‘DISCOUNT’ BUS DRIVERS
The Inevitable Result of Deregulation
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QUEENS, NY: More than 100 union workers marched through the streets of downtown Jamaica to commemorate the 43rd anniversary of the Rev. Martin Luther King Jr.’s assassination and to stand in solidarity with fellow union employees in Wisconsin... Crystal Jones, a member of Local 1056, held a sign that read, “Don’t steal our right to collective bargaining.” “We’re working people too...” she said... Luis Alzate, also of the ATU, said he thinks if MLK were alive today, he would have been proud of the peaceful public display. “This is to acknowledge the connection between workers rights and civil rights — something that Martin Luther King stood for,” Alzate said. — Queens Chronicle

BOSTON, MA: For more one year, MBTA riders will be spared a fare increase or service cuts. But T officials may have no other choice next year, they warned yesterday, as they passed a nearly $1.7 billion budget that relies heavily on what the chairman of the MBTA board called “financial engineering.” — Boston Globe

CENTRAL FLORIDA: Coming up in the next few months, Public Transit Riders in Central Florida have a huge fight on their hands. Lynx transportation is looking into cost-cutting options in order to deal with a $3 million budget shortfall for the 2011-2012 fiscal years. This is the same yearly problem due to the lack of dedicated funding sources for the bus service. Central Florida Jobs with Justice is mobilizing transit riders to the meeting to demand solutions for our underfunded transit system. Service cuts are not an option! — Central Florida Jobs with Justice

WASHINGTON, DC: The National Transportation Safety Board opened its public dockets April 6, for investigations of three accidents that occurred in the last 18 months in the Metrorail system. The creation of the dockets marks the release of factual information about the accidents and does not provide any analysis of the events, which will be released later, the NTSB said. The material includes exhibits, transcripts, photographs and other documents. — Washington Post

OTTawa, ON: The City of Ottawa is asking a federal conciliator to help draft an agreement with its bus drivers and mechanics. City officials say they have no choice because representatives of Local 279 refuse to meet for negotiations after five invitations to do so. The local says it will refuse to meet to bargain a new contract until scheduling issues in the previous agreement are sorted out. They say that the system that details how drivers would be assigned and how long shifts would be, was what delayed a settlement in the previous negotiations. — Canadian Labour Reporter

RESOURCES

EPI ANALYSIS OF RYAN BUDGET AVAILABLE: Social programs have successfully reduced poverty rates for children and seniors and provided all Americans with a strong social safety net. The proposed Republican budget for Fiscal Year 2012, which House Budget Committee Chair Paul Ryan unveiled April 5, would dismantle social programs. In Paul Ryan’s budget would undermine economic security, policy analysts Rebecca Thiess, Ethan Pollack and Andrew Fieldhouse explain how the plan, if enacted, would eliminate Medicare as we know it, shift the responsibility for Medicaid to already-strained states, fast-track cuts to Social Security and weaken the food stamps and Pell Grants programs. In hobbiling social programs, the Ryan budget would put the gains the United States has made in health and economic opportunity in the last century at risk, at a time when a strong economic recovery has yet to take hold. Go to: http://www.epi.org/publications/entry/ryans_budget_would_undermine_economic_security_for_millions

AT THE RIVER I STAND: Memphis, Spring 1968 marked the dramatic climax of the Civil Rights movement. At the River I Stand skillfully reconstructs the two eventful months that transformed a strike by Memphis sanitation worker into a national conflagration, and disentangles the complex historical forces that came together with the inevitability of tragedy at the death of Dr. Martin Luther King, Jr. For information on how to have a showing of this award-winning documentary go to: http://newsreel.org/video/AT-THE-RIVER-I-STAND

INTERNATIONAL OFFICERS EMERITUS

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International President Warren George, ret.
International Executive Vice President Ellis Franklin, ret.
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Our cover story this month is about the fatal implications of an American government influenced by the right-wing anti-government policies of the 1980's. Deregulation of the intercity bus industry has resulted in the downgrading of transportation workers’ pay and benefits, as well as lowered safety standards for riders, drivers, and anyone who uses U.S. streets and highways.

Fifteen passengers were killed on a bus that went out of control in New York City on March 12. It was one of many such accidents which are often caused by the “discount” economy created by Congress in deregulating trucks, buses, and commercial aviation.

Today in the U.S., bus operators in the intercity service are typically not unionized and paid extremely poor wages. Wages are often so low, in fact, that bus drivers have to work multiple jobs and over-the-limit overtime just to pay their bills.

Interstate drivers are excluded from the Fair Labor Standards Act, which means no time-and-a-half pay. That means longer hours behind the wheel to earn a living. That means driving beyond one’s physical capabilities is the price we pay to feed our families and send our kids to school.

Designed Through Lax Oversight to Kill

Each time fatal accidents happen, the responsible elected officials express renewed shock, demand an investigation, and move on to the next issue. We are left behind in the bus industry to continue to deal with an industry designed through lax oversight to kill its own customers and workers.

In this issue we further examine the accident in New York as part of our continued campaign to put an end to these “sweatshops on wheels.”

We are fighting in Washington to get appropriate action to create a framework for safety. That must include standards for equipment safety. Our task is to get employers and the government to recognize that the lack of labor standards in our industry is just as deadly as the locked door that sealed the fate of 146 seamstresses who died in the Triangle Shirtwaist Factory Fire 100 years ago.

Unsustainable

We have been told again and again this year that our wages, health care, pensions and even our bargaining rights are just “unsustainable.” Yet the folks pushing that line think that cutting taxes for corporations and billionaires is not only sustainable but essential.

On April 4, union members all over the United States marked the anniversary of the death of Dr. Martin Luther King, Jr., and reminded America that he gave his life fighting to get public employees in Memphis the right to have a union contract. His last days were spent articulating his point that “All labor has dignity.”

At rallies and other events ATU took its place in reminding the world that not much has changed since the 1960’s. Public workers are again being demonized and attacked. Our military is now waging three wars at a cost
of over $2 billion a week. If one week’s worth of the war budget was saved and invested in transit, all the service cuts and layoffs could have been avoided.

Moral Courage

We are called again to have the moral courage to change our government’s policies.

Here is an observation by Senator Robert Kennedy in 1966: “People starve in the streets in India; intellectuals go to jail in Russia; thousands are slaughtered in Indonesia; wealth is lavished on armaments everywhere. These are differing evils. But they are the common works of man. ‘Moral courage,’” he concluded, “is a rarer commodity than bravery in battle… yet is it the one essential, vital quality for those who seek to change a world which yields most painfully to change.”

On April 5, 1968, the day after Dr. King was assassinated, Senator Kennedy reflected on his death and the mindless menace of violence.

He said, “… there is another kind of violence, slower but just as deadly destructive as the shot or the bomb in the night. This is the violence of institutions; indifference and inaction and slow decay.

“This is the violence that afflicts the poor, that poisons relations between men because their skin has different colors. This is the slow destruction of a child by hunger, and schools without books and homes without heat in the winter. This is the breaking of a man’s spirit by denying him the chance to stand as a father and as a man among other men. And this too afflicts us all.”

Two months later, an assassin ended Robert Kennedy’s life, and stilled his voice fighting for working Americans.

The continued attacks on workers in the U.S. and Canada is that “other kind of violence” described by Senator Kennedy. Each time an ATU member joins a protest, confronts a politician or stands up for fairness at work we continue the battle against the institutional violence corporate America wants to impose on us. Without struggle their can be no progress.

Read the articles in this magazine to see how hard our Union and our members are fighting for justice.

Civil rights leaders Dr. Martin Luther King and Sen. Robert Kennedy were slain within two months of each other in 1968. Both fought for a fair economy and an end to the Vietnam War.

International Veolia Worker Unions Lay Groundwork for Greater Solidarity

The International Transport Workers’ Federation (ITF) convened a two-day Veolia Strategy Meeting, March 31, in Washington, DC, to discuss labor relations within the company’s global transport division. Representatives from unions across Europe and North America laid the groundwork for greater cooperation and solidarity among workers employed by Veolia throughout the world.

A significant portion of the meeting was dedicated to the situation members of Local 1433 now face in Phoenix, AZ, and the potential for a global, coordinated response by ITF affiliates.

International President Larry Hanley spoke at length about the ATU’s struggle with the company in Phoenix, and our brothers and sisters in France and the rest of Europe have pledged their support to members of Local 1433.
Ohio, Wisconsin, Arizona, Florida, Indiana, Michigan, Texas and everywhere in between, the labor movement is under attack by right-wing destructionist and anti-union politicians. They are trying to split the hard working middle class right down the middle.

Their goal is to cause workers without representation to attack those of us who have fought hard all our lives to protect our union members and non-organized workers as well.

Grossly Misleading

They are grossly misleading non-organized workers by telling them that unions have been favored and are making too much money and have elaborate benefits at their expense. They want to portray us as being the reason the economy has failed and even more drastic, that destroying our pensions is the only way out.

Listen, we did not receive money for bailouts and we certainly were not getting thousands and even millions of dollars in bonus money, while asking for the federal government to bail us out.

Real Solution: Go On the Offensive

Here’s the real solution to the matters at hand: go on the offensive.

One positive from all of these attacks is that the labor movement has been jolted and now we are wide awake and “WE WILL NOT RUN AND HIDE” from our adversaries.

Even with all the lies and distortions put out by these hard core right-wingers everyone is not fooled. In the vast majority of polls conducted over the last few months the results show that over 70% of the workers polled do not agree with taking away the collective bargaining rights of organized labor.

‘In the Same Boat’

This alone tells us that now is the time to explain to non-union workers that they are in the same boat with organized labor. In order for all of us not to lose precious ground we have to stick together.

