CANADIAN COUNCIL FIGHTS FOR MEMBERS, RIDING PUBLIC

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EN UNA CARTA QUE ÉL LE ESCRIBIÓ AL PRESIDENTE BARACK OBAMA DÍAS ANTES DE SU MUERTE, EL SENADOR KENNEDY DECLARÓ QUE LA REFORMA DEL SISTEMA DEL CUIDADO DE LA SALUD ES "EL TEMA PENDIENTE DE MAYOR IMPORTANCIA EN NUESTRA SOCIEDAD." ÉL DECLARÓ QUE EL CUIDADO DE LA SALUD ES UN TEMA DE ORDEN MORAL Y EXPRESE SUS ESPERANZAS DE QUE PRONTO "NOSOTROS CUMPLIREMOS CON LA PROMESA DE QUE EL CUIDADO DE LA SALUD EN AMÉRICA ES UN DERECHO Y NO UN PRIVILEGIO."
Stay With the Cause Until It Is Won

The labor movement lost one of its dearest friends and most ardent supporters with the passing of Senator Edward Kennedy, D-MA, on August 25.

In nearly five decades in Congress, Senator Kennedy was a vocal and effective proponent for working families, the poor and disadvantaged, children, and the elderly. His compassion, generosity, and genuine spirit was an inspiration to millions, including myself.

He led the way on civil rights, workers’ rights, disability rights, education and more. But perhaps no issue was more dear to his heart than health care reform.

In a letter written to President Barack Obama shortly before his death, Senator Kennedy called health care reform “the great unfinished business of our society.” He stated that health care is a moral issue and expressed his hope that we will soon “fulfill the promise of health care in America as a right and not a privilege.”

Our Moral Obligation

We can and must pass comprehensive health care reform because, as Senator Kennedy said, it is our moral obligation. A person should not go without health care because they’ve lost their job. A worker should not have to choose between paying the gas bill and paying for medical care. A parent should not be forced to take their child to the emergency room because they don’t have the insurance necessary to see a pediatrician.

We are working diligently here in Washington, DC, to ensure not only that health care reform legislation is enacted, but that reform is comprehensive and includes a strong public option. A public option will serve as a guaranteed safety net for all Americans and will provide competition to the private market, forcing private insurers to make their coverage more affordable. We will not settle for less.

Contact Your Senators Today

Help me to honor the legacy of Senator Kennedy and pass comprehensive health care reform. Go to the ATU website at www.atu.org to find out how you can contact your senators and representatives and tell them to support a bill with a strong public option, today.

In his letter to President Obama, Senator Kennedy expressed his optimism that the president would not falter in this fight. I know, if he had the opportunity, he would have expressed the same sentiment to each of you.

“There will be struggles – there always have been – and they are already underway again. But as we moved forward in these months, I learned that you will not yield to calls to retreat – that you will stay with the cause until it is won.” - Senator Edward Kennedy, May 12, 2009
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IN MEMORY OF: BRUCE P. FOSTER
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Organizing to Maintain Our Standard of Living

There is one glaring reason why the ATU needs to organize the unorganized. It is not solely because we want to grow in numbers. It is not because we want to generate more revenue. The most important reason we need to organize is to prevent our members’ standard of living from being threatened by the presence of low-wage, unorganized transit workers in their community.

When you look across Canada and the United States, you often see employers coming to the bargaining table with proposals to cut wages and benefits. They attempt to justify their proposals by showing other non-union transit employers in their area that pay considerably less, and provide little or no benefits to their employees.

Comparators

If you haven’t participated in a contract interest arbitration you might not know that it is common for an employer to use all non-union transit comparators in their community, rather than other transit systems of comparable size, economy and geographics.

The exception to this, of course, comes when management wants to justify increases in their own salaries. In this case, you might find a manager in Boise, ID, justifying a huge salary increase by comparing his or her salary to a like-named position in New York City. Good enough to compare for their wages, but not for yours.

All Members Should Be Concerned

A concern to me, which should also be a concern to all ATU members, is when I hear that local union executive boards and/or local union members vote against organizing other transit workers in their communities. The reasons for refusing to organize new members vary depending on size, legal classification or other issues within a local, but they should never be used as a reason to impede the local union’s obligation and responsibility to not only maintain, but to continue to improve their members’ standard of living. This can only be accomplished by ensuring that other comparable jobs in the community keep up with competitive wages and benefits.

All of us in the ATU should recognize the need to organize the unorganized in our local and regional communities, and while it may seem selfish to some that we must organize to protect our own interests, it nevertheless is reality.

Whether or not the “Employee Free Choice Act” before Congress becomes reality, we in the ATU must make a significant commitment now to enhance our organizing efforts in order to prevent the decline of wages and benefits of our members and their families.

‘…we in the ATU must make a significant commitment now to enhance our organizing efforts in order to prevent the decline of wages and benefits of our members and their families.’

A MESSAGE FROM THE INTERNATIONAL EXECUTIVE VICE PRESIDENT
A MESSAGE FROM THE INTERNATIONAL SECRETARY-TREASURER

PUTTING THE LOCAL’S FINANCIAL AFFAIRS IN ORDER

Some time ago, I wrote in this space that as international secretary treasurer, I have the responsibility and authority to investigate the financial condition of local unions and joint councils. Obviously, I only exercise that authority when I have reason to believe that the financial affairs of a local or joint council are not being handled properly.

The international goes to great lengths to ensure that local officers know how to run a local in accordance with the law. Among other things, we offer week-long training seminars for new financial officers twice a year. And, recently, we began offering a refresher course for long-time “fin-secs” to help them keep up-to-date in their job.

LOCAL AUDITS

Recently it has become apparent that, while the ATU has always had the authority review locals’ finances, it has never had enough staff to do so comprehensively. Consequently, International President George directed me to bring a certified public accountant on staff who (along with our Controller) will audit the books of locals and joint councils which may not be handling their finances correctly.

We have now hired this new staff person who has started doing local audits accompanied by an international vice president or representative.

My office takes the fiduciary responsibilities of ATU locals very seriously. Where we have evidence that there may be improper financial practices at a local or joint council, I will send staff to investigate.

DIFFICULT JOB

I know what a difficult job it is to be a financial secretary, and I am grateful for the countless hours of selfless service fin-secs provide to their members. I take pride in the fact that our members elect the right people to do the job, and that the vast majority of our locals are properly managed.

But every so often – sometimes due to laziness; and unfortunately, sometimes due to theft – some local officers get into trouble. Now we can act to correct these practices before they become too serious and this office is forced to temporarily administer the finances of a local, vacate a local office, or take legal action.

We have a great Union. As long as I am international secretary-treasurer we will execute our fiduciary responsibilities in a fashion worthy of our members.
Former AFL-CIO Secretary-Treasurer Richard L. Trumka was elected to succeed John J. Sweeney as president of the AFL-CIO at its convention in Pittsburgh, PA, on September 16. International President Warren S. George was also re-elected to the federation’s executive board by the delegates. Trumka is joined as head of the AFL-CIO by Arlene Baker Holt as Executive Vice President and Liz Shuler as the new AFL-CIO Secretary–Treasurer.

