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INTRANSIT

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ATU GEARS UP FOR 59TH CONVENTION

SEPTEMBER 23-27, 2019 • LAS VEGAS, NV



**CONVENTION
CALL INSIDE**

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NEWS BRIEFS

Local 113 holds silent protest against upload of Toronto subway



Carlos Santos, pointing out that the protest did not impact TTC service.

Wearing t-shirts reading “Keep Transit Public,” frontline Toronto Transit Commission (TTC) workers held a silent protest as part of their aggressive campaign against Ontario Premier Doug Ford’s plan to seize control of the subway system. “We have 11,500 members serving the City of Toronto, and our members serve the City of Toronto better than any other transit agency in North America. We believe the subway being uploaded will lead to privatization and will reduce service and increase fares,” said Local **113** President

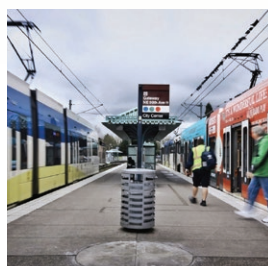
Show your ‘ATU Pride’ with items from the ATU Online Store



or go direct to <http://atu.imagepointe.com/atu/>.

Get ready to show your “ATU Pride” – the ATU Online Store is up! Go traditional with the new polo or hat, or stand out with an awesome mechanic’s shirt. There are plenty of cool items, like the comfortable polar fleece, along with older ones, like our member-favorite leather jacket. Whether you’re shopping for yourself or someone else, for big gifts or small, you’re sure to find something anyone would want. You can visit the ATU Online Store by clicking the link in the far upper right corner of atu.org,

Slap a bus driver, go to jail, new bill proposed in Oregon



officers, EMTs, taxi drivers, youth correctional officers, or anybody driving public transit.

Local **757**-Portland, OR, and TriMet are teaming up to push new legislation for harsher punishment for an attack on any and all public transit workers. The legislation would expand Oregon’s definition of felony assault in the third degree to an assault on any public transit worker, including those civilian fare inspectors and workers who clean bus stations and MAX platforms. Under current law, misdemeanor assaults are automatically elevated to felonies if the victim belongs to a protected class, which includes police

INTERNATIONAL OFFICERS EMERITUS

International President Jim La Sala, ret.

International President Warren George, ret.

International Executive Vice President Ellis Franklin, ret.

International Executive Vice President Mike Siano, ret.



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ATU GEARS UP FOR 59TH CONVENTION



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ATU provides free meals to furloughed federal workers

Early this year, the White House shut down the U.S. Federal Government for more than 30 days, putting undue financial pressure on the families of furloughed federal employees to choose between paying for meals, medicine, and other expenses.

From Stuff the Bus campaigns to food drives to disaster relief, ATU has a long history of helping those less fortunate in their communities and wanted to find a way to help these workers and their families.

So ATU opened the doors of the Tommy Douglas Conference Center (TDCC) to provide furloughed federal workers and their families free meals.

“We welcomed all impacted federal employees, contractors, and service industry workers who support our federal agencies for a free meal and some camaraderie at the

Tommy Douglas Conference Center,” said ATU International President Larry Hanley. “We had some great crowds and are glad we could provide them some comfort and food during that difficult time.”

Over the course of the shutdown, ATU fed hundreds of federal workers and their families. “Right now I can’t pay my bills so I came up here for lunch,” said one Justice Department worker, thanking ATU for the free meals.

Representative Jamie Raskin (D-MD), who represents many federal workers in his district, joined the workers at the TDCC. “The labor movement is reminding us of the kind of solidarity and community that America really stands for. It was heartening to see the ATU let all who were hungry from this shutdown and lockout come eat,” said Raskin. ❖





LARRY HANLEY, INTERNATIONAL PRESIDENT

Engaged and Fighting

As we go to press, battles are raging around the U.S. and Canada. That's good news, because our Union is engaged and fighting. Some examples...