And when I say all – I want our Canadian brothers and sisters to know that this is an all-ATU fight. We will fight for the rights of Canadian labour just as surely as we will for union members in the U.S. We will not back down.

We have to let our fellow non-union workers know what we are all about and most importantly that the majority rules in our Union and when we speak, it is with a unified voice. Working together has tremendous advantages UNITED WE BARGAIN, but DIVIDED WE BEG. Now is the time to ORGANIZE, ORGANIZE, and ORGANIZE.

In Solidarity,

Robert N. Baker, Sr.

Bob Baker
No doubt you are hearing a lot about the war against U.S. public service workers and their unions. But there may be some of you who think that the battlefront will never reach you.

Some of you may think that federal law will protect you; others of you may feel confident that anti-worker laws will never pass your state legislature, and still others may prefer to not think about it at all.

None of these reactions are wise. The political landscape is littered with the “corpses” of once-successful movements that died out because of this sort of complacency.

This moment requires all of us to join coalitions of Labor and other groups to fight anti-worker bills all over the U.S. If all of us do something, even something small, the political power unleashed against these anti-union schemes will be unstoppable.

ATU-COPE More Important Than Ever

But that’s not all I’m asking you to do. I want you to contribute to ATU-COPE.

Because of a recent Supreme Court decision which removes limits on the amount corporations and unions can contribute to political campaigns, this ATU fund for voluntary political contributions is more important than ever.

Was the Supreme Court Decision Fair?

Not really. Contrary to the impression created by the media, big business has collectively funneled 10 times more to political candidates than labor unions. How much more will they spend now that contribution limits have been lifted?

And they’re not even content with a 10 to 1 spending advantage. CEOs and their politician buddies are now doing everything they can to weaken or destroy unions. Some have even suggested banning collective bargaining altogether.

If unions are outlawed or rendered irrelevant, CEOs will have finally reached their goal of being able to do virtually anything they want. That’s not good for the middle class. That’s not good for America.

So, if you’ve been waiting for something important enough to spur you into action, now’s the time. If you’ve been putting off making a contribution to ATU-COPE, now’s the time. It’s impossible to overstate how urgent this is. Now’s the time.

Oscar Owens, International Secretary-Treasurer

Now Is the Time
Labor, transit and other advocates emerged from an ATU boot camp trained and ready to wage war against proposals to lay off transit workers and cut public transportation in their localities.

The training was part of the third ATU Community Organizing Summit, March 11 – 13, at the AFL-CIO’s National Labor College in Silver Spring, MD. Commonly referred to as the ATU “boot camp,” the program teaches participants how to establish transit advocacy coalitions.

The summit brought together ATU officers, and national and community transit activists from all over the United States who were provided an opportunity to introduce themselves and discuss the challenges they face locally. So many accounts of political and management assaults on the wages, benefits and rights of transit workers were presented that the time allotted had to be extended — illustrating the depth of the crisis.

On Friday, March 11, International President Larry Hanley presented a national overview of the transit crisis, describing the service cuts, fare hikes, layoffs, privatization efforts, and concessions plaguing the transit industry and transit labor. He commended President Obama’s far-reaching proposal for a new U.S. surface transportation reauthorization act, and outlined the drive to pass the bill in a split Congress.

Hanley told participants that while each of them faced a local problem they also needed national solutions. A national plan is necessary, he insisted, to effectively counter the attack on transit and transit labor. All of this is taking place, he noted, as politicians are introducing legislation in state legislatures that would virtually strip public worker unions of their collective bargaining rights — effectively busting the unions.

**Importance of Union Density**

Greg LeRoy, executive director of Good Jobs First, showed the summit how transit reduces sprawl and increases population density — a good thing for unions which thrive in urban areas.
One of the highpoints of the March 11 session was the inspiring speech given by Rep. Elijah Cummings, D-MD, who excoriated the efforts of the GOP-controlled House of Representatives to roll back so many of the rights and benefits of the middle class and working poor in the U.S. Cummings impressed the summit participants with a simple, yet powerful reminder that when all else fails in debates with proponents of regressive policies – “use the moral argument.”

Cummings asserted that when all was said and done, no one could argue that it was moral to take unemployment benefits, health care, and collective bargaining rights from the poor and middle-class while funneling unprecedented wealth to the rich through bailouts and tax cuts.

The summit also heard from Bryna Helfer, the secretary of transportation’s director of public engagement; Laura Barrett, executive director of the Transit Equity Network (TEN); Geoff Anderson, president and CEO of Smart Growth America; and Anita Hairston, from PolicyLink who spoke about the group “Transportation for America,” and its equity caucus.

Jeff Rosenberg, ATU’s director of government affairs, updated the summit on transportation legislation in the U.S. Congress. Local grassroots coalitions which build pressure on U.S. representatives and senators, he said, are more important than ever before, given the difficulty of persuading the GOP-controlled House to spend more money on transit.

Staff from the new Department of Training and Field Mobilization described various campaigns around the country where ATU is fighting service reductions and member layoffs. Examples included Pittsburgh, Cincinnati, Florida, Ohio, Wisconsin, and Phoenix where the ATU is mobilizing members to fight back.

Joel Foster, from the Ballot Initiative Strategy Center, spoke on a seldom-addressed tactic used against transit in several states – the ballot initiative. Foster explained how his organization helps citizens fight against votes directed at cutting funding for transit, and how they can be used to pass legislation that increases transit funding.

One recent successful ballot initiative in St. Louis actually succeeded in increasing transit funding there. That ballot case study was outlined by Katie Larsen, from Metropolitan Congregations United, and Charles McNeil, 788-St. Louis, MO.
Participants Speak Out About the Challenges They Face

A random sampling of comments by some of the local presidents attending the DC Boot Camp:

Local President Jackie Jeter, 689-Washington, DC
Our problems are safety; final and binding arbitration. You know, unions respect the arbitration process and go through that process and play by the rules only to have management do something different. Right now we’ve been without a contract for two-and-a-half years, and we’re fighting for that. Funding is also a problem as well as just general respect for union members.

Local President Calvin Kennedy, 1324-Savannah, GA
In Savannah, GA, operating assistance became an issue. The city council set up a contract with Veolia and we started to have to deal with issues we never dealt with before. They wanted everybody to “re-signup” to be union members. They started talking about how to determine a 40-hour work week. So we’ve got a lot of issues.

Local President William Nix, 268-Cleveland, OH
We have been in negotiations for the last two years. Senate Bill 5 was introduced in Ohio – just like the bill in Wisconsin. At this time we’re trying to get a referendum vote [to repeal the anti-union legislation]. We’re gonna put it on the ballot, and we believe we’re gonna “slam it” on election-day.

Local President Ron Cox, 416-Peoria, IL
We don’t have the funding problems, but I know Chicago does and what I tell our members is what happens in Chicago trickles down to us in about two years.

Local President Andy Longacre, 842-Wilmington, DE
I come from a local that has a history of not wanting to be politically involved… We have to be at the table. These are the things that control our very lives. We have to be active and hopefully we will all come out of this learning that.

After this, the summit’s small groups gathered again to discuss how ATU’s ballot initiative strategy would work in their areas.

The summit also heard from Andy McDonald, from the firm, BerlinRosen, on campaigning for public services; Brian Lombardozzi, coordinator of the Apollo Alliance’s drive to bring transit vehicle manufacturing back to North America; and representatives of the Gamaliel Foundation, and the Transit Riders for Public Transportation.

On the final day of the event, LeRoy motivated participants with a presentation on enlisting union members, pro-transit employers and transit benefit users in the campaign to save mass transit. The small groups met for a final time to survey the unions and employers who could be targeted for this purpose in their areas. They subsequently reported to the group on the campaigns they envisioned employing in their metropolitan areas.

Participants also heard from Sam Zimbabwe, from Reconnecting America and its Center for Transit-Oriented Development, who spoke on “mapping” as a tool for transit organizing; and Caron Whitaker, campaign director of America Bikes.

Videos, power points, and more pictures from the boot camp can be found at www.atu.org.
Representatives of U.S. locals steered the ATU’s legislative program in a decidedly new direction at the Union’s Legislative Conference, March 13 – 17, in Washington, DC. Energetic work with coalitions at the local level took on a higher priority than it had in previous years.

International President Larry Hanley set forth a vision of an activist grassroots program which would put pressure where it counts – on lawmakers in their legislative districts, rather than in Washington.

Participants worked together to formulate a plan to create enough local pressure to block the efforts of union-busing politicians, and prevent cutbacks in transit service. They quickly determined that partnering with other groups who share ATU’s goals was integral to this process.

A sense of urgency pervaded the gathering as the war against public service unions in Wisconsin, Ohio, Indiana, and elsewhere advanced in state legislatures. Naturally, this shifted much of the conference’s attention from the federal to the state level. And while the collective bargaining rights of most public ATU workers are currently protected by “Section 13(c)” of the federal transportation authorizations act, many at the conference acknowledged that if all other public worker unions were busted in their states, it would be very difficult for ATU locals to make any progress at the bargaining table.

And, so conference-goers realized that ATU’s legislative purview had to expand from its traditional transit-centric approach to include the fight to defeat the CEO-driven campaign to render unions powerless in the United States.

That anti-union tsunami was unleashed in the wake of the 2010 election in which the GOP captured the U.S. House of Representatives, won governorships, and elected majorities in many statehouses. How this all came about and what we should do about it was the subject of an eye-opening presentation by former Teamster Organizing Director and ATU Consultant Bob Meuhlenkamp.

Calling the assault on workers and the middle class the “longest undeclared war in U.S. history,” the former Teamster organizer described why and how corporate America has lowered middle class living standards over the last 35 years.