Speaking to the delegates after his election Trumka declared, “…today I’m telling you that we will seize this moment. We will act, we will lead, and, by God, we will win! …We need to revitalize and unify labor at every level. We need to reach out to unorganized workers – especially those under 35 – who, for whatever reason, don’t see us as the answer to the economic problems they face.”

International President George applauded Trumka’s election declaring, “Rich will be a great leader of the AFL-CIO. The ATU looks forward to working with Rich, Arlene and Liz, as we build for the future.”

WE’LL TELL OUR MEMBERS THE TRUTH

Trumka has indicated his priorities in comments he has made over the last few months.

“We’ll tell our members the truth about their politicians,” Trumka said at the fed’s pre-Labor Day press conference on September 1. “[We’ll tell them] who stood with them, who wanted to make the health insurance companies happy, and who wanted to make Americans healthy.”

Trumka also has some criticisms of his own union colleagues for past lack of diversity and for insufficient attention to education and organizing. The labor movement’s numbers have stagnated and declined, Trumka said on August 31, “because we have not educated, agitated and mobilized around clear-cut issues.” At the convention, the delegates were more diverse than ever; and they passed an even stronger diversity resolution for the future.

EMPLOYEE FREE CHOICE ACT

One key change will be to move the Employee Free Choice Act to the forefront of the nation’s economic agenda, as “an economic recovery bill” for workers, union and non-union. “The financial economy was supposed to help the real economy make and do things, but in the last 25-30 years, it’s been the other way around,” he asserted. One key union mission: “To reverse that trend again.

INVESTMENT IN INFRASTRUCTURE

“We’ll also join younger workers in pushing for an agenda that incorporates their priorities,” he said on September 1. Those priorities include affordable quality health care, infrastructure, creation of “family-supporting green jobs,” and passage of the Employee Free Choice Act to give them a true voice at work.”

HEALTH CARE REFORM

As for business, Trumka, in the August 31 speech, blasted companies’ “hypocrisy” on health care and other issues. He noted that the high costs of health care hurt business competitiveness and profits, and that they’re in part caused by health insurers’ state and local monopolies. Labor and President Obama strongly back that “public option” competitor. “The issue is so important, you can’t walk away,” Trumka insists.

UNITE HERE REJOINS AFL-CIO

On the last day of the convention President Trumka stood onstage with UNITE HERE President John Wilhelm to announce that UNITE HERE is reaffiliating with the AFL-CIO. The union had left the federation in 2005.
President Barack Obama had a strong, inspiring message for delegates to the 2009 AFL-CIO Convention: We’re going to make this country work again.

In a speech punctuated by chants and standing ovations, Obama said he’s committed to the same goals as the union movement: restoring the economy, getting health care for everyone and passing the Employee Free Choice Act:

“These are the reforms I’m proposing. These are the reforms Labor has been championing. These are the reforms the American people need. And these are the reforms I intend to sign into law.

“Quality, affordable health insurance. A world-class education. Good jobs that pay well and can’t be outsourced. A strong labor movement. That’s how we’ll lift up hardworking families. That’s how we’ll grow our middle class. That’s how we’ll put opportunity within reach in the United States of America.”

ENTHUSIASTIC STANDING OVATIONS

Throughout, the enthusiastic crowd gave him multiple standing ovations – when one woman shouted “I love you,” he responded: “I love you, too, sister.” In turn, Obama showed he understands the needs of working people and the unions that represent them:

“When labor succeeds – that’s when our middle class succeeds. And when our middle class succeeds – that’s when the United States of America succeeds.”

Obama pledged his continued support of the Employee Free Choice Act, because “when workers want a union, they should get a union.”

The economic crisis was brought on by greed and irresponsibility, Obama said, and we can’t wait to rebuild a stronger, better and fairer economy:

“The problems in our economy preceded this economic crisis. Just last week, a Census report came out showing that in 2008, before this downturn, family income fell to its lowest point in over a decade; and more families slid into poverty. That is unacceptable. And I refuse to let America go back to the culture of irresponsibility that made it possible.”

UNIONS AND HEALTH CARE

Obama spent much of his speech talking about health care and thanked union members for their hard work on making health reform possible:

“Few have fought for this cause harder, and few have championed it longer than you…you know why this is so important. You know this isn’t just about the millions of Americans who don’t have health insurance, it’s about the hundreds of millions more who do: Americans who worry that they’ll lose their insurance if they lose their job, who fear their coverage will be denied because of a pre-existing condition, who know that one accident or illness could mean financial ruin.

“When are we going to stop this? When are we going to say enough is enough? How many more workers have to lose their coverage? How many more families have to go into the red for a sick loved one? We have talked this issue to death year after year, decade after decade…now is the time for action. Now is the time to deliver on health insurance reform,” the president declared.

Obama also said that the American Recovery and Reinvestment Act helped pull the economy up and prevent even worse crisis. He pledged to keep working to create good jobs and make sure that “Made in America” won’t just be a slogan, but a reality.

Obama has already signed into law pro-worker legislation like the Lilly Ledbetter Fair Pay Act and an expansion of health care to millions of children in need. He asked the attendees to come together and fight with him for an America with lasting prosperity.
Canadian Director Robin West wrote to Prime Minister Stephen Harper on August 5, urging him to declare transit workers “essential” for the purpose of prioritizing distribution of the H1N1 (swine) flu vaccine.

West’s letter said in part:

Transit workers keep Canada’s economy – quite literally – moving. At this, a time in the very vulnerable initial stages of Canada’s economic recovery, it is imperative that public transit maintain its operability.

Many hundreds of thousands of Canadians rely on transit as their sole means of transportation to and from their place of employment. A decrease in transit services in an already frail economy will cause further hardship among Canada’s lower income families for whom a day’s lost work is a day’s lost pay.

The consequential impact of financial hardship on Canada’s public health is self-evident.

In addition, many families, and particularly lower income earning families, will be relying more heavily on public transit this flu season to travel to and from hospital facilities, doctors’ offices and other caregivers, both to seek medical attention and to provide support to their gravely ill loved ones. It is vital that public transit maintain its accessibility at a time when ambulance and other services may already be working to capacity and beyond.

Transit workers come into contact on a daily basis with thousands of individuals. Transit workers are therefore at great risk of becoming infected and are at an equally great risk of spreading the infection unwittingly to many thousands of people in the course of each day they work while contagious.

…Without healthy workers our public transit systems will certainly fail to deliver in a time of need, both in terms of health and economics.

**TRANSIT VISION 2040**

The Canadian Urban Transit Association (CUTA) held news conferences, September 3, in Gatineau, QC, and on Parliament Hill in Ottawa, ON, to publicly release a new report titled *Transit Vision 2040*. ATU is a member of CUTA.

The report defines a future in which public transit maximizes its contribution to a quality of life with benefits that support a vibrant and equitable society, a complete and compact community form, a dynamic and efficient economy, and a healthy natural environment.