In Toronto, Local **113** is fully engaged in fights with the Ontario government who are trying to take over the entire system. Strong rumors about the future privatization of the system continue.

In Washington, DC, privatization of the transit system has occurred and is growing. All it brings is low wages and lost pensions and other benefits. Local **689** is working with the International Union to beat this back.

In Martha's Vineyard, Massachusetts—the wealthiest place in the bluest state in the U.S.—a public Regional Transit Authority is participating in wage suppression, short staffing, mandatory overtime and essentially refusing to bargain. This will be a test for the Democratic Party. These workers work under a Democratic Party government but are paid under \$15 an hour. It is this behavior that is causing working class voters to reject Democratic candidates.

In Sarasota, FL, Local **1701** members are raising their voices against privatization of their transit system despite elected officials attempting to silence them.

In Connecticut, our Locals are all united in fighting for dignified bathroom access for our members.

Ever-increasing uses of mandatory overtime are creating unsafe conditions. Remember that no employer has the right to force anyone to drive if they are fatigued. Local officers who have this problem and want assistance should call my office.

It is thick-headed employers who are creating these struggles. They are fueled by greed and lack of interest in working people and their families.

International President Emeritus Jim La Sala reminded me many times when we discussed attacks by employers and the occasional crisis, that without the ATU there would be no fight.

Our greatest weapon in these fights is our solidarity. We need to rush to help Locals fighting at the tip of the spear.

Please support ATU strikes and other struggles. It is critical to the future of our Union. ♦

Standing up and demanding change

We have much work to do. Thousands of ATU members struggle to get by in a hot economy. Salaries of bosses have skyrocketed in the industry. So more and more transit workers are standing up and demanding change.



JAVIER PEREZ, JR., INTERNATIONAL EXEC. VICE PRESIDENT

Women's history month

The large majority of ancient cultures were patriarchal, and they practiced customs that held women in low esteem and limited their freedom.

Through the centuries, many courageous women have stepped forward to fight inequality and to champion causes for the benefit of society.

Their work to break down barriers has allowed future generations of women to broaden the fight but not without continued resistance. Women's History Month honors these women.

In 1975, the United Nations officially recognized international Women's Day. Women's History Week is a progression of that, and Women's History Month is a further extension. Throughout the month, various events, a series of internet blogs, television presentations and entertainment specials will be staged to look back on women's struggles and achievements, to celebrate the progress made by women around the world.

A few months ago "In Style," magazine launched an ongoing "Badass Women Series," celebrating those it's editor (Laura Brown) determined to be "brave, brilliant and most important consistent.

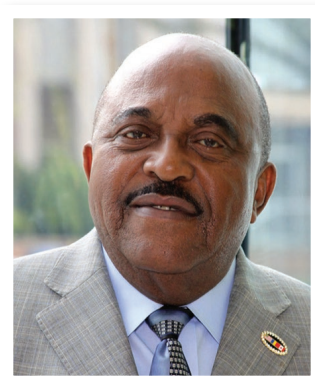
The first list included people such as J.K. Rowling author of the "Harry Potter," series. Noting initially, she was a single parent struggling to make ends meet. Emma Gonzales was praised for her passionate speech after a gunman opened fire at her school in Parkland Florida.

Other news groups run similar stories praising actresses, sports figures and a few activists. But for my two cents while all on their list are laudable for their achievements and efforts they missed the unsung heroines of the Labor Movement. No, I'm not talking about "Rosie The Riveter." Rather I refer to Women of the ATU from

Halifax to Kelowna, from Washington State to El Paso, from El Paso to Miami and Maine too. Each Local has a treasure story of Women who took what at the time was considered a nontraditional job for women. Each Local has an untold Treasure story of how these women bore the burdens to change our industry. I have had the pleasure to work with many who were elected to Union Office and are doing fine jobs. Last but not least, there are women elected as International Vice Presidents and others who serve in appointed to positions. All work to provide workers a chance to better their lives. All fight each and every day to move the agenda forward. You are my unsung heroines. The list is long, you know who you are and a tip of the hat to each.