Meuhlenkamp explained that “the economy is NOT like the weather – not something which ‘just happened’ that no one can do anything about. It is governed by a set of ideas and policies – the corporate agenda.”
The mantra “the market solves all problems” is the rationale used to justify getting rid of anything that stands in the way of market,” Muehlenkamp asserted. It justifies cutting taxes, deregulating industry, privatizing public services, and dismantling government itself. But most significantly it is the principle behind the drive to weaken and eliminate labor unions – the only thing standing in the way of big business doing anything it wants.

Meuhlenkamp closed his presentation reminding the conference that corporate America had a plan to shut down unions and privatize public transit. “What is our plan?” he asked.

The Plan

Hanley followed Muehlenkamp with an overview of the transit cuts which are anticipated or have taken place across the U.S., and the states where legislation has been introduced to cut back or eliminate public worker collective bargaining rights.

Hanley declared that the ATU was at a crossroad – facing two options.

Option #1, he said, was “business as usual” in which each ATU local:
• fights to save its jobs,
• tries to negotiate new contracts,
• fights privatization,
• draws on limited resources,
• and often duplicates the spending of other locals.

Option #2, he said, was a new program:
• which recognizes the new reality that our problem is not local,
• that no local can solve the problem alone,
• that our goal is to put the transit crisis on the national agenda,
• and that we can be at the forefront of a patriotic movement to reduce dependence on foreign oil.
• The ATU will mobilize its members,
• add to local resources via ATU-COPE,
• dispatch a new message and new messengers,
• build coalitions and power where it counts,
• target ATU fights, and coordinate ATU work,
• add power and fight internationally, and,
• allocate more resources to the field and build power.

The IP also didn’t want the moment pass without responding to the neo-conservative claim that collective bargaining and social spending were not sustainable. Hanley showed figures that made it plain that the enormous spending on wars in the middle-east was what was truly unsustainable. He promised to continue to bring this to the attention of the public.

Hanley stated that the ATU will be focusing more resources on training, on building coalitions in Washington, locally, and internationally, on mobilization, and on telling the ATU story.

Concluding, the international president answered Muehlenkamp’s question, saying that the ATU had a plan, but that it was up to the conference to turn the plan into a reality.

During the March 14 sessions the legislative activists also heard from Jeff Rosenberg, ATU’s director of government affairs, who spoke on the burgeoning transit crisis, and broke into regional groups to discuss partnering with and organizing their passengers in the fight against transit cuts.

That evening participants attended a demonstration of a new “Town Hall” event in which Local 689-

Keynote speaker Rep. Earl Blumenauer, D-OR, kicked off the proceedings the following day lauding the work of the ATU with remarks delivered during breakfast.

Later, Christine Zook, ATU’s director of training and field mobilization, described the work of her new department and introduced the three new employees who had hit the ground running already mobilizing members in Chicago, Cincinnati, and Pittsburgh.

Local 113 Media Consultant Bill Reno

Rep. Emanuel Cleaver, D-MO, the chair of the Congressional Black...
Caucus, described the situation he finds in Congress today, decrying the onset of what he calls “fact-free” debating in Congress. He cheered the participants on in their work.

The conference also heard from Rep. Anthony Weiner, D-NY, who had recently made headlines with impassioned remarks from the well of the House condemning the duplicity of representatives who stated that they would vote against a bill benefitting 9/11 first responders because of the process employed in bringing it to a vote, while they actually opposed the bill, itself.

Weiner received an enthusiastic reception from the assembled who appreciated his candor as well as his support for transit and labor unions.

Walter Hook, executive director of the Institute for Transportation & Development Policy, presented the conference with an extensive brief on behalf of bus rapid transit. Hook showed how bus systems cost less and are far more flexible than rail.

The afternoon session ended with another authoritative presentation on corporate campaigns by Andy Banks, an experienced strategic organizer for the Teamsters. Banks emphasized the importance of bringing pressure to bear on all of the parts of a community that have influence on an inflexible employer rather then attacking the employer itself in labor disputes.

The Challenge Ahead

Another long-time ally of mass transit, Rep. Nick Rahall, D-WV, spoke at breakfast the following morning, giving the conference an overview of the challenges that lie ahead in passing a new surface transportation reauthorization bill.

Later that morning AFL-CIO President Richard Trumka gave a stirring call to arms to the conference urging participants to keep fighting the forces attempting to destroy unions in the United States. He complimented International President Hanley on his vision for renewed activism in the ATU.

Later, Mary Kay Henry, president of the SEIU, told the ATU members of her high regard for the Union’s new international president and expressed her desire for a closer relationship between ATU and SEIU locals fighting the challenges ahead.

Sen. Robert Menendez, D-NJ, a key member of the Senate Committee on Banking, Housing & Urban Affairs which plays an important role in transit funding, spoke to the conference in the afternoon.

International President Hanley wrapped up the conference leading a group discussion on the plans forwarded by regional groups to put the ATU plan into action.

On the final day of the conference attendees visited their congressional representatives.

More pictures, video and power points from the conference can be found at www.atu.org.
The Bronx bus crash that killed 15 passengers on their way home from a gambling casino on March 13, received a lot of media attention. But many news reports left out a salient fact – that the increasing number of bus crashes due to faulty equipment, and cutting corners on safety are a direct result of the lack of regulatory oversight by agencies that look the other way while arrogant bus operators lacking proper insurance, flout a plethora of city, state and federal laws.

Ever since Ronald Reagan deregulated the industry in 1982, “renegade” bus companies have sprung up across the country, offering cheap fares ($10 from Boston to New York). The fact that the companies are non-union means that drivers have no recourse to challenge the bosses, some of whom are politically connected and are permitted to operate on their own with no fear of oversight.

‘Discount Bus Driver’

In March, another New York-based charter bus packed with tourists returning from sightseeing in Canada overturned on an icy stretch of a New Hampshire highway, injuring 23 people – the latest in a string of serious intercity bus accidents. It was the third major over-the-road accident involving a “discount bus driver.”

Later that month, ATU International President Larry Hanley told a congressional subcommittee that “the first reaction by regulatory authorities in response to these disturbing events has been to focus on casino runs and other so-called curbside bus operators.” Since the recent accidents, Hanley testified, “law enforcement has been pulling over buses in an effort to check for rule compliance, to examine log books, and determine if required rest periods are taking place.”
During the weekend of March 19-20, New York State conducted surprise safety inspections of 164 buses, Hanley said. “At least 41 were ordered off the road. While it is appropriate for law enforcement to crack down immediately to protect the safety of over-the-road passengers, these steps do not even begin to address the main issue which is at the root of these and many other over-the-road bus crashes which annually kill about 50 people in the U.S. and injure approximately 1,000 other innocent passengers.”

Ruthless Business

It is a ruthless business that operates under the radar only because public officials allow the companies unfettered access to public streets – until TV images of the sliced up corpses are carried away in body bags.

After the New York crash, Mayor Mike Bloomberg appeared on television and said it was “difficult” to enforce the laws against the rogue companies. The man who enforces laws against smoking and trans-fat in foods and whose police department arrests the same people over and over again for selling “untaxed” individual cigarettes for 75 cents each, was sort of fibbing about his administration’s feeble enforcement of existing laws, including buses double parking all over town, engines idling hours at a time, not having insurance, and operating with underinflated or bald tires.

Mayors and governors also have another tool at their disposal but refuse to use it. Many companies are cash-only, a red flag for most tax auditors. People who have studied the industry have pointed out that it is virtually impossible for a company to make money operating a $500,000 bus with the costs of insurance, gasoline, administration, tolls, tires and salaries by charging $10 in what is a cut-throat business – literally and figuratively.

How Cut-Throat Is It?

In 2002, during a feud between rival owners in New York’s Chinatown section, one driver ran over a rival with his bus. A few days later, the offending driver was shot to death. That’s how important the cash is to these folks.

Mayor Bloomberg is not alone in his laissez-faire philosophy. The main goal of deregulation was to drive down wages, not to offer more competition. It was a plan to weaken and ultimately destroy transportation unions at a huge cost to public safety.

Bottom-Feeders

The same privatization issues are playing out in education, with billionaires putting on dog-and-pony shows in major cities, touting charter (non-union) schools as a panacea to our education problems. It is happening in public transit, where bottom-feeder companies like French-based Veolia Transit low-balls its bid, then tells ATU members in Phoenix they must accept a five-year contract with no raises while hiding their profits.

The refusal of government agencies, mayors and governors to enforce current laws and protect their constituents from injuries or death is akin to the FAA allowing an unlicensed pilot to soar to 36,000 feet without reporting all the plane’s maintenance problems.

The evidence of the “don’t ask don’t tell” bus policy can be found littered across America’s highways.

 Surprise DOT Inspections Remove 289 Unsafe Buses, Drivers from US Roads

U.S. Transportation Secretary Ray LaHood announced April 12, that the Federal Motor Carrier Safety Administration (FMCSA) and its state and local law enforcement partners recently conducted 2,782 surprise passenger carrier safety inspections that resulted in 289 unsafe buses or drivers being removed from U.S. roadways.

The announcement can be found at: www.atu.org.
The recent string of tragic, fatal collisions involving cut-rate buses in the Northeast U.S. has highlighted what ATU has long argued: America needs reasonable rules – and the means to enforce them – for all over-the-road buses.

That industry employs thousands of drivers and maintenance workers but has an average fleet size of three buses. It is an industry in which companies simply go out of business when problems like fatal collisions or horrific equipment failures occur, and then go right back into business under different names.

In that atmosphere, it is impossible to organize workers to collectively address the underlying causes of safety failures. We need to impose governmental regulations over the industry if we are going to have any chance of ending the nightmare of death on the highway that is the result of deregulation of the intercity bus industry of 30 years ago.

