they have just merged.

We are proud to say that the two unions have come together under the common title; “ATU Romania.” Coincidentally, the word “atu” means “strong” in Romanian. And so the merger title not only describes their alliance with our Union, but proclaims the strength that comes from solidarity. The entirely appropriate double entendre adorns the banner above the convention dais in the picture below.

Both International President Warren S. George and International Secretary-Treasurer Oscar Owens addressed the delegates to the convention.

ATU and ATU Romania officers and staff are pictured below. Shown, standing from left, are USLMA (the Romanian union) Vice President Nichifor Ghita, ATU Executive Assistant to the International President Beth Petrusic, ATU International Vice President Kenneth Kirk, ATU International Secretary-Treasurer Oscar Owens, USLMA staff member Elena Dumitru, ATU International President Warren S. George, ATU Romania President Ion Radoi, USLMA International Department Representative Marinela Bratu, ATU International Vice President Ron Heintzman, ATU Executive Assistant to the International Secretary-Treasurer Missy Goode, ATU Romanian Council General Secretary Florian Misiu, and kneeling in front is USLMA Sportive Club Administrator Victor Mengher.

ATU Supports the Troops

Like so many of our members, the International staff’s thoughts and prayers turned to our men and women serving in the armed forces in Iraq and Afghanistan during the holiday season. The staff gathered together suggested items that our soldiers could use and sent them to the 113th Infantry Alpha Company serving in Iraq.

Seen here with the holiday packages are, from left, ATU employees Alexis Reyes, Yvette Evans, Tina Evans, Mark Cowan, Magaret Reza, Shelley McMullen, Steve George, Paul Fitzgerald, and Robin McDermott.
Amalgamated Transit Union Celebrates

DR. MARTIN LUTHER KING, JR.

International President Warren S. George, and International Secretary-Treasurer Oscar Owens led a group of over 30 ATU members who traveled to Memphis, TN, to join other trade unionists, from January 17 – 21, in celebrating the legacy of Dr. Martin Luther King, Jr.

Coretta Scott King once said that she thought that the holiday which bears her husband’s name should not be observed as a “day off,” but rather a “day on,” meaning that people could best celebrate King’s birthday by doing something positive to help others.

In that same spirit, the ATU representatives rolled up their sleeves and volunteered their time helping to spruce up a Memphis community. They are pictured below cleaning graffiti from a wall in a local neighborhood.

Among those participating, but not pictured, were Local President Holman Carter, 1001-Denver, CO, and Barbara Kirk.