Without your "Brave, Brilliant and Consistent Efforts, we would not be the ATU we are today. You make us proud to be ATU! ❖

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



OSCAR OWENS, INTERNATIONAL SECRETARY-TREASURER

Join the fight for our safety and health on the job

“New Jersey man charged for assault on pregnant NJ Transit bus driver,” “Metro bus driver attacked during fight on bus,” “Transient man threatened Utah bus driver with knife,” - these are just a few of the news headlines about attacks on our members in a month.

In my more than 50 years as an ATU member, attacks on transit workers has always been an issue, but it has grown to epidemic proportions over the past few years. Verbal abuse, being spit on, punches in the face, and having liquids—even urine—thrown at you, have unfortunately become a routine and disturbing part of the job for our members.

Also, our bus operators have been dealing with massive mirrors and left-side pillars on transit buses that make it impossible to safely make it through crosswalks. This bus design creates blind spots that obstruct the driver’s view. Our members are being unfairly blamed for these tragic blind-spot crashes that injure and even kill pedestrians.

And last, but not least, our members suffer from back, neck, knee, or shoulder injuries, because they perform the same functions day after day in poorly-engineered work stations. Most bus driver seats are old and worn.

Last June, ATU International set out to address these problems for our members with elected officials. I joined leaders and members from more than 20 states on Capitol Hill in Washington, DC, for a packed and emotional hearing where Rep. Grace Napolitano (D-CA) introduced a bill to stop driver assaults, eliminate blind spots, and change the bus driver workstation to improve our members’ health and safety.

After the hearing, our members spread out across Capitol Hill, visiting with their representatives in the U.S. House and Senate and urging them to push for passage of the legislation.

Unfortunately, with a Republican-controlled Congress and Administration, that bill never gained any momentum.

A new day in Congress

However, last November, Americans elected 100 new members to the U.S. House of Representatives, including a total of 66 Democrats and 44 Republicans. The Democrats had seized control of the House with a freshman class that is more progressive than the Nation’s Capital has seen in many years.

ATU International then worked with Rep. Napolitano and Rep. John Katko (R-NY) in the House and Senator Chris Van Hollen (D-MD) in the Senate to introduce new and better legislation - *the Transit Worker and Pedestrian Protection Act* (S. 436/ H.R. 1139), which covers both bus and rail operators. The new bill requires transit agencies to develop Bus and Rail Operations Safety Risk Reduction Programs to improve safety by preventing assaults on transit workers, reduce the number of bus crashes due to blind spots, and make changes to the bus drivers’ workstation to reduce ergonomic injuries.

As of press time more than 72 members have cosponsored the legislation, and, with a more worker-friendly Congress, more are poised to come on board, but it won’t be easy.

That’s why we need you—our members—to tell your members of Congress to support the *Transit Worker and Pedestrian Protection Act*. ♦

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



AMALGAMATED TRANSIT UNION

59TH CONVENTION • SEPTEMBER 23-27, 2019 • LAS VEGAS, NV



Fellow ATU Members:

In compliance with the Constitution and General Laws of our Union, I am notifying you that the Fifty-Ninth Convention will convene at the Paris Las Vegas Hotel, 3655 S Las Vegas Blvd, Las Vegas, NV 89109 on Monday, September 23, 2019, at 9:00 a.m.

Basis of Representation

The basis of representation regulating the election of delegates to the Convention is found in the following sections of the Constitution and General Laws:

Section 6.4 Representation; LU. The basis of representation to the Convention shall be one (1) delegate for each LU [local union] having three hundred (300) or fewer members. An LU having three hundred and one (301) up to six hundred and fifty (650) members shall be entitled to two (2) delegates. An LU having six hundred and fifty-one (651) up to nine hundred and fifty (950) members shall be entitled to three (3) delegates. An LU having from nine hundred and fifty-one (951) up to twelve hundred and fifty (1,250) members shall be entitled to four (4) delegates and for each additional four hundred (400)

members or fraction thereof, shall be entitled to one (1) additional delegate. In totaling membership only those in good standing for the month of May preceding the Convention are to be counted. In case special Conventions are called, basis for representation shall be the membership in good standing for the month in which the call for the Convention is issued.