10% Increase in Wages = 40% Increase in Safety

Professor Michael Belzer of Wayne State University, who has studied both over-the-road trucking and buses, has identified a direct correlation between wages and safety. His studies show that every 10% increase in driver wages results in a 40% improvement in safety.

As a result of the recent string of bus accidents, the New York State Assembly has passed a bill that initiates regulations on intercity buses that operate in New York State. It is a good beginning, but it only covers New York State and the legislation limits the state’s role to requiring permits, bonds, new fees, and assigning locations for pick-up and drop-off of passengers.

National ‘Safe Wage’ Needed

We need to take it several steps further and establish a national “safe wage” – a floor beneath which no operator of over-the-road buses will be allowed to operate, plus rules on working conditions that require break periods with adequate facilities, and hours of service regulations that end the overwork that causes driver fatigue.
Pennsylvania

PITTSBURGH: A community coalition was assembled by Local 85 to try to stop the 15% cut in transit service that eliminated 180 jobs and left thousands stranded. The Coalition to Stop the Cuts held rallies and collected tens of thousands of signatures against the cuts.

It looked like an early victory on March 2, when the Allegheny County Council unanimously passed a recommendation to stop the service cuts and explore other funding sources. However, on March 28, the Port Authority of Allegheny County chose to ignore the bipartisan County Council vote and proceed with the cuts.

Reminiscent of the backroom deals of the past, the Council awarded a contract the same day to a private company to operate the “profitable” routes among those they had just cut.

The Coalition, however, is not defeated. Next steps include organizing drivers to call state legislators, and sending bus-loads of coalition members to the capital, Harrisburg, to lobby for restored service, and a dedicated source of transit funding.

Political efforts will also target the upcoming race for county executive – the elected position which appoints board members to the Port Authority.

The local is also planning fundraisers, a food bank, and work swaps to help laid-off members during the fight to restore their jobs.

Florida

TAMPA: Things turned ugly in Tampa as officials of Hillsborough Area Regional Transit (HART) whose CEO David Armijo has been suspended pending a probe of his finances, stepped up the harassment of their employees who are members of Local 1593.

Local President Vanessa Cephus was fired on trumped-up charges and the members turned out in force on April 8, voting to take her case to arbitration.

The company also fired a customer service representative for embezzlement, which consisted of her allegedly “stealing” two envelopes from the company. Yes, TWO CENTS worth of paper!

The rep has a stellar record with awards and letters of recommendation from the company. One day, she volunteered to help a HART boss do a mailing and she accidentally placed two of her personal bills in HART envelopes, which never made it to the mail room.

The company said it had to “make an example” of her for the theft. Her case is also headed to arbitration.

The company fired two other workers. One was going for cancer treatment and the other was at a funeral service.

Local members are fighting back. They worked with other groups to organize a mass protest rally on April 19, the day that the final report of the internal probe of the CEO was released.

They also had a presence at a community event attended by 5,000 people.

Cephus appeared on a Tampa radio show to talk about why unions are still relevant and she and her officers met with community organizers who promised to work with the members.

After HART bosses banned her from their properties, she demanded a meeting with the acting CEO and pointed out that the action was illegal and that she planned to file an unfair labor practice charge. The acting CEO responded that he would see to it that she was allowed on the property to visit friends and that he or his deputies would clear her to visit the members on union business.

TALLAHASSEE: On February 28, the ATU Florida State Conference Board met to train local officers in mobilizing tactics and to formulate a statewide strategy. Every week since then, each of Florida’s 11 locals have sent at least two members to lobby key senators in the state capital of Tallahassee.

Because of the voluntary commitment of ATU members, the Florida AFL-CIO has designated ATU as one of the key labor organizations in the state – the only one that does not have a full-time lobbying arm in Tallahassee.

ATU local officers are serving on the AFL-CIO’s “Strategy Tables,” including the Florida Unity Coalition, a coalition of public employees, and the Legislative Strategy Table.
ATU members showed up in force, March 29, for a “Rally in Tally” against the cuts proposed by newly-elected Republican Governor Rick Scott’s legislative proposals for budget cutbacks that would severely impact students, teachers, public workers, law enforcement officers, health care workers, families and children.

International Executive Vice President Bob Baker and International Vice President Gary Rauen joined scores of Florida ATU local officers and members to protest a series of anti-union bills which have been introduced by extreme conservative state legislators.

“This mass rally,” declared International Vice President Gary Rauen, “is about people and it’s about making improvements in people’s lives. None of these bills do that. Instead, they are making life harder for a class people in the State of Florida.”

Not content that Florida is already a “right-to-work” state – sunshine state politicians are now attacking workers’ right to choose a union.

Among other things, the bills before Florida’s legislature would prohibit employers from taking union dues out of members’ paychecks, would require locals to apply for recertification every year, and would automatically decertify any local whose membership drops below 50% of the workforce.

“They want to weaken the last line of defense working families have – their unions,” International Executive Vice President Bob Baker told the rally. “We are standing up for good jobs for every Florida worker.”

More information can be found at the Fight for Florida coalition website: http://fightforflorida.com/
Officier and members of the Amalgamated Transit Union were literally at the forefront of over 10,000 people from every corner of the city and all walks of life who flooded Toronto’s downtown streets, April 9, in a massive rally to demand respect from the Toronto City Council.

They made their way downtown by bus, car, bicycle, and on foot, but when they arrived, the message was the same: “We didn’t vote for cuts.” The chants that rang out signaled a call to put communities, public services and good jobs ahead of narrowly defined political agendas.

“I Want My City Back!”

Local President Bob Kinnear, 113-Toronto, ON, was among the leaders who addressed the demonstrators, declaring, “I stand with you today in opposition to [an administration which is not committed] to adequate public transit for all… I stand with you in opposition to [Mayor Ford’s] plan to privatize ‘anything that isn’t nailed down.’

“The Fords and their spineless minions,” he asserted, “plan to turn our high-quality public services over to profit-hungry corporations that will turn decent jobs that allow you to raise a family into insecure, poverty-level jobs that offer no hope for the next generation.

“I grew up in a city that provided an affordable transit system that was the envy of the world … a city that valued public services and offered decent jobs to those who dedicated their lives and their careers to providing these services. That city was Toronto… I want my city back!” Kinnear declared.

He Isn’t a Czar

“Cuts to city services hurt the most vulnerable and marginalized, including seniors, the disabled and those living in low-income neighbourhoods,” said Winnie Ng, Ryerson University’s Gindin Chair of Social Justice and Democracy. “The last thing this city needs is a deeper divide between the haves and the have-nots. We are calling on City Council to work for everyone, not just for those who can afford to live here.”

“Mayor Ford may have been elected, but he isn’t a czar. When you ignore the interests of the people who live and work in this city and start axing services and slashing jobs, you are thumbing your nose at democracy and the electorate. People from all over the city are angry and they are demanding respect,” said Sid Ryan, president of the Ontario Federation of Labour.

“Each city councilor needs to look past their personal politics and commit to building a Toronto that serves every resident. The proposed cuts to transit will leave many of us stranded. None of us voted for this,” said Krisna Sarvanamuttu, president of the York Federation of Students and North York resident.

“In the election, we saw a lot of debate about future plans for the city, but we weren’t expecting existing services to be cut and key public assets to be privatized” said John Cartwright, president of the Toronto and York Region Labour Council. “There are many Torontos that make up this city and it is the city’s services, public transit and arts funding that tie us all together.”
International President Larry Hanley testified, March 29, before the U.S. House of Representatives Committee on Transportation, Subcommittee on Highways and Transit. The subject matter of the hearing was “improving and reforming the nation’s surface transportation programs.”

The perceived lack of funding for a new transportation program has held up an agreement in Congress since the previous bill expired in 2009. New House Transportation Committee Chair John Mica, R-FL, has insisted that the transportation program will have to “live within its means,” which would result in a poorly funded bill.

Some Republican leaders are arguing for a transportation bill that funds only highways and not transit. While Mica is reportedly against that approach, it is likely that he will attempt to move a bill this spring that would cut transit by 20%, arguing that increased transit funding (or even flat funding) is unsustainable without raising taxes.

Voters also want to see cooperation among transportation leaders in Washington and favor more transportation options. However, those surveyed indicated that they did not favor increasing the gas tax, which helps explain Congress’ delay in reaching agreement on a new transportation bill.

Meanwhile, the public transit crisis lingers on, as the next wave of service cuts has arrived. The day before ATU testified, the Port Authority of Allegheny County (PA) cut service by 15%, slashed 29 routes, and laid off 180 workers. Thirty-five percent cuts are pending in Tacoma (WA), while Birmingham (AL), and Long Island (NY), are on the verge of cutting bus service in half.

Generally, when routes get cut, transit systems tend to look toward those with low ridership – early morning, late night, and weekend service. People who work non-traditional hours, typically minorities who have no other means of transportation, are disproportionately affected.

“The person who cleans offices downtown in the wee hours of the morning should not have to sleep on the cold hard floor in the lobby of the building after finishing her work until the buses start running the next day,” Hanley stated in his testimony. “America is suffering through a transit crisis that is largely being ignored. Transit needs operating aid, and it needs it now.”

Intercity Bus Safety

One week prior to the hearing, a New York-based charter bus packed...
The beloved co-founder of the Local 1001-Retired Chapter, Joe Hanson, passed away February 4, just shy of his 99th birthday.

Harvey “Joe” Hanson enrolled into Local 1001-Denver, CO, on May 1, 1943, and soon became a fixture within our local. The twinkle in his eye, his always ready handshake, his baseball cap and cowboy boots were all a part of the Joe Hanson persona.

The guy never said a mean word about anyone and he was a loyal friend to all.

Most members knew Joe as one of the handful of “founding fathers” of the Retiree Chapter, which was chartered in 1984. But, Joe’s history with the local began long before that.