*The “vision” involves:*

1. Putting transit at the centre of communities through stronger government policy and decision-making frameworks, and better community planning and design.

2. Revolutionizing service in all types of communities through expansion and innovation, so that transit systems can both encourage and serve growing demands as they keep pace with the changing face of cities and towns.

3. Focusing on customers and accelerating the delivery of flexible, integrated transit services that meet the needs of an increasingly diverse and discriminating clientele.

4. Greening transit to further reduce the industry’s ecological footprint, improve energy efficiency and limit greenhouse gas emissions.

5. Ensuring financial health through enhanced transit infrastructure and operating investments by all orders of government, more progressive approaches to generating revenue, and new efficiencies in service delivery.

6. Strengthening knowledge and practice so that Canada’s transit industry can more effectively respond to future opportunities and challenges. 🌍
Just when violence on Canadian transit seemed like it couldn’t get worse, something really frightening happened, September 2, in Toronto, ON. Early in the morning a man punched a woman at a bus stop for refusing to give him a cigarette. He subsequently boarded a bus and set the back seat on fire. The passengers fled as well as the arsonist, and eventually the entire coach was engulfed in flames. Fortunately, no one was hurt, but a new hybrid bus was destroyed.

The incident was just the latest in a long series of violent events which have taken place over the last several years on Canadian public transit. The violence usually comes in the form of an assault on a bus operator in a dispute over a fare. But what’s been called “transit terrorism” can come out of the blue for no discernable reason. Four other incidents were reported in the month of August alone.

ATU Canadian Director Robin West makes it clear that “eliminating violence against our members is our first priority.” Toward that end the ATU Canadian Council, headquartered in Rexdale, ON, is pushing for passage of two bills which were tabled (introduced) in the House of Commons this winter. The legislation would simply give transportation workers the same protection as police officers, making an assault on either a federal crime punishable by up to 20 years in prison (see Members Urged to Write MPs to Support Legislation, page 11).

West has met with the office of the justice minister of the Conservative government in Ottawa, ON, to convince him to get behind these bills (see “Bills in Parliament, page 11”) Canadian Council is asking Canadian members to write to their member of parliament and the justice minister to urge them to support passage of the legislation.

The Canadian Director is also working with the influential Federation of Canadian Municipalities (FCM) to produce a resolution endorsing the legislation as well. The FCM advanced the cause of public transit in Canada considerably two years ago when it called for the development of a national transportation strategy.

SAFETY SHIELDS

In addition, on July 30, and again on August 7, West called for the installation of driver-optional safety shields on Canadian buses. “With the increase in assaults on transit workers, action has to be taken to protect operators. I applaud those transit properties that are installing safety shields on vehicles and encourage the other transit properties to follow suit,” West declared.

West emphasizes that the type of shield the Council favors has a hinge which allows operators to choose whether or not they wish to have a barrier between themselves and their riders. Security cameras are also being installed in buses around the country which help clarify a criminal event and identify a violent passenger. The suspected arsonist in the Toronto bus fire was apprehended with the help of a security camera which was on the coach.

Canadian members can only hope that these measures will eventually make an impression on those who might terrorize mass transit, because operators will still be unable to totally control who comes through their vehicle doors.

TRANSIT FUNDING

While safety and security have been the highest priority of the Canadian Council, there are many other issues that it tackles on a continual basis.

As in the United States, transit funding is always a major preoccupation. Keeping track of all of the proposals and actual appropriations of funds for Canadian public transit is a full-time job in itself.

Traditionally a local and provincial issue, the federal government has been wading into the transit funding pool with mixed results.

Ottawa has recently doubled the amount of the federal gas tax which can be used for infrastructure for the next five years, and has begun the process of providing more transit money through its own stimulus program. Unfortunately, the gas tax money which is given to the provinces is to be used for infrastructure in general. And provinces can just as easily decide to build a highway than a light rail line with the money.

Nevertheless, West says, “I think it’s a start. I’d like to see the money guaranteed forever, rather than for the next five years. That’s why we’re trying to get Parliament to agree to a “national transit strategy.” New and well-maintained transit infrastructure benefits not only ATU members, but public transit riders, and the nation in general.

NATIONAL TRANSIT STRATEGY

The National Transit Strategy has been promoted by the Federation of Canadian Mayors since 2007. “Getting people out of their cars and onto public transit is the only way to reduce automobile emissions and end gridlock, but our transit systems need $2 billion a year just to stay in good repair and expand to serve new riders. We need a national transit strategy with a long-term funding to maintain and expand transit,” said Toronto Mayor David Miller.

That cause has been joined by the Canadian Urban Transportation Association (CUTA), of which ATU is a member. CUTA published its own “Transit Vision 2040” on September 3, which seeks to do much the same thing as the “Strategy.”
But, as all political activists know, all the studies and reports in the world will not, by themselves produce the political wherewithal to make the federal government make investments in transit. As in the United States politicians must feel pressure from their constituents to persuade them to find the revenue to maintain and build public transit.

WILL GREYHOUND END SERVICE IN WESTERN CANADA?

The need for public pressure has never been greater in Manitoba and Northwest Ontario, where Greyhound Canada is threatening to cancel service unless it receives $15 million in public subsidies. It is also considering ending service to other provinces as well.

Greyhound says that it cannot make a profit running routes through rural areas as required by federal law. Over 300 ATU jobs are at stake, and the economic consequences of eliminating over-the-road bus service in these provinces are huge. ATU is urging Western Canadians to contact their provincial governments and tell them how important this service is to them.

JUMPSTARTING ORGANIZING IN CANADA

In an effort to jump start organizing in Canada, the ATU, after discussions with the Canadian Council, has agreed to have a member organizer from Local 1573-Brampton, ON, for a period of six months. The new member organizer is Larry Jodouin. Jodouin, who is working with the international’s organizing department has already started working - he is creating a new database of organizing prospects, focusing particularly on school bus and paratransit properties. He has also created a new email address for Canadians to contact who seek to be organized by the ATU: joinatu@atucanada.ca. The Brampton officer is excited about the new venture. He comes to the challenge with bilingual speaking skills which should serve him well in Quebec properties.

H1N1

Finally, all of the issues above might have to take a back seat for awhile if the H1N1 (swine) flu takes off this winter as some fear. Obviously, ATU members who have contact with the public every day are at increased risk of contracting the virus which has been reported to create normal to severe symptoms. The Canadian Council is on top of this and has already petitioned Prime Minister Stephen Harper requesting that transit workers be considered “the essential workers they are for the purpose of distributing the H1N1 vaccine” (See Preparing for H1N1, page 9).

These are only a few of the challenges that the ATU Canadian Council addresses daily on behalf of our Canadian members. No doubt there will be more over time. But whatever the challenge, Canadian members can rest assured that the Council will be there to meet it.