NOTE: *In accordance with Section 6.4, representation of local unions will be based on the membership of the local in good standing for the month of May preceding the Convention. Accordingly, credentials cannot be forwarded to locals until the May 2019 monthly membership report has been received at the international office.*

Section 6.5 Representation; JBC. The basis for representation to the Convention by a JBC [Joint Bargaining Council], formed for collective bargaining purposes pursuant to Section 24 of [the] Constitution, shall be one (1) delegate, except that a JBC representing more than five thousand (5,000) members shall be entitled to two (2) delegates. A JBC representing more than twelve thousand (12,000) members shall be entitled to three (3) delegates. No member represented by the JBC who is, by virtue of his or her office in the LU or

otherwise, a delegate from his or her LU, shall be eligible to serve as delegate from the JBC. Delegates from a JBC shall not have the right to vote in the election of international officers unless elected by secret ballot vote among the membership represented by the JBC. The provisions of [the] Constitution relating to delegates from LUs shall also govern delegates from a JBC unless clearly inapplicable.

Section 6.6 Representation; CC (ATU Canada). The Canadian Council (ATU Canada) shall be entitled to one (1) delegate. No member of a Canadian LU participating in the CC (ATU Canada) who is, by virtue of his or her office in the LU or otherwise, a delegate from his or her LU, shall be eligible to serve as delegate from the CC (ATU Canada). The delegate from the CC (ATU Canada) shall not have the right to vote in the election of international officers. The provisions of [the] Constitution relating to delegates from the LUs shall also govern the delegate from the CC (ATU Canada) unless clearly inapplicable.

Delegates

Section 6.7 Delegates. The election of delegates must be held at least six (6) weeks previous to the Convention. A member, to be eligible to run for delegate, must have been a member in continuous good standing of his or her LU the two (2) years preceding the day of the nomination meeting. When a LU has not been in existence for the two-year period, the LU shall elect its other delegates from among its members.

Except where, pursuant to Section 14.2 of [the] Constitution, a meeting attendance requirement is imposed as a condition of eligibility for such an office, the president-business agent, FS/BA, or RS/BA where applicable, shall, by virtue of his or her office, be the first (1st) LU convention delegate and the FS (president in LUs where the president is not BA) shall, by virtue of his or her office, be the second (2nd) LU convention delegate and the election ballot shall in each instance so state.

Except where, pursuant to Section 14.2 of [the] Constitution, a meeting attendance requirement is imposed as a condition of eligibility for any such office, an LU may provide in local bylaws that local officers and executive board members may be delegates to Conventions of the ATU by virtue of their office. In such case, where the number of executive board members exceeds the number of convention delegate positions allocated to the



LU under Section 6.4, the LU shall designate by position and limit the number of delegates elected by virtue of their offices to the total number of delegate positions. The remaining executive board members shall be elected to numbered positions as alternate delegates for purposes of filling vacancies and any additional delegate positions to which the LU may finally be entitled under Section 6.4. The local officers and executive board members elected as delegates and alternate delegates by virtue of their office under the LU bylaws shall represent the LU as convention delegates to the extent of the available positions. Where LU bylaws provide that local officers and executive board members may be delegates to Conventions of the ATU by virtue of their office, the ballot must state “and Convention Delegate” or “and Alternate Delegate”, as appropriate, after each such office.

Section 6.8 Alternates. LUs shall provide in their bylaws for the election of alternate delegates to the Convention by secret ballot, provided that nothing herein shall prohibit LUs from providing in their bylaws that LU officers may serve as alternate delegates by virtue of their office unless and except where, pursuant to Section 14.2 of [the] Constitution, a meeting attendance requirement is imposed as a condition of eligibility for such an office.