In 1939, at the end of his three-year stint in the military, Brother Hanson went to work for a dry cleaning company in Denver. A few of the workers there organized the employees into a Teamsters local, and tried to get a contract. But the company would not budge. The strike was broken three months later and Joe moved on to a job hauling gravel.

One June day in 1942, Joe got off work early, and went over to see about a job at the Aurora garage of the Fitzsimmons Bus Company. It wasn’t union, but the 75-cent per hour pay was pretty good. He was hired.

“The Amalgamated” came to the Fitzsimmons Bus Company about a year later when it merged with Denver Tramway on May 1, 1943. Denver’s private properties were folded into the public Regional Transit District in 1969. Joe retired from RTD on September 30, 1978, having driven a bus for 36 years.

Serving as our Retired Chapter president since day one, Joe was honored as its first and only “president emeritus” in 2009.

Everyone who knew Joe Hanson knew what a truly nice and decent guy he was. His ATU Retiree baseball cap was adorned with the union buttons and pins he’s been given over the years, as well as one that said, quite correctly, “I am loved.”

That pin on your old cap said it all, Joe: YOU ARE LOVED. And you will be missed.

- This tribute was adapted by members of Local 1001 from an article in the June 19, 2009, Colorado Labor Advocate.
The political attacks on workers’ rights are not limited to the United States. Last month, the Ontario provincial government passed legislation that declared the Toronto Transit Commission (TTC) an “essential service.”

The new law, known as Bill 150, takes away transit workers’ right to strike and replaces it with binding arbitration. It affects the 10,000 unionized men and women who operate and maintain the TTC, the second-largest group of public employees in Toronto. About 95% of TTC workers belong to Local 113-Toronto, ON.

**Bill Reverses Centuries of Progress**

“This legislation takes away our right to bargain with the only thing we have to bargain with: our labour and our skill. It takes away what little measure of influence we have over our working lives,” Local 113 President Bob Kinnear angrily declared. “It reverses centuries of progress in workplace relationships and in democracy generally.”

Canadian governments have justified banning the right to strike in truly essential services involving public health and safety – police, firefighters, and hospital workers. But even though a strike by the TTC would be a huge inconvenience to the city, it wouldn’t put anyone’s life at risk. The ATU has always looked after para-transit users, such as dialysis patients, for whom transit service is actually essential.

“If the city wants to put TTC workers in the same category as life-saving professions such as firefighters, police and paramedics, it should be prepared to pay similar salaries and benefits,” said Kinnear at the time.

But the move to ban work stoppages in the TTC wasn’t one based on fact and research. Rather, it was because the city’s new right-wing mayor asked for it.

**99.9% In-Service Record**

There have been only 13 days of work stoppages on the TTC in the last 30 years. Despite a 99.9 per cent in-service record, Toronto Mayor Rob
Ford had made declaring the TTC an essential service part of his winning campaign platform in last year’s municipal election.

Because labour law is provincial, however, the city had to ask the Ontario Liberal government to make the change. The matter came up as the first order of business on the first meeting of the new Toronto City Council last December. While several councilors, and even the TTC’s chief general manager, argued against it, the motion to ask the province to declare the TTC essential carried 28 - 17.

On March 30, one day before the ATU/TTC collective agreement expired, the provincial government passed Bill 150. They shortcut the normal legislative process, including extensive public consultation, in order to meet that deadline. The New Democratic Party members in the legislature voted against the bill.

‘Blatant Hypocrisy’

“It is a sad day for democracy when you take away some people’s rights in order to win other people’s votes,” said Kinnear after the final vote in the Ontario legislature. He was referring to the fact that the Liberal government holds several seats in Toronto that it fears losing in the upcoming October 2011 provincial election. Mayor Ford had threatened to aggressively campaign against the Liberals if they didn’t come through with the essential service legislation.

Kinnear pointed out that the same Liberal government had rejected a bill to declare the TTC essential in 2008, following a short, two-day strike that ended in the union being legislated back to work.

“They didn’t believe they had to take away our rights back then but now they say it is in the public interest,” said Kinnear. “A more blatant example of political hypocrisy would be hard to find.”

ATU Pledged Not to Strike

What made the rush to legislation particularly offensive was that Local 113 had pledged to not strike in the upcoming rounds of bargaining so that there would be no need to pass a law without the normal procedures of full debate and public consultation.

In February, Kinnear announced that Local 113 would not strike or disrupt Toronto’s transit system in any way during this year’s contract negotiations, even if they still had that right under the law. Rather, they would negotiate in good faith to reach a voluntary agreement with the TTC, as they usually do.

If no agreement was negotiated, the union agreed to submit outstanding issues to arbitration. Mayor Ford rejected that offer and pressed his demand that the province quickly pass Bill 150.

Real Issue: Lack of Funding

The union remains committed to the 1.5 million riders that use the TTC daily. It knows that the real issues facing the TTC ridership are the lack of adequate funding and the need for expanded service for a rapidly-growing population. But the city continues to reduce services to reduce costs. Mayor Ford recently agreed to cut back night-time and weekend service on dozens of bus routes.

“It’s a contradiction to say that transit in the city of Toronto is essential while at the same reducing service to the very people who have no alternative means of getting to and from work or events,” said Kinnear. “But when have anti-union politicians ever cared about working people?”

Don’t Even Talk About It

The new legislation says that no employee can strike, threaten to strike, or even encourage talk of a strike. But what it won’t prevent is requiring management to obey the collective agreement to the letter, something that could considerably slow down operations.

And it won’t save money. A 2008 study by a conservative-leaning Canadian think-tank estimated that a previously-negotiated contract with TTC workers would have cost an additional $11.2 million had it gone straight to an arbitrator. The study concluded that arbitrators’ decisions are frequently friendlier to workers than negotiated collective agreements.

Moreover, Bill 150 violates an international treaty to which Canada is a signatory. It also may not survive a court challenge. A recent Supreme Court of Canada decision on a union issue sent strong signals that the new Ontario law may well contravene the Charter of Rights and Freedoms in Canada’s constitution.
Thousands of wage workers followed 143 victims of the Triangle building fire, in New York to their last resting places. Locked doors and insufficient fire escape equipment was responsible for the fatalities.

“But why lock the doors and make a prison of a workshop? Why a shortage of fire escapes? Again, why do wage earners enter such death traps?

“One poor girl victim was identified by having in her possession her week's salary of $3.00. Perhaps the amount of the week's salary is sufficient reply.”

This is the way the April 1911 Motorman & Conductor (predecessor of the In Transit) reported the March 25 Triangle Shirtwaist Factory Fire one hundred years ago in New York City. Most Amalgamated members would have understood the significance of the Triangle Fire. It was their “9/11.” For years, it was the worst industrial disaster in U.S. history.

The tragedy shocked New Yorkers into passing laws to protect worker safety – laws which became the model for similar measures in states throughout the country.

On March 25, the labor movement in the United States commemorated the 100th anniversary of that horrific tragedy.

What Happened?

Late in the afternoon of March 25, 1911, an explosion and fire started at the Triangle Shirtwaist Factory, a sweatshop on the top floors of the 11-story Asch Building on Greene Street in lower Manhattan, a block off Washington Square Park.

The workers, mostly young Jewish immigrant women, had been slaving in that sweatshop all day, for weeks on end. “They knew they were being exploited. They knew it from their wages and working conditions,” says journalist Bill Greider in his introduction to labor historian Leon Stein's book, The Triangle Fire.

Months before, conditions were so bad at Triangle – and other sweatshops – that garment workers called a general strike. It, and the fire, led to the rise of the International Ladies Garment Workers Union, born from a Garment Workers local with $4 in the bank in 1910, and nothing to lose. The strike won concessions, but not in safety.

And that’s what trapped the Triangle workers on that March 25 a century ago.

‘Thud! Dead…’

Management, saying it feared theft, padlocked the interior doors. Stein reported interior stairways of the Asch Building were jammed with panicked
people, according to one police officer who ran upstairs to try to rescue them. “The heat was unbearable,” the cop said. New York’s fire trucks couldn’t reach any higher than the sixth floor. Triangle occupied the eighth, ninth, and tenth floors. Flammable materials, such as rag pieces, were everywhere.

The workers couldn’t get out. The doors were locked, the stairs were jammed. Then the staircase caught on fire. One woman slid down the elevator cable. The rest, women and a few men, were left with no alternative. They burned to death, or jumped.

“Thud! Dead. Thud! Dead. Thud! Dead,” newspapers reported the next day about the sound of the bodies hitting the sidewalk. 146 died.

Owners Got Away with Murder

The Triangle Shirtwaist disaster had many impacts. They included:

- Showing how the law let the owners of the factory literally get away with murder. Isaac Harris and Max Blanck, co-owners of Triangle, were indicted later that year on charges of first and second-degree manslaughter. They were acquitted, as the judge had charged the jury not only that it must find the doors were locked, and that Harris and Blanck knew it, but that there was direct cause and effect between their knowledge and the deaths. New York state and city officials spent their time finger-pointing, ducking responsibility.

- Fire codes and other progressive measures were enacted in New York and several other progressive states. The conservative U.S. Supreme Court of that era trashed those laws as violations of owners’ property rights. But the movement for labor standards started by Triangle kept going, culminating in New Deal-era labor legislation.

‘Human Grist’

- The alliance between immigrant workers and organized labor that was forming before 1911 was cemented, says AFL-CIO President Richard Trumka.

“Poverty, injustice, persecution and a lack of opportunity fueled the migration of millions of Jews, Poles, Serbs, Italians and others to America from Europe over the past century and more,” he told the Jewish Council on Public Affairs on March 6. “Our families fled to these shores, and here we found a hungry industrial economy that devoured us like human grist.