MEMBERS ASKED TO URGE MPS TO SUPPORT LEGISLATION PROTECTING TRANSIT WORKERS

In 2005, an average of 36 percent of Canadian transit operators experienced acts of physical assault. The number of operator assaults has grown also. Canadian transit systems reported 1,626 assaults against transit workers in 2007, and 2,064 in 2008 – an increase of 438 assaults.

The ATU Canadian Council is working to pass two bills in the House of Commons which would make it a federal crime to assault a public transit worker. Canadian members are urged to write to their local Member of Parliament and the Minister of Justice and tell them the following in their own words:

“Given the recent and dramatic increase in assaults on transit drivers across Canada, I ask that they be recognized in the criminal code in the same manner that police officers and peace officers are. Amendments to the criminal code are needed to recognize the increased number of assaults on transit drivers, the vulnerability of these workers and the dangers they face. Recognizing transit drivers in the criminal code would give police and prosecutors the necessary tools to fully and effectively bring to justice those who assault transit drivers. An assault on a driver with a vehicle in motion risks the lives of the driver, the passengers and the public in the vicinity of the vehicle.”

You can find your local Member of Parliament online at: http://www.parl.gc.ca/

The address for the Minister of Justice is:

The Honourable Robert Douglas Nicholson, PC, MP
Minister of Justice and Attorney General of Canada
284 Wellington Street
Ottawa, Ontario K1A 0H8
(fax) 613-990-7255

BILLS IN PARLIAMENT WHICH WOULD MAKE ASSAULT OF TRANSIT WORKERS A FEDERAL OFFENCE

BILL C-314 tabled (introduced) by MP Peter Julian, NDP, BC, on February 11, would amend the Criminal Code to give transportation workers the same protection as police officers, making an assault on either a federal crime punishable by up to 20 years in prison.

BILL C-333 tabled by MP Judy Wasylcia-Leis, NDP, MB, on March 3, would amend the Criminal Code to provide for criminal sanctions for the perpetrators of assaults against mass transit operators.
The death of Senator Edward M. Kennedy, D-MA, this summer caused people around the world to pause and think about the legacy of the senator and his two famous brothers, Senator Robert F. Kennedy and President John F. Kennedy. Although they were born into a family with tremendous wealth, the Kennedy brothers chose to dedicate themselves to public service, becoming champions of civil rights, allies of organized labor and protectors of the physically and economically disadvantaged.

Listing all of their legislative victories and contributions to our society in this small space would be impossible. But, perhaps we could develop a small sense of their accomplishments by imagining a world in which they had never lived, through the eyes of a fictional member of the ATU. Let’s call her Sabrina.

‘SABRINA’

Sabrina, a single mother raising two girls, has faced many challenges in her life. Right after high school, she got a job in a clothing store. However, she soon found that she could not support her family on her minimum wage job, which paid only $4.25 per hour. There was no Ted Kennedy to raise the minimum wage to $7.25.

Sabrina bounced around from job to job for awhile, looking for work with decent health benefits. She finally found something that she really liked, but then got laid off when her boss found out that she was going to have a baby. There was no Ted Kennedy to push for passage of the Pregnancy Discrimination Act, which would make it illegal for employers to fire women for leave taken due to pregnancy. And without the Kennedy-Kassebaum Act, she was unable to keep her health insurance after leaving her job. Insurance companies denied renewal of her coverage due to preexisting medical conditions.

HOMELESS

She lost everything for a while and her family was suddenly homeless. She would have bounced back faster if Ted Kennedy had been there to push for the Homeless Assistance Act to provide federal money for critical shelter programs.

Yet Sabrina was a determined woman, and she got back on her feet through a solid job with good union benefits – driving a bus. But her troubles were far from over. The bus she drove was 25 years old and she developed severe carpal tunnel syndrome and back ailments. There was no John F. Kennedy to sign the first Mass Transit Act to modernize the nation’s public transportation fleet and turn many of the failing private bus companies into publicly-run systems.

Unable to afford college, her eighteen-year-old daughter, a star soccer player, was forced to give up her dreams of higher education because no college offered her an athletic scholarship. Without Ted Kennedy, there was no “Title IX” to force universities to fund organized women’s sports.

HEALTH CARE REFORM?

Her youngest daughter has had severe health problems ever since she was injured during an incident at school recess. Her school should not have even been in session that cold winter day, but without Ted Kennedy, Martin Luther King, Jr.’s Birthday was not a federal holiday.

And although she has a good union job, given her family’s medical problems, Sabrina still holds out hope for universal health care. But without Ted Kennedy pushing health care reform as the “cause of his life,” the issue is not even on the radar in Congress.

Moreover, President McCain’s strong opposition to reform ensures that the big insurance and drug companies will continue to let the cost of health care spiral out of control. Without the inspiration of Robert Kennedy, the civil rights era of the 1960s fizzled. Rather than getting involved in community organizing, Barack Obama chose to become an attorney in private practice, and the world was never exposed to his brilliant mind or phenomenal oratory skills.

What a shame.

A World Without Kennedy’s

— LEGISLATIVE REPORT —
Five scholarships are awarded each year. A sixth $2,000 scholarship is available for award to an applicant who will attend a technical or vocational post-secondary school. The competition is open to ATU members and their children. All applicants must meet the eligibility requirements and otherwise satisfy these Rules and Procedures. For each scholarship winner, the ATU will deposit up to $5,000 with an accredited college, a technical or a vocational post-secondary school where the award winner will be attending.

R U L E S  A N D  P R O C E D U R E S

ELIGIBILITY

1. Applicants must be either:
   - a member of the ATU in good standing; OR
   - the child (whether natural or legally adopted) or stepchild of a member or of a deceased member who was in good standing at the time of his or her death.

2. Applicants must be high school seniors planning to enter college (or technical or vocational post-secondary school) for the first time following graduation during the 2010-2011 school year, or previous high school graduates who have never undertaken post-secondary schooling.

3. ATU Scholarships are NOT available to the following persons:
   - those who do not intend to work without interruption toward a bachelor degree or graduation from a technical or vocational school,
   - those who are attending or have already attended college, technical or vocational school,
   - spouses and/or grandchildren of members,
   - ATU International Officers, International Representatives, staff, and other employees or their dependents, and
   - those who are fully funded for tuition, fees, and books from other sources.

APPLICATION PROCEDURES

Valid applications for the ATU Scholarship Program MUST include the following:
- Completed Official Application Form
- Scholarship Questionnaire
- Written Essay

THE APPLICATION FORM

1. Official Application forms can be obtained from any ATU local union or through the ATU Scholarship Program Office, 5025 Wisconsin Avenue, N.W., Washington, DC, 20016-4139, Tel: (toll free) 1-888-240-1196. You may also use the copy on page 14 or apply online on our website www.atu.org.

2. Completed applications must be sent by first class mail to the ATU Scholarship Program Office at the above address.

3. Applications must be: POSTMARKED NO LATER THAN JANUARY 31, 2010. Late applications will not be accepted.

4. Upon receipt of the application by the ATU Scholarship Program Office, applicants will receive the following materials by return mail:
   - Scholarship Questionnaire
   - Bibliography of Suggested References for the Essay
SCHOLARSHIP QUESTIONNAIRE

1. Applicants, and/or their parent or legal guardian, must sign the authorization statement for the release of the information requested in the Scholarship Questionnaire.