Section 6.9 Disqualifications. Members who have voluntarily left the service in which the LU, JBC or the IU is engaged, shall not be eligible as delegates to a Convention of this Union and no member elected as a delegate who has left the active service for reasons other than retirement upon pension shall be seated or serve as a delegate to a Convention of this Union.

Section 6.15 Excused Absences. The policies, laws and plans for the direction of this Union shall be adopted and put into force from time to time by direction of the

regular Conventions of this Union, and it shall be the duty of each and every local of this Union to be represented at these Conventions by one (1) or more delegates. No LU shall be excused from being represented except from distressed conditions, owing to lockouts, strikes or causes of that kind. In such cases the LU affected shall apply to the IP no later than the tenth (10th) of May in the year in which the Convention is held for permission to be excused from sending delegates to the Convention. The IP shall investigate and rule upon such applications. Unless excused by the IP, all LUs shall be represented as this Constitution provides.

Credentials

Section 6.10 Credentials. Each delegate shall establish his or her claim to a seat by credential signed by the president and RS [recording secretary] of the LU he or she represents, with the seal of said LU attached. LUs shall send names of the respective delegates and alternates elected to the international office of the ATU at least four (4) weeks prior to the date of the Convention. Credentials shall be given each delegate elected, signed by the president and RS and the seal of the LU attached thereto.

Section 6.14 Financial Requirements. Delegates shall not be entitled to a seat in the Convention unless all taxes and assessments of their LU have been paid in full.

Resolutions

Section 6.16 Resolutions. Resolutions contemplative of amendments to the *Constitution and General Laws* of the IU shall first be approved by the LU and bear its official seal and then shall be forwarded to the international office in time to be in the hands of the IP not later than the first (1st) of August in the year in which the Convention is held. Such resolutions so received by the IP shall be printed and placed in the hands of convention delegates at the opening of the particular Convention at which said resolutions are proposed to be presented. All resolution(s) received by the first (1st) of April in the year in which the Convention is held will be published in the May/June issue of *In Transit* in the year in which the Convention is held. No resolution contemplative of amending the *Constitution and General Laws*, except as herein provided, shall be considered by Conventions, except on permission or direction by vote of two-thirds of the delegates present.



Voting

Section 6.11 Voting. Each delegate shall be entitled to one (1) vote, no proxy votes being allowed.

Expenses

Section 6.13 Delegate Expenses. The IU shall pay one thousand dollars (\$1,000.00) to each LU, JBC, and CC (ATU Canada) towards the mileage and legitimate expenses of an LU, JBC and CC's (ATU Canada) first delegate and an additional seven hundred and fifty dollars (\$750.00) to an LU, JBC and CC sending two (2) or more delegates. The IU shall pay an additional one thousand dollars (\$1,000.00) to each LU with three hundred (300) or fewer members towards delegate expenses. All other mileage and legitimate expenses for delegates shall be borne by the LU, JBC and CC (ATU Canada) they represent.

NOTE: Pursuant to Section 6.2, the General Executive Board has enacted to require payment of a registration fee of \$175 for each delegate and guest (\$50 for guests under 12 years of age).

Headquarters

The headquarters for the Convention will be the Paris Las Vegas Hotel, 3655 S Las Vegas Blvd, Las Vegas, NV 89109. Hotel reservations, registration, and other important information will be mailed at a later date.

Hotel Rates

The Convention hotel is the Paris Las Vegas Hotel. The daily guest rate is \$159 plus tax. The daily rate includes all mandatory fees.

Transportation

Delegates must make their own arrangements for transportation individually or in groups by bus, rail, air, or private automobile according to their own desires.

ATU shuttle service will be provided to and from the McCarran International Airport and the Paris Las Vegas Hotel.

Attendance

I call to the attention of each local union Section 6.15 of the Constitution, which provides that it shall be the duty of every local union to be represented at the Convention by one or more delegates.