“We were ready targets...We were the last ones hired and the first fired, the people who did the hardest and most dangerous work, the people whose pay got shorted because we didn’t know the language and were afraid to complain.

“Yet in the end the immigrants of our parents’ and grandparents’ generation prevailed, and built America...Those of us who transformed our nation with our unionism were never blind to our differences, or to the fact that the mine owners and mill owners did their level best to divide us.

“Yet I’m proud to say we stuck together, and I can still remember when I went to our local union hall with my father and grandfather and all our other mine workers. Our union brought us all together. Without all of us, we wouldn’t have had a union. And we needed one,” Trumka concluded.

Greider concludes: “A century ago, against the background of social protest and Labor’s demands, the Triangle Fire became a galvanizing moment in American history. It provoked nationwide shock and anger but also a humiliating sense of guilt among many citizens who had previously ignored Labor’s grievances.” That sense of guilt would help lead, a quarter of a century later, to the pro-worker legislation of the New Deal.

- Information included from March 18 PAI article by Mark Gruenberg
**IN TRANSIT**

**L INCENDIE TRIANGULAIRE DES TRANSPORTS EN COMMUN**

Ce mois-ci, notre article en couverture porte sur les implications désastreuses d’un Gouvernement américain influencé par des politiques anti-gouvernementales de droite des années 80. La déréglementation de l’industrie de l’autocar a abouti à la dégradation de la rémunération des travailleurs des transports en commun et des prestations, ainsi qu’à une réduction des normes de sécurité pour les cyclistes, les conducteurs et tous ceux qui utilisent les rues et les routes des États-Unis.

Le 12 mars à New York, 15 passagers ont été tués dans un bus qui avait perdu son contrôle. Cela a été un des nombreux accidents qui sont souvent causés par l’économie à « prix réduits » créée par le Congrès par le biais de la déréglementation des transports par camions, autobus et par l’aviation commerciale.

Aujourd’hui, en général aux États-Unis, les entreprises d’autobus interurbains ne sont pas syndiquées et les salaires sont extrêmement bas. En effet, les salaires sont souvent si bas que les chauffeurs d’autobus ont plusieurs emplois et doivent faire des heures supplémentaires pour payer leurs factures.

Les conducteurs d’autobus inter états sont exclus de la Fair Labor Standards Act, ce qui signifie qu’ils ne bénéficient pas de payement majoré de 50% pour les heures supplémentaires. Cela implique qu’ils ne gagnent pas les salaires qu’ils devraient être payés pour travailler des heures supplémentaires. Cela sert à réduire les normes de sécurité pour les équipements. Notre tâche est d’amener les employeurs et le gouvernement à reconnaître que l’absence de normes de travail dans notre industrie est aussi malheureuse pour les équipements. Notre tâche est d’amener les employeurs et le gouvernement à reconnaître que l’absence de normes de travail dans notre industrie est aussi désastreuse que la bravoure au combat ... mais est-il la qualité indispensable et essentielle pour ceux qui cherchent à changer le monde et qui anéantissent le plus de vies et de vies pour changer ?

Le 5 avril 1968, le jour après la mort de Martin Luther King, le Sénateur Kennedy réfléchit sur sa mort et sur «la menace de violence incontrôlée.»

Il dit, «... il ya un autre type de violence, plus lent, mais tout aussi cruelle que des balles ou une bombe dans la nuit. C’est la violence des institutions, l’indifférence et l’inaction et la décomposition lente.»

Il dit, «... il ya un autre type de violence, plus lent, mais tout aussi cruelle que des balles ou une bombe dans la nuit. C’est la violence des institutions, l’indifférence et l’inaction et la décomposition lente.»

Deux mois plus tard, un assassin mit fin à la vie de Robert Kennedy, et fige sa voix de battant pour les travailleurs américains.

La poursuite des attaques contre les travailleurs aux États-Unis et au Canada, c’est l’autre forme de violence décrite par le Sénateur Kennedy. Chaque fois qu’un membre de l’ATU se joint à une protestation, fait face à un policier ou se prononce pour l’équité au travail, nous continuons la lutte contre la violence institutionnelle que les entreprises américaines veulent nous imposer. Sans combat il n’y aura pas de progrès.

Lisez les articles de ce magazine pour vous rendre compte à quel point notre syndicat et ses membres se battent pour la justice.

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**EL ‘INCENDIO’ TRIANGLE DE LA INDUSTRIA DEL TRANSITO**

Nuestra noticia de primera plana este mes se refiere a las fatales implicaciones de un Gobierno Americano influenciado por las políticas anti-gobierno típicas de la década de los 80’s propugnadas por la Extrema Derecha. La desregulación de la industria de autobuses interurbanos ha resultado en reducción de la categoría de los salarios y beneficios de los trabajadores en el transporte; así como también ha reducido las normas de seguridad para los usuarios, los choferes y cualesquiera otras personas que usan las calles y las carreteras en los Estados Unidos.

Quince pasajeros fallecieron en un autobús que fuera de control se estrelló en la ciudad de Nueva York el 12 de marzo. Este fue uno de esos accidentes que con frecuencia son causados por la “economía de descuento” creada por el Congreso Nacional en la desregulación de los camiones, autobuses y la aviación comercial.

Hoy día en los Estados Unidos, los operadores de autobuses de servicio interurbano son típicamente no sindicalizados y quienes reciben extremadamente bajos salarios. Los salarios son tan bajos, que, de hecho, los choferes de autobuses tienen que trabajar en diversos empleos y trabajar más allá de los límites de trabajo por sobre-tiempo, simplemente para financiar su propia subsistencia.

Los choferes interurbanos están excluidos de la cobertura de la Ley de Normas Justas de Trabajo, lo que significa que no tienen derecho al pago de tiempo y medio. Eso significa muchas más horas detrás del timón del autobús a fin de poder ganarse la vida. Eso significa que, conduciendo un autobús mucho más allá de la capacidad física individual, es el precio que tenemos que pagar para poder alimentar y sostener a nuestras familias y enviar nuestros hijos al colegio.

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**DISEÑADA PARA MATAR A TRAVERS DE SUPERVISION DESCUIDADA**

Cada vez que accidentes fatales ocurren, los oficiales elegidos responsables simplemente expresan que están horrorizados nuevamente, demandan una
investigation, and prosigue a lidiar con el próximo caso. Nosotros en la industria del autobús nos quedamos por atrás para continuar lidiando con una industria diseñada a través de supervisión descuidada para matar a sus propios clientes y trabajadores.

En esta edición de la revista examinamos en particular el accidente ocurrido en Nueva York como parte de nuestra continua campaña de ponerle fin estas “Fábricas de explotación en ruinas.”

Nosotros estamos luchando en Washington para lograr una acción apropiada que cree un marco para lograr seguridad en el sitio de trabajo. Esto debe incluir normas para el equipo de seguridad. Nuestra misión es lograr que empleadores y el gobierno reconozcan que la falta de normas laborales en nuestra industria es tan mortífera como las puertas cerradas que sellaron el destino de las 146 costureras que murieron el terrible incendio de la Fábrica de Vestuario ‘Triángulo’ ocurrido hace 100 años.

**INSOSTENIBLE**

Se nos ha dicho muchas veces durante este año que nuestros salarios, seguro de la salud, pensiones y, hasta nuestros derechos de contratación colectiva, son “insostenibles.” Sin embargo, la gente que propugna ese lineamiento se basa en la opinión de que reduciendo los impuestos que pagan las corporaciones y los multimillonarios es solamente sostenible, sino también esencial.

El día 4 de abril, miembros de la unión a través de todo el país celebraron el aniversario del fallecimiento del Dr. Martin Luther King, Jr., y les recordaron al pueblo Americano que él dijo su vida luchando para que los empleados públicos en Memphis tuvieran el derecho a tener un contrato colectivo. Sus últimos días fueron pasados articulando su principio de que “todo trabajo tiene dignidad.”

Durante demostraciones públicas y en otros eventos la ATU tomó su lugar en recordarle al mundo que no mucho ha cambiado desde la época de los 60’s. Los empleados públicos están siendo de nuevo demonizados y atacados. Nuestras fuerzas armadas ahora están envueltas en tres guerras a un costo de más de $ 2 mil millones de dólares por semana. Si el costo de una semana del presupuesto de guerra fuera ahorrado e invertido en el transporte, todos los recortes de servicio y los despido temporal pudieran haber sido evitados.

**CORAJE MORAL**

Una vez más se nos requiere que tengamos el coraje moral de cambiar las políticas de nuestro gobierno.

Aquí cita una observación hecha por el Senador Robert Kennedy en 1966:

“La gente se muere de hambre en las calles de la India; los intelectuales son encarcelados en Rusia; millares de personas son masacradas en Indonesia; considerable riqueza se invierte en armamentos por todas partes. Estos son diferentes actos maléficos. Pero ellos representan el trabajo común del hombre. “Coraje Moral,” él concluyó “es un producto mucho más raro que valentía durante la batalla….y sin embargo es la más esencial y el valor de las acciones que sea el de un mundo que solo cede dolorosamente al cambio.”

En el 5 de abril, 1968, el día después de la muerte del Dr. King, el Senador Kennedy reflejó su profundo sentir por la muerte del Dr. King y “la amenaza salvaje de la violencia.”

El dijo…”existe otra clase de violencia, mucho más lenta pero tan destructiva como un disparo o una bomba en la noche. Esta es la violencia de las instituciones; indiferencia e inacción y descomposición lenta.”

“Esta es la violencia que afecta a los pobres, que envenena las relaciones entre los hombres porque el color de su piel es diferente. Esta es la destrucción lenta de un niño por el hambre, y escuelas sin libros y hogares sin calefacción en el invierno. Esta es la ruptura del espíritu de un hombre al negarle a él la oportunidad de erigirse como un padre o como un hombre entre otros hombres. Y esto también nos aflije a todos nosotros.”