2. The form should then be presented for completion to the principal or headmaster of the secondary school attended by the applicant.

3. Applicants are responsible for ensuring that this form is returned to the ATU Scholarship Program Office POSTMARKED NO LATER THAN MARCH 15, 2010.

ESSAY

1. Applicants are required to write an essay of no less than 500 words and no more than 750 words in English, French or Spanish on the subject of:

   “Organized Labor’s Contribution to the Welfare of the People of the United States”
   (for residents of the United States)

   OR

   “Organized Labour’s Contribution to the Welfare of the People of Canada”
   (for residents of Canada)

NOTE: The essay will be evaluated on an analysis of the topic - the facts and arguments - that are presented as demonstrating that the student understands the topic, and the effectiveness of the essay in demonstrating how organized labor benefits everyone, whether they are union members or not. Grammar, style, organization and presentation will also be evaluated.

2. Essays must be sent, preferably with the Scholarship Questionnaire, by first class mail to the ATU Scholarship Program Office, POST MARKED NO LATER THAN MARCH 15, 2010.

DEADLINES

All deadlines will be strictly enforced. Any application which is incomplete or is not postmarked on time will not be considered.

SELECTION OF SCHOLARSHIP RECIPIENTS

The ATU International shall appoint a Selection Committee of community, academic, and labor leaders. No ATU officer, member, staff or employee shall participate in the final selection process.

Applicants will be judged on the basis of their scholastic record, involvement in community, extra-curricular activities, and the quality of the essay submitted.

The Committee shall select five academic scholarship winners and five alternates, and one technical or vocational scholarship winner and alternate. Decisions of the Committee shall be final.

If a recipient is disqualified due to a failure to fulfill all Scholarship Program requirements, the ATU Scholarship will be awarded to the next qualified alternate.

The recipient(s) will be notified by mail of their award and will also be given a form to complete in order to obtain the scholarship funds. Upon the return of the required information, a check will be issued to the university or vocational school in the appropriate amount. The award will be restricted to the payment of tuition, books, and associated fees.

The Official 2010 Scholarship Application Form

RETURN COMPLETED APPLICATION POSTMARKED NO LATER THAN JANUARY 31, 2010

TO: ATU SCHOLARSHIP PROGRAM, AMALGAMATED TRANSIT UNION, 5025 WISCONSIN AVE, NW, WASHINGTON, DC 20016

Please Print or Type

Name of Applicant: ____________________________

(First)     (Middle)     (Last)

Address: ______________________________________

Phone Number: ________________________________

Name of Sponsoring ATU Member: ____________________________

ATU Member’s Local Union Number: ____________

Relationship of ATU member to applicant: ____________________________

(Self, Child, Stepchild)

High School: ______________________________________

Month & Year of Graduation: _________________________

High School Address: ______________________________

Name of Principal: ________________________________

List in order of preference, the accredited colleges, technical or vocational institutions to which you are applying for admission (no abbreviations):

1. ____________________________________________

2. ____________________________________________

3. ____________________________________________

I hereby certify that to the best of my knowledge and belief the above information is true and correct.

Applicant’s Signature: __________________________ Date: ____________
New Report Documents Impact of Transit Service Cuts and Fare Increases on America’s Communities

Reduction in service and rise in fares in cities across the country especially harmful for families, elderly, low-income & minority populations

Americans across the country, in towns large and small, are being hurt by fare increases and draconian cuts in public transportation service, an epidemic that did not have to happen, according to a report released recently by Transportation for America and the Transportation Equity Network.

The report, Stranded at the Station: The Impact of the Financial Crisis in Public Transportation, is the first systematic analysis of the conundrum faced by communities and their transit systems: Historic ridership and levels of demand for service, coupled with the worst funding crisis in decades. In a detailed examination of 25 transit systems, the authors found that while state and local transit revenues have been pummeled by a tough economy, the effects were compounded by failures in federal policy.

“The result,” said Dr. Sarah Mullins of the Transportation Equity Network, “is dramatic service cuts and fare increases that are hurting people who are trying to hang onto hard-to-find jobs and who can least afford the added financial strain.” Both rural and urban communities depend on public transit to sustain a viable workforce and encourage new development and commerce, Mullins noted. Service cuts and fare increases disproportionately harm older Americans and racial minorities, populations that account for nearly 48 percent of households without a vehicle.

SEVEN SYSTEMS FACE DEFICITS

Seven systems are facing operating deficits in excess of 10 percent, including those in Atlanta, San Francisco, New York, Chicago, Dallas, Washington, DC, and Boston. To cope, agencies are lopping off routes, laying off workers and raising fares. Ten of the largest 25 transit agencies are raising fares by more than 13 percent, with San Francisco’s Muni contemplating a 33 percent hike, Boston’s MTA – 20 percent, and DART in Dallas –17 percent.

“As employers and commuters everywhere know only too well, public transportation is an essential service that is critical to our economy,” said James Corless, director of Transportation for America. Noting that Congress had acted recently to provide an emergency infusion of general fund dollars into the highway trust fund, he added, “We need to see the same sense of urgency for the rest of the transportation system. But more than that, we need a long-term, sustainable source of funding for building, operating and maintaining the entire network.”

Recently, Representative Russ Carnahan, D-MO, attained more than 60 co-sponsors for his bill, H.R. 2746, which would allow public transit agencies greater flexibility in federal transit funding to be used for operating assistance, in addition to capital improvements. Corless urged Congress to support legislation to allow for greater flexibility in transportation spending in addition to a serious overhaul of our current funding mechanism, and a renewed vision for transportation.

“Mass transit has a residual benefit to any community,” said Rep. Carnahan. “Local transit agencies need options as they experience record-high ridership and record-high costs. Transit not only connects neighborhoods, it also is part of any comprehensive plan to secure America’s energy independence and reduce global warming.

‘LIFELINE’ TRANSIT USERS

Stranded at the Station examines the impacts of proposed fare increases and service reductions on low-income, “lifeline” transit users and higher-income “choice” riders who may be riding transit for the first time. Mullins noted that low-income, elderly and minority riders, especially, are losing service on routes where transit serves as their only access to schools, healthcare and jobs. Residents of small towns and rural communities in particular are increasingly stuck without transportation options as budget shortfalls force small local transit agencies to cut back on service in rural America.

“I think these transit cuts are a shame,” said Henrietta Woods, a member of Metropolitan Congregations United in St. Louis. “I am a senior citizen and a retired hospital employee. It’s hard for me to get to the grocery store now that they cut my bus.”