Dos meses más tarde, un asesino le puso fin a la vida del Senador Kennedy y silenció su voz que luchaba a favor de los trabajadores Americanos.

Los continuos ataques contra los trabajadores en los Estados Unidos y en el Canadá es una “otra clase de violencia” descrita por el Senador Kennedy. Cada vez que un miembro de la ATU se une a una protesta, enfrenta a un político o asume una posición a favor de justicia en el sitio de trabajo, nosotros continuamos la batalla contra la violencia institucional que el sector corporativo en América quiere imponer sobre nosotros. Sin un proceso de lucha para defender nuestros intereses no puede haber progreso.

Lea los artículos publicados en esta revista para enterarse de cuán arduamente nuestra unión y nuestros miembros están luchando para lograr justicia.

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**NOUS N’ALLONS PAS COURIR ET NOUS CACHER C’EST MAINTENANT LE MOMENT DE S’ORGANISER**

Dans l’Ohio, le Wisconsin, l’Arizona, la Floride, l’Indiana, le Michigan, le Texas y partout ailleurs, le mouvement syndical est attaqué par des politiciens destructifs et anti-syndicalistes de droite. Ils essaient de diviser en deux la classe moyenne travailleuse.

Leur but est d’amener les travailleurs sans représentation syndicale à attaquer ceux d’entre nous qui ont lutté toute notre vie pour protéger les membres de notre syndicat ainsi que les travailleurs non-organisés.

**GROSSIÈREMENT TROMPEURS**

Ils trompent grossièrement les travailleurs non syndiqués en leur disant que les syndicats ont été privilégiés, font trop d’argent et qu’ils ont des avantages obtenus à leurs frais. Ils veulent faire croire que l’économie est en panne à cause de nous et encore plus drastique, que la destruction de nos retraites est le seul moyen de s’en sortir.

Écoutez, nous n’avons pas reçu de l’argent pour nous sortir du pétrin et nous n’avons certainement pas reçu des milliers voire des millions de dollars en bonus d’argent, tout en demandant au Gouvernement fédéral de nous sortir du pétrin.

**LA VÉRITABLE SOLUTION: PASSER À L’OFFENSIVE**

Voici la véritable solution aux questions actuelles : passer à l’offensive.

Un aspect positif de ces attaques est que le mouvement syndical a été secoué, que maintenant nous sommes bien réveillés et que «NOUS N’ALLONS PAS COURIR ET NOUS CACHER» de nos adversaires.

Même avec tous les mensonges et les distorsions émis par les membres de l’extrême, personne n’est dupe. Les résultats de la grande majorité des sondages effectués au cours de ces derniers mois, montrent que plus de 70% des travailleurs interrogés n’apprécient pas le retrait des droits à la négociation collective des syndicats.

**C’EST MAINTENANT LE MOMENT**

Seulement ce fait nous indique que c’est maintenant le moment d’expliquer aux travailleurs non syndiqués qu’ils sont dans la même situation que les syndicats. Pour que chacun d’entre nous ne perde pas du terrain durement gagné, nous devons rester unis.

Et quand je dis tous - Je veux que nos frères et sœurs canadiens sachent que c’est une bataille de tout l’ATU. Nous allons nous battre pour les droits des travailleurs canadiens tout autant que nous allons le faire pour les membres du syndicat aux États-Unis. Nous ne reculerons pas.

Nous devons faire savoir à nos compatriotes travailleurs non syndiqués qui nous sommes et, le plus important, les règles de la majorité dans notre syndicat et que lorsque nous parlons, nous parlons d’une seule voix. Travailler ensemble à d’énormes avantages, UNIS NOUS NEGOCIONS, mais DIVISES, NOUS MENDIONS. Maintenant il faut RECRUTER, S’ORGANISER et S’ORGANISER.

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**NOSOTROS NO CORREREMOS PARA ESCONDERNOS AHORA ES EL MOMENTO DE ORGANIZAR**

En Ohio, Wisconsin, Arizona, Florida, Indiana, Michigan, Texas y en muchos lugares por todo el país, el movimiento sindical está bajo un feroz ataque liderado por políticos anti-uniones y destructivos que militan en la Extrema Derecha. Ellos están tratando de dividir por el medio la arduamente trabajadora clase media del país.
Su objetivo es causar que trabajadores no representados por uniones nos ataquen a nosotros, que hemos luchado duramente todas nuestras vidas para proteger a los trabajadores que son miembros de nuestra unión y a aquellos que no están organizados sindicalmente.

**ENGAÑOSOS HASTA EL EXTREMO**

Ellos están usando engaños extremos diciéndoles a los trabajadores no sindicalizados que las uniones y sus miembros han recibido favores especiales y, que para prejuicio de ellos, nosotros estamos ganando demasiado dinero y tenemos exagerados beneficios. Ellos nos quieren describir como los culpables por el fracaso de la economía y, aún de manera más drástica, que destruyendo nuestras pensiones es la solución al problema.

**SOLUCIÓN REAL: VALLAMOS A LA OFENSIVA**

Aquí está la solución real a estas cuestiones: Vallamos a la ofensiva.

Un aspecto positivo que surgió de todos estos ataques es que el movimiento sindical ha recibido una dura sacudida y ahora estamos completamente despiertos y “NO CORREREMOS PARA ESCONDERNOS” de nuestros adversarios.

A pesar de todas las mentiras y distorsiones utilizadas por estos endurecidos activistas de la extrema derecha, no todo el mundo ha sido engañado. En la vasta mayoría de las encuestas hechas durante los últimos meses los resultados muestran que más de un 70% de los trabajadores encuestados no están de acuerdo con la privación de los derechos de contratación colectiva logrados por el movimiento sindical.

**AHORA ES EL MOMENTO**

Esto por sí solo nos dice que **ahora** es el momento de explicarles a los trabajadores no sindicalizados que ellos están abordo de la misma embarcación con el movimiento sindical. A fin de que todos nosotros no perdamos ningún valioso terreno, tenemos que mantener la unidad.

Y cuando yo digo **todos** – yo quiero que nuestros hermanos del Canadá sepan que esta es una lucha de todos en la ATU. Nosotros lucharemos por los derechos del sindicalismo en Canadá justamente de la misma manera que lo haremos por miembros de la unión en los Estados Unidos. Nosotros no retrocederemos.

Tenemos que dejarles saber a nuestros colegas trabajadores no sindicalizados lo que nosotros representamos y, más importante aún, que la mayoría controla en nuestra unión y que cuando nosotros hablamos lo hacemos con una sola voz. Trabajando unidos nos presenta enormes oportunidades: **UNIDOS NOSOTROS MENDIGAMOS**, pero **DIVIDIDOS NOSOTROS NEGOCIAMOS**, pero **DIVIDIDOS NOSOTROS MENDIGAMOS**. **Ahora es el momento de ORGANIZAR, ORGANIZAR, ORGANIZAR.**

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**C’EST MAINTENANT LE MOMENT**

Vos avez sans doute beaucoup entendu parler de la guerre contre les travailleurs américains des services publics et contre leurs syndicats. Mais il se peut que certains d’entre vous pensent que le champ de bataille ne vous atteindra jamais.

Certains d’entre vous peuvent penser que notre Section Fédérale 13 (c) sur les droits à la négociation collective vous protège, d’autres peuvent penser avec confiance que les lois comme celles-ci ne seront jamais adoptées par la législature de votre État et d’autres encore préfèrent ne pas y penser du tout.

Aucune de ces réactions n’est sage. Le paysage politique est jonché de laissés pourdus de mouvements qui eurent autrefois du succès et qui sont éteints à cause de cette sorte de complaisance. Ce moment exige que nous nous joignions tous à des coalitions de travail et autres groupes de lutte contre les projets de loi anti-travailleurs dans tout le pays. Si nous ne faisons pas quelque chose, même quelque chose de petit, il sera impossible d’arrêter le pouvoir politique déchaîné contre ces projets anti-syndicalistes.

**ATU-COPE EST PLUS IMPORTANT QUE JAMAIS**

Mais ce n’est pas tout ce que je vous demande de faire. Je veux que vous contribuiez à l’ATU-COPE.

En raison d’une récente décision de la Cour suprême, qui a supprimé les limites sur le montant auquel les sociétés et les syndicats peuvent contribuer aux campagnes politiques, ces fonds de contributions volontaires à des fins politiques de l’ATU est plus important que jamais.

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**LA DÉCISION DE LA COUR SUPRÈME ÉTAIT-ELLE JUSTE?**

Pas vraiment. Contrairement à l’impression créée par les médias, les grandes entreprises ont collectivement canalisé 10 fois plus de fonds pour des candidats politiques que les syndicats. Combien en plus vont-elles financer maintenant que les plafonds des contributions ont été supprimés?

Et les entreprises ne se contentent même pas de leur avantage de 10 contre 1. Les PDG et leurs amis politiciens font maintenant tout ce qu’ils peuvent pour affaiblir ou détruire les syndicats. Certains ont même suggéré d’interdir complètement la négociation collective.

Si les syndicats sont interdits ou rendus inefficaces, les PDG auront finalement atteint leur objectif d’être capable de faire pratiquement tout ce qu’ils veulent. Ce n’est pas bon pour la classe moyenne. Ce n’est pas bon pour l’Amérique.

En résumé, si vous attendez quelque chose de suffisamment important pour vous inciter à l’action, c’est le moment. Si vous avez repoussé à plus tard une contribution à l’ATU-COPE, c’est le moment de le faire. Il est impossible d’en exagérer l’urgence. C’est le moment.

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**AHORA ES EL MOMENTO**

Sin duda usted estará oyendo muchas cosas sobre la guerra contra los empleados de servicio público de los Estados Unidos y sus uniones. Pero es posible que haya algunos de ustedes que piensen que ese campo de batalla nunca lo envolverá a usted.

Algunos de ustedes pueden pensar que nuestros derechos federales de contratación colectiva bajo la Sección 13 (c) los protegerán a ustedes; otros pueden sentirse confiados de que leyes como estas nunca serán adoptadas por la legislatura de su estado, y otros posiblemente prefieran ni siquiera hablar de esta cuestión.

Ninguna de estas reacciones es sabia. El panorama político está virtualmente cubierto de los “cadáveres” de movimientos que fueron exitosos en el pasado, pero que fallecieron debido a esta clase de autocomplacencia.

Este momento requiere **de todos** nosotros que nos unamos a coaliciones del movimiento laboral y de otros grupos para luchar contra los proyectos de ley de carácter anti-trabajador que están siendo considerados a través de todo el país. Si todos nosotros hacemos algo, aunque sea algo pequeño, la fuerza política que se desencadena contra estos esquemas anti-unión será algo incontenible.

**LA ALIANZA ATU-COPE ES MÁS IMPORTANTE AHORA QUE NUNCA**

Pero eso no es todo lo que yo estoy solicitando que ustedes hagan. Yo también solicito que ustedes contribuyan al programa ATU-COPE.

Debido a una reciente decisión judicial emitida por la Corte Suprema de Justicia, la cual removió los límites relativos a las cantidades que las corporaciones y las uniones pueden contribuir a campañas políticas, este fondo ATU para contribuciones políticas voluntarias es más importante hoy que nunca.

**¿FUE JUSTA LA DECISIÓN DE LA CORTE SUPREMA DE JUSTICIA?**

¡Realmente no! Contraario a la impresión creada por la prensa, el poder económico corporativo colectivamente ha canalizado fondos proporcionalmente 10 veces más a candidatos políticos que las contribuciones hechas por las uniones obreras. ¿Cuánto más podrán ellos contribuir ahora que los límites en las contribuciones han sido eliminados?

Y ellos no están satisfechos con una ventaja de contribuciones de 10 a 1. Los Jefes Ejecutivos de empresas y sus compinches políticos ahora están haciendo todo lo posible para debilitar o destruir las uniones. Algunos han inclusive sugerido que se proscribían todos los derechos de contratación colectiva.

Si las uniones son proscritas o debilitadas a un grado de intrascendencia, los Jefes Ejecutivos de empresas habrán finalmente logrado sus objetivos de poder hacer virtualmente cualquier cosa que ellos quieran. Eso no es bueno para la clase media. Eso no es bueno para nuestra América.

Por lo tanto, si ustedes han estado esperando por algo suficientemente importante que lo estimule a tomar acción, ahora es el momento. Si usted ha estado posponiendo el hacer una contribución voluntaria a ATU-COPE, ahora es el momento. Es realmente imposible el exagerar cuán urgente esta cuestión es para nosotros. ¡Ahora es el momento!
Le Gouvernement de l’Ontario ôte le droit de grève à la section syndicale de Toronto

Action mesquine qui repousse des années de progrès pour les travailleurs

PAR BOB KINNEAR, PRÉSIDENT DE LA SECTION SYNDICALE 113 - TORONTO, ON

Les attaques politiques contre les droits des travailleurs n’existent pas qu’aux États-Unis. Le mois dernier, le gouvernement provincial de l’Ontario a adopté une loi déclarant que Toronto Transit Commission (TTC) était un “service essentiel”.

La nouvelle loi, connue sous le nom de projet de loi 150, retire le droit de grève aux travailleurs des transports en commun et le remplace par un arbitrage exécutoire. Elle affecte les 10 000 hommes et femmes syndiqués qui exploitent et gèrent TTC, qui est le deuxième groupe en importance au sein de la fonction publique à Toronto. Environ 95 pour cent des travailleurs de TTC appartiennent à la section locale 113 -Toronto, ON.

CETTE LOI FAIT RÉGRESSER DES SIÈCLES DE PROGRÈS

“Cette loi nous enlève le droit de négocier avec la seule choix que nous ayons pour négocier : notre travail et nos compétences. Elle nous enlève le peu d’influence que nous avons sur notre vie professionnelle », a déclaré avec colère Bob Kinnear, Président de la section syndicale 113. «Elle nous retire des siècles de progrès en relations de travail et en démocratie en général.”

Les gouvernements canadiens ont justifié l’interdiction du droit de grève dans les services qui sont véritablement essentiels et qui touchent la santé et la sécurité publique – la police, les pompiers, et le personnel hospitalier. Cependant même si une grève de TTC est un gros inconveniant pour la ville, elle ne mettrait pas en danger la vie de quiconque. L’ATU a toujours exercé son droit à grève.

Le syndicat reste au service des 1,5 million de voyageurs de TTC et les professionnels qui servent des vies, telles que les pompiers, la police et les ambulanciers, elle devrait être prête à payer et à prendre des mesures pour que la service de transport en commun soit en effet indispensable.

Si la ville veut mettre dans une même catégorie les travailleurs de TTC et les professions qui sauvent des vies, elles devraient être prête à payer et à prendre des mesures pour que le service de transport en commun soit en effet indispensable.

Le Syndicat 113 - ATU avait promis de ne pas faire grève au cours des prochaines négociations de sorte qu’il n’y avait pas besoin d’adopter une loi sans respecter les procédures normales de débat et de consultation publique.

En février, Kinnear a annoncé que la section syndicale 113 de l’ATU ne serait ni en grève ni perturbée, c’est que la nouvelle loi de l’Ontario pourrait être la première à être appliquée de façon agressive contre les libéraux s’ils ne font pas passer la loi.

LE VÉRITABLE ENJEU : UN MANQUE DE FINANCEMENT

Le syndicat reste au service des 1,5 million de passagers qui utilisent quotidiennement TTC. Il sait que les véritables enjeux auxquels face les usagers de TTC sont un manque de financement approprié et la nécessité de diversifier les services pour une population qui croît rapidement. Mais la ville continue à diminuer les services pour réduire les coûts. Le Maire, R. Ford a récemment accepté de diminuer le service de nuit et pendant les week end sur des dizaines de lignes de bus.

“C’est une contradiction de dire que le transport dans la ville de Toronto est essentiel alors que l’on réduit ce même service pour les gens qui n’ont pas d’autre moyen de se rendre au travail ou à des événements”, a déclaré Kinnear. «Mais quand les politiciens anti-syndicalistes se sont-ils préoccupés des travailleurs?”

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In Memoriam


1 - MEMBERS AT LARGE
WALTER C ERVIN
HELEN L GRIFFIN
MARJORIE G HARRIS
MACK H HENSLEY JR
ALVIN W. JOHNSON JR
JEROME KELDAHL
SAMUEL NAZZARENO
DALE GORDON ROLFE
WILLIAM L SANTZER

26 - DETROIT, MI
FRANK S MELLEN
DEMETHUS E PATILLO
CHESTER S PIERCE

85 - PITTSBURGH, PA
EARL D BOEN
DONALD J BRANDT
ANIEL J BURRELL
MICHAEL J D'ANGELO
FRANK G GIOVANNELLI
DAVID H HARRIS
THOMAS C HICKEY
ROBERT J IRVING

107 - HAMILTON, ON
HOWARD C JOURNEY
CHARLES G GUMBERT
LARRY A JAGGER

113 - TORONTO, ON
MYKOLA BOHUSZ
AURELIO BUCCELLI
JOSEF BULICZ

1753 - VENETIA, PA
ROBERT H WIEDEMANN
THOMAS B BAKER

1005 - MINNEAPOLIS, MN
MARK L ROMERO

1001 - DENVER, CO
ROBERT T HURTE

125 - FT LAUDERDALE, FL
NANCY A VAUGHAN

1277 - LOS ANGELES, CA
FRANK M BOSCO
DONALD R DURFEE
RAFAEL C GONZALEZ

1229 - ST JOHN, NB
ROBERT H WIEDEMANN

1374 - CALGARY, AB
DONALD J BURCHELL

1385 - DAYTON, OH
CECIL BARDWELL
ALVIN CRAWL

1436 - HARRISBURG, PA
GEORGE L COLES JR
DONALD R GATES

1488 - JOPLIN, MO
PAUL F BLISS

1505 - WINNIEPEG, MB
PETER HENRY BOYD
WALTER M FRENCH

1533 - OAK LAWN, IL
ROBERT L WRIGHT

1546 - BATH, ROUGE, LA
RICHARD MC DOWELL

1548 - FLYMOUTH, MA
THOMAS DOWLER
LYNAL MEDEIROS

1561 - OAK LAWN, IL
ARCHIE BROWN

1625 - BUFFALO, NY
MARIAN HIXON

1654 - OAK LAWN, IL
ARCHIE BROWN

1706 - CHICAGO, IL
WALTER M FRENCH

1743 - VENETIA, PA
NORMAN K P_HAHN

213 - AUSTIN, TX
SYLVESTER PIERSKALL

225 - FT LAUDERDALE, FL
NANCY A VAUGHAN

30 Mar/Apr 2011
WE ARE ONE
ATU
AMALGAMATED
TRANSIT UNION
FREEDOM THROUGH ORGANIZATION
ORGANIZED SEPT. 15, 1892
Unionists remember strike
King died supporting

Union members carried placards at the April 4 “We Are One” rallies which commemorated the signs carried by Memphis sanitation workers who went on strike 43 years ago. Dr. Martin Luther King, Jr., was in Memphis to support the sanitation workers when he was assassinated on April 4, 1968.