Consideration of the upcoming transportation authorizations bill is a once-in-a-generation opportunity to create the safe, clean and smart transportation system necessary to move America forward. Congress is considering legislation that cuts red tape preventing local transit agencies from spending already existing public transportation funds on maintaining service and keeping fares affordable. Americans simply cannot afford to wait any longer for changes to our national transportation system that will save and create jobs and help us tackle long term economic, energy, climate and health challenges.
WV Transit Workers Ask Board to Recognize ATU After 80% Sign Up

Employees at Mountain Line Transit Authority in Morgantown, WV, are asking to be recognized as an ATU local union. The organizers at the property report that most of the drivers and mechanics at Mountain Line Transit have joined Local 1742-Charleston, WV.

But it’s not raises or a bigger benefits package they’re asking for. It’s more training.

Steve Reese has worked for Mountain Line for five years. Now, he’s a bus operator. But he used to be a supervisor.

SUPPORTED BY SIX AREA UNIONS

“I resigned,” Reese explained. “Several things went on. I was asked to do things I didn’t agree with as far as the drivers. I just couldn’t do it anymore.”

Now, he’s standing to represent his fellow employees. They, and representatives from six area unions, attended the Mountain Line Board Meeting on September 9.

“We had 80 percent of the employees here sign union cards so we’re coming to the board to ask permission to do collective bargaining through the union,” said Reese.

Reese says they’re not asking for money or benefits, but instead would like more safety training for drivers.

“They’re put out on the road with just two days of experience behind them and the classrooms and so forth,” recalled Reese, “And they go right out into the buses and it’s just on to the field from there.”

SLOW PROCESS

The issue was brought up in the public comment period, so the board could not provide a response. But they say recognizing the ATU would need to go through the city and the county first.

“It’s really at their discretion,” explained David Bruffy, Mountain Line general manager. “The city of Morgantown and the Monongalia County Commission oversee the governance of the transit authority and keep us in business.”

The next Mountain Line Transit Authority Board meeting is scheduled for October 14.

Bruffy says recognizing a union is a slow, deliberate process, and that he hopes the outcome benefits the employees, the board, and the public.

— Reprinted from report by Susan Sullivan, WBOY-TV, September 9, 2009
With increasing frequency, employers are delving into the past of employees (or prospective hires) and uncovering information that is unlikely to have a direct or even legitimate bearing on the individual’s job-related duties. In fact, many employers appear to be dramatically increasing the use of consumer reports as a method of conducting “background” checks for not only job applicants but long-term workers as well.

In the United States, the Fair Credit Reporting Act (FCRA) imposes national standards when such checks are performed. Specifically, the FCRA governs consumer reports generated by any consumer reporting agency (CRA) and is designed to protect individuals by promoting confidentiality, accuracy, relevance, and the appropriate utilization of information in CRA files. It should be noted, however, that your particular state or local laws may be even stronger than the FCRA. Many state labor codes and state fair employment guidelines limit what may be contained in an employment background check.

WHAT IS A CONSUMER REPORT?

Under the FCRA, a background check report is called a “consumer report.” A consumer report may contain information about your personal and credit characteristics, criminal history, character, general reputation, and lifestyle. To be covered by the FCRA, a report must be prepared by a CRA – an entity that assembles such reports for other businesses.

The FCRA covers consumer reports issued for multiple purposes. In addition to regulating credit checks, the FCRA also governs employment background checks for the purposes of employee “hiring, promotion, retention, or reassignment.”

WRITTEN NOTICE AND AUTHORIZATION

In most circumstances, before an employer can get a consumer report for employment purposes, it must notify the individual for which a report will be sought in writing that a report may be used. The employer must also obtain written authorization from the person in question before asking a CRA for the report.

ADVERSE ACTION PROCEDURES

If an employer uses a consumer report for an “adverse action” (such as denying a job application, reassigning or terminating an employee, or denying a promotion), then:

Before the employer takes the adverse action, it must give the individual a pre-adverse action disclosure at least five days in advance. The notice must include a copy of the consumer report obtained by the employer and a copy of “A Summary of Your Rights Under the Fair Credit Reporting Act” – a document prepared by the U.S. Federal Trade Commission which in part advises of the individual’s right to dispute incomplete or inaccurate information. (A copy of this document can be accessed online at http://www.ftc.gov/bcp/edu/pubs/consumer/credit/cre35.pdf.)

After the employer has taken an adverse action, it must give the individual notice – orally, in writing, or electronically – that the action has been taken. Such an “adverse action” notice must include:

- The name, address, and phone number of the CRA that supplied the report;
- A statement that the CRA which supplied the report did not make the decision to take the adverse action and cannot give specific reasons for it; and
- A notice of the individual’s right to dispute the accuracy or completeness of any information the agency furnished, and his or her right to an additional free consumer report from the agency upon request within 60 days.

EXCEPTION

A potentially significant exception under the FCRA involves employee misconduct investigations. Reports made in connection with investigations of suspected misconduct relating to employment are not within the “consumer report” definition. This means that an employer does not have to provide notice and get permission to conduct a misconduct investigation. It also means an employee will not receive the notice of rights that others who are subject to a standard employment background check normally would. Instead, at the end of the investigation, if the employer decides to take some action against an employee, the worker receives only the “adverse action” notice and only after the action has been taken.
NON-COMPLIANCE

There are legal consequences for employers who fail to get an applicant’s permission before requesting a consumer report or who fail to provide pre-adverse action disclosures and adverse action notices. The FCRA allows individuals to sue employers for damages in federal court. A person who successfully sues is entitled to recover court costs and reasonable legal fees. The law also allows individuals to seek punitive damages for deliberate violations. In addition, the Federal Trade Commission, other federal agencies, and states may sue employers for noncompliance.

It should be noted that it is a union’s labor agreement with the employer – and not the FCRA – which determines whether an employee can be discharged on account of a criminal conviction (or for a failure to fully disclose such on an original employment application or as may otherwise be required by a duly established employment policy).

SUGGESTED STEPS

While some people are not concerned about background investigations, others are simply uncomfortable with the idea of an employer poking around in their personal history. Either way, in-depth background checks can unearth information that is irrelevant, taken out of context, or of questionable reliability. A further concern is that the report might include information that is illegal to use for employment purposes or which comes from disreputable sources.

It is a good idea to order a free copy of your consumer report from a nationwide consumer reporting agency. You are entitled to one free report from each agency once a year. One company, Choice Point, maintains a wide variety of information on consumers, including insurance claims, employment, and tenant history. This company has information on its web site (www.choicetrust.com) about how to receive free specialty reports.

CONSUMER CREDIT REPORTS IN CANADA

In Canada, consumer credit reports can be required if they prove to be relevant to the job, if the employee consents, and the information requested does not offend the applicable provincial Human Rights Code. In Ontario, for example, there is no protection against an employer rejecting an applicant with a criminal record. It is contrary to the Ontario Code, however, to discriminate on the basis of a conviction for which a pardon has been granted.

Contact Your Senators on Health Care Reform Today

A key component of health care reform is a quality public health insurance option because it will help hold down costs and provide real competition for insurance companies. But the public option is at risk because insurance companies are spending millions on ads and lobbyists to stop it. It’s time for members of Congress to side with us instead of the health insurance lobbyists and support a public option.

Ask your senators to join us and support a public insurance option to reform our health care system. Call Today: (202) 224-3121

Tell your senators that health care reform can’t wait. Here are some specific talking points to keep in mind when you call:

I want health care reform that:

• Requires insurers to compete with a quality public health insurance option to keep them honest and hold down costs.
• Requires companies to pay their fair share toward employees’ health care.
• Does not tax health coverage, which would penalize the very people who already are struggling with out-of-control costs.
• Puts people and their doctors in charge of their own health care.
• Ends insurance company abuses.
Arbitration Decision

ATU Local 1277 and First Student

ISSUE: Did First Student have just cause for firing a driver for a criminal conviction and for dishonesty after discovering a nine-year old misdemeanor conviction not reported on an initial employment application? And if not, what shall the remedy be?

SUMMARY: Member was hired by Laidlaw Education Services in August 2007. Soon after Member's hire, Laidlaw was acquired by First Group, which contracted with vendor United States Investigation Services (USIS) to perform background checks on all Laidlaw employees. On November 30, 2007, USIS reported two 1998 misdemeanor convictions -- one for marijuana possession and one for possession of a deadly weapon -- to First Student, the school bus division of First Group. By letter dated June 19, 2008, First Student terminated Member's employment based "in part" upon a criminal background check but informing the Member "the primary reason for your termination was the falsification of your employment application as you failed to fully disclose those prior convictions."

At the hearing, the Member testified that the marijuana was in fact the property of her ex-husband, and that the deadly weapon was a knife that she possessed for self-defense. She had not been accused of assaulting or threatening anyone with it. Moreover, she contended, she was not dishonest in failing to report the misdemeanors on her application because under California law this was permitted with old offenses.

HOLDING: California's Investigative Consumer Reporting Agencies Act forbids the collection and use for "employment purposes" of "records of arrest, indictment, information, misdemeanor complaint, or conviction of a crime that, from the date of disposition, release, or parole, antedate the report by more than seven years." Therefore, the arbitrator observed, "the information obtained by the Employer from USIS violated California law." Furthermore, the Member was correct that for misdemeanor marijuana convictions California law holds that any person so convicted may "two years from the date of any conviction... indicate in response to any question concerning his prior criminal record that he was not arrested or convicted for such offense." The Arbitrator concluded that the employer had no just cause to terminate the Member's employment and ordered the Member "reinstated to her former position and made whole for all lost pay and benefits."
LOCAL 282 - Rochester, NY
First Transit (Canandaigua, NY)
Local Financial Secretary/Business Agent Frank Falzone and International Vice President Gary Rauen report settlement.

TERM: 3 years 1/1/07 - 12/31/09

WAGES:
Top Operator
- 1/1/07 - 22¢ - 2% - $10.99
- 5/27/09 - 33¢ - 3% - $11.32
- 1/1/08 - 22¢ - 2% - $11.54
- 7/1/08 - 35¢ - 3% - $11.89
- 1/1/09 - 35¢ - 3% - $12.24
- 7/1/09 - 37¢ - 3% - $12.61

Top Mechanic
- 1/1/07 - 35¢ - 2% - $17.82
- 5/27/09 - 53¢ - 3% - $18.35
- 1/1/08 - 38¢ - 2% - $18.72
- 7/1/08 - 56¢ - 3% - $19.28
- 1/1/09 - 58¢ - 3% - $19.86
- 7/1/09 - 60¢ - 3% - $20.46

LOCAL 618 - Providence, RI
Durham School Services
Local President Steve Farrell and International Vice President Richard Murphy report settlement.

TERM: 2.5 years 1/13/09 - 6/30/11

WAGES:
Top Operator
- 7/1/09 - 45¢ - 2.7% - $17.10
- 7/1/10 - 52¢ - 3.0% - $17.62

LOCAL 717 - Manchester, NH
Manchester Transit Authority
Local President Lisbeth Valentin and International Vice President Richard Murphy report settlement.

TERM: 1 year 7/1/09 - 6/30/10

WAGES: Top Operator
NO CHANGES

LIFE INSUR.: Increase to $30K (was $20K)

PENSION: Employer pay 85¢/hour
Employee pay 60¢/hour

LAY-OFFS: Provide 14 days notice, FT operators laid off given opportunity to do spare work.

LOCAL 757 - Portland, OR
Lane Transit District
Local President Jon Hunt and International Vice President Ron Heintzman report settlement.

TERM: 3 years 7/1/09 - 6/30/10

WAGES:
Top Operator
- 7/1/07 - 35¢ - 1.75% - $19.95
- 12/30/07 - 35¢ - 1.75% - $20.30
- 6/29/08 - 36¢ - 1.75% - $20.66
- 12/28/08 - 31¢ - 1.50% - $20.97
- 6/28/09 - 37¢ - 1.75% - $21.34
- 12/27/09 - 28¢ - 1.75% - $21.72
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**H & W:**

Retiree Health Insurance

Employer contributes $250/month for non-medicare eligible retirees

Health Insurance contributions from employer:

- Age 59 - $240
- Age 58 - $230
- Age 57 - $200
- Age 56 - $180
- Age 55 - $160

**PENSION:**

- Minimum benefit rate: 12/9/07 - $60/year of service
  
  7/1/08 - $63

**HOLIDAYS:**

- Add employees' birthday
- Add floating holiday (3 total) (was 2)

**LONGEVITY:**

- Effective 2/1/05 - 35 years, 35¢/hour
- Effective 7/1/07 - 40 years, 40¢/hour

**UNIF. ALLOW.:**

- $150/year

**SHOE ALLOW.:**

- $75/year (was $35)

**NOTE:**

- Training pay $2.25 (was $2.00)

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**LOCAL 758 - Tacoma, WA**

Pierce Transit

Local President Isaac Tate and International Vice President Don Hansen report settlement.

**TERM:**

3 years

7/1/08 - 6/30/11

**WAGES:**

- Top Operator

  7/1/08 - 3.5% increase
  
  7/1/09 - 3.8% increase
  
  7/1/10 - 5.9% increase

**SPREAD TIME:**

- Minimum 70% straight run (weekdays)
- 80% straight run (Saturday)
- 100% straight run (Sunday)

**TOOL ALLOW.:**

- $350 (was $230)

**SHOE ALLOW.:**

- Provided

**NOTE:**

- Training pay $2.00/hour premium

---

**LOCAL 765 - Montgomery, AL**

Transit Management of Montgomery, Inc.

Local President Ezra Hardin and International Vice President Kenneth Kirk report settlement.

**TERM:**

3 years

10/1/07 - 9/30/10

**WAGES:**

- Top Operator

  10/1/07 - 3%
  
  10/1/08 - 4%
  
  6/1/09 - 4%

**PENSION:**

- Employee contribution 4%
- Employer contribution 4%

**SICK LEAVE:**

- Employee's with 60+ days banked may donate up to 10 days to another employee.

**TOOL ALLOW.:**

- $500 ($550 in year 2, $600 in year 3)

**UNIF. ALLOW.:**

- $300 (to $350 in year 2)

**NOTE:**

- ASE certification bonuses up to $1.15

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**LOCAL 996 - South Bend, IN**

South Bend Public Transportation (Fixed)

Local President Freda Braylock and International Vice President Javier Perez report settlement.

**TERM:**

2 years

11/1/08 - 10/31/10

**WAGES:**

- Top Operator

  11/1/08 - 2.5% increase
  
  11/1/09 - 2.75% increase
  
  11/1/10 - 2.75% increase

- Top Mechanic

  11/1/08 - 2.5% increase
  
  11/1/09 - 2.75% increase
  
  11/1/10 - 2.75% increase

**BONUS:**

- $300 ratification bonus (FT)
- $150 ratification bonus (PT)

**SICK LEAVE:**

- Add one sick day
- Receive 50% payout on sick leave accumulation at retirement

**UNIF. ALLOW.:**

- Polo shirts offered during summer

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Sign-Up Today for the ATU’s New E-Newsletter: THE ATU DISPATCH!

www.atu.org is your news resource for top transit and labor stories
In Memoriam

Death Benefits Awarded July 1, 2009 - August 30, 2009

1- MEMBERS AT LARGE
James Lewis Brown
James C Buchanan
Raymond O Dean
Joseph P Garvey
James J Gerrits
Orlynn H Grinnell
William E Joling
David S Jones
Virgil R Smith
Clarence Van Til

85- PITTSBURGH, PA
Thomas Joseph Carr
Louis R Guizi
William C Harencame
John F Joyce
Donald R Lett
Eugene Molnar
Albert T Moran
Albert Rebolho
William Simon

107- HAMILTON, ON
Raymond Brock

113- TORONTO, ON
Robert Allen Allison
Theodore Bienkowski
Francis H Bradley
Kevin Brazil
Francis D Bryan
Gilford Comber
Kenneth Comber
Clyde Benjamin

164- WILKES-BARRE, PA
John Sopp

192- OAKLAND, CA
Henry J Cooper
James Davis
Glenoel Elmer George
Rubin Ralph

241- CHICAGO, IL
Allison P DeBonnett
Curtiiss R Edwards
Henry C Frezell
Harry Garrett
Robert M Longbe

JANICE MAYS
THEMA MOORE
MILOS A RZUCICKA
TOMMIE SANDERS
MILFORD L SHETON
PERCY J TIMBERLAKE

CARL D PAYNE
ERIC REID

587- SEATTLE, WA
MICHAEL V COLE
GENE A LARBART
CHARLES G NELSON
GEORGE G SEGAR
NATHAN FRESLEY SLOUGH

598- REGINA, SK
JOHN ADAM KOVATCH
FRANCIS FRED WAKELAM

599- BOSTON, MA
WILFRED A CHARHSON
JEAN J CHARLES
STEPHAN T COFFEY
BARTONOMEIOW J CONATY
PANFILIO G DELMONICO
ROBERT J FOX

615- SASKATOON, SK
KENNETH G CROCKER

628- CAMDEN, NJ
FRED BARONE
FRANTZ GARCON
LEON SMITH

993- OKLAHOMA CITY, OK
JOHN A PHILLIPS

1182- ST. JOHN, NB
JOSEPH MAZEROLLE

1225- SAN FRANCISCO, CA
CLIFTON L JONES

1300- BALTIMORE, MD
CHARLES W FISHER
CHARLES O HACKER

1321- ALBANY & TROY, NY
WILLIAM E JOHNSON
EUGENE MOLNAR
DONALD PETE ROSSETTI

1338- DALLAS, TX
JOE L MACKEY

1342- BUFFALO, NY
ALBERT A HULETT JR
EDWARD M O'NEILL
HAROLD S SCHRANKA
DAVID A WINSOR

1356- PROVIDENCE, RI
RAYMOND J CASH I

1385- DAYTON, OH
ROBERT L ALBERTSON

1505- WINNIPEG, MB
EDWARD L KAWECKI
GLADSTONE PENNER

1512- SPRINGFIELD, MA
SCOTT RUSSELL

1517- IDAHO FALLS, ID
WILL A M SUTTON

1563- DENVER, CO
PETER RIVERA

1564- DETROIT, MI
RICHARD J DIX
MELVIN W RAY

1572- MISSIONAUGA, ON
ROCCO ALFANO

1576- LYNNWOOD, WA
ENES HADZIC

1700- CHICAGO, IL
HOWARD J BERNER
ANTHONY J CIESIELSKI
ROBERT T LEWIS
ELMER J LORENZEN
ADRIAN NEWKIRK

1704- SAN BERNARDINO, CA
ELTON FORD

1753- VENETIA, PA
DAVID SHARBAUGH

www.atu.org
Amalgamated Transit Union
Convention Delegates & Guests:

THE 56TH INTERNATIONAL CONVENTION

will be held at

Walt Disney World®
Lake Buena Vista, FL
September 27 – October 1, 2010

Updated information can be found at www.atu.org
For Local 85’s Bryon Shane being active in his Pittsburgh, PA local union is a “no-brainer.” He was raised in a union household and his father was an active union member. Shane took on his first union position as a UFCW shop steward at a local grocery store when he was just 16.

He joined Local 85 in 1998, when he was hired as a bus operator for the Port Authority of Allegheny County. He was active in the local from day one, starting at sergeant-at-arms, then moving on to become an “assistant boardperson” and ultimately a “boardperson” for his garage.

POLITICAL INVOLVEMENT

After volunteering for the AFL-CIO’s political program during the 2000 presidential election, Shane took on the role of co-political coordinator for the local along with fellow union member Michael Harms. Shane and Harms have led the local’s political efforts since then, taking active roles in the 2004 presidential election, the governor’s race and midterm congressional elections in 2006, and the 2008 presidential election. In 2008, Shane and Harms served as co-zone coordinators for the AFL-CIO’s Labor 2008 Political Program - helping to deliver a Pennsylvania victory for President Barack Obama.

Shane calls the 2008 campaign a “great experience... We worked really hard, but in the end it paid off,” he said. “It was something I never would have thought could happen,” he says of electing the first African American president.

Shane thinks it’s important for union members and ATU members in particular, to be involved in politics. “Our jobs are very political,” he explained. “We need to educate the members and make sure that they aren’t just getting their information from the news and commercials, but that they are hearing from the union and are voting for their jobs.”

‘HERO OF LABOR’

In addition to his political activities, Shane has served as an organizer for the union. Most recently, he helped to organize Westmoreland County Transit Authority in Pennsylvania. In 2003, Shane was also sent by the local to Chicago to help defend an ATU local against a raid by another union. “That was an unbelievable experience. Something I won’t ever forget,” he declares. “I really felt like I was doing the right thing.”

Shane was recognized as a “Hero of the Labor Political Program” at the AFL-CIO convention in Pittsburgh, PA, on September 14.