Value of Attending

The laws and policies of this Union are amended and adopted by the Conventions of our Union. It is essential that all of our local unions recognize the importance of the coming Convention and arrange to send delegates. I therefore look forward to seeing all local unions and Joint Bargaining Councils represented by full delegations.

In solidarity,



Lawrence J. Hanley
International President

DON'T MISS THE 59TH ATU CONVENTION IN LAS VEGAS BECAUSE YOU DON'T HAVE A VALID PASSPORT!



ATU will be holding its 59th International Convention from September 23-27, 2019, in Las Vegas, NV. Las Vegas, officially the City of Las Vegas and often known simply as Vegas, is the 28th-most populated city in the United States, the most populated city in the state of Nevada.

ALL CANADIAN CITIZENS MUST HAVE A VALID PASSPORT TO ENTER THE UNITED STATES OF AMERICA.

If you don't have a valid passport you will be turned back by American border agents at the border or upon your arrival at the airport in the United States of America.

ATU suggests you apply for your first passport or renew your expired passport *as soon as possible*. It can take up to six weeks to get or renew a passport.

You can find all you need to know about how to apply for, or renew your passport, for yourself or any guests or family members traveling with you to the Convention at <https://www.canada.ca/en/immigration-refugees-citizenship/services/canadian-passports.html>

Don't get stranded at the border – apply today!

Washington, DC, area a hotbed for organizing wins

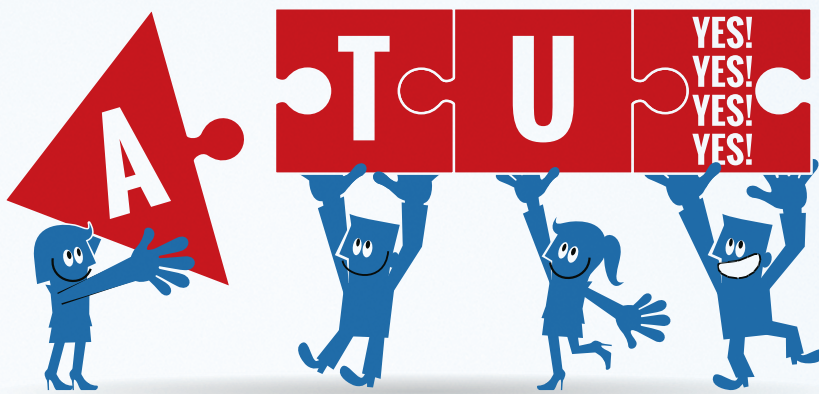
Over the past 6 years, 2013 to 2019, the International Union has led a successful new organizing push in the Washington, DC, metro area to welcome workers into the ATU family.

This roster of wins encompasses 13 new properties covering more than 1,546 workers. More than 1,078 workers have been added to Local **689**, a further 268 added to Local **1764**, and a new Local **1777** has been chartered with 200 members. At the same time, two decertifications and two de-authorization attacks were successfully beaten back by the ATU.

Aggressive strategy to build worker solidarity

The International employed an aggressive strategy to secure these organizing wins by demonstrating to potential new members that the ATU had a long history of securing strong contracts for workers in the area with high wages, pensions, health-care, and other benefits. This included developing strong relationships and building solidarity with workers through one-on-one conversations and group meetings to identify their concerns and needs. ♦

The organizing wins in the DC Metro include:



- Martz Gold Line, Hanover MD - Local 1764
100 workers, defeat of decertification, 2013
Local 1764
 - MV Fastran, Fairfax VA - Local 689
100 workers, 2013
 - First Transit, Baltimore MD - Local 1764
13 workers, 2014
 - First Transit, Capitol Heights MD - Local 689
300 workers, 2014
 - Diamond (*Diamond National Express*), Lorton VA - Local 689
165 workers, 2015
 - Transdev Hubbard Road, Hyattsville MD - Local 1764
Defeat of 1 decertification and 2 de-authorization
attempts, 450 workers, 2014, 2015 and 2019
 - McDonald/RATP Dev DC Streetcar, DC - Local 689
40 workers, 2016
 - Transdev Hubbard Road, Hyattsville MD - Local 689
road supervisors, 13 workers, 2016
 - Transdev, Loudoun County VA - Local 1764
110 workers, 2017
 - First Transit, Baltimore MD - Local 1764
30 workers, 2017
 - Diamond National Express, Temple Hills MD - Local 689
180 workers, 2017
 - Dillon's Coach USA, Hanover MD - Local 1764
115 workers, 2018
 - Challenger Transportation, Gaithersburg MD - Local 1777
200 workers, 2018
 - DASH/Transit Management of Alexandria, Alexandria VA
- Local 689
130 workers, 2018
 - Transdev, Lorton VA - Local 689
150+ workers, 2018
- In addition, a further 550 workers who are members of Local 1764 were retained in successive decertification and de-authorization elections.

ATU Locals show support for Martha's Vineyard operators

Sharing photos with ATU members holding signs reading, "We Support Vineyard Drivers," Locals across the U.S. and Canada showed their support for Martha's Vineyard Transit (VTA) bus drivers, who have been fighting to become members of our union for over four years.

Their employer, Transit Connections Inc. (TCI), a private out-of-state contractor, has stalled and fought the drivers at every turn in their attempt to gain union representation and with a fair first contract.

For three years, the company refused to meet with Local 1548-Plymouth, MA, to negotiate a contract until a federal court ordered them to do so. TCI has attempted to shrink the bargaining unit and cried poverty despite years of stagnant wages for transit workers on an increasingly-expensive island.

Rep. Bill Keating (D-MA) even sent a letter last year to VTA administrator Angela Grant, offering his assistance in negotiations. "Frankly, the stalling tactics used by VTA's out-of-state subcontractor are antithetical to the values of the commonwealth of Massachusetts, where unions are recognized and transit workers are treated with respect,"



Rep. Keating wrote. "The residents of Martha's Vineyard rely heavily on VTA for critical needs, and I believe we agree that negative impacts on these vital transportation services require an urgent response."

Despite the lack of progress in contract talks, the Martha's Vineyard drivers remain strong and are energized by the show of solidarity by ATU Locals. ❖

Additional photos of support can be viewed by visiting: <https://www.flickr.com/photos/atuinternational/albums>

Tampa Local: HART breaking riders' hearts

Handing riders leaflets reading, "HART is breaking riders' hearts," Hillsborough Area Regional Transit Authority (HART) bus drivers warned Tampa riders that their buses are regularly sent out with brakes that don't work and poor ventilation systems that expose them to dangerous diesel exhaust.

The members of Local 1593-Tampa, FL, urged riders to contact HART CEO Benjamin Limmer to ask him to fix these issues and ensure a safe ride for all.

"I think it's great that the drivers would come here to inform the riders about these issues," said James Ascher, 58, who has been riding the bus in Tampa for 40 years.

HART bus drivers had voiced similar safety concerns

at the agency's December board meeting. Tampa City Council member and board member Mike Suarez asked staff to prepare a comprehensive safety report. As of press time for *In Transit*, the board had not received the results of the report.

"It seems like they were just pushing buses back on the road without fixing the vehicle," Suarez said. "Does that mean the bus is unsafe? Maybe not. But it does make it unsafe for the driver."

While the agency has been crying poverty, the Local points out that HART's budget will double after voters approved a one-cent transportation sales tax last November, generating more than \$130 million each year. ❖

ATU in New Jersey leads the way on ground breaking transit bill

Bus ridership declined by nearly 16% from 2000-2017 across the United States. There are a lot of reasons why people are abandoning the bus. The lack of dedicated bus lanes does not help. In addition, the economy is getting better, so more people own cars, and they are not afraid to drive them because gas is cheap. Uber and Lyft are taking people off of transit, too.

So how do we get bus riders back?

ATU's New Jersey Council took the issue to the State Legislature and won passage of a major bill that encourages commuters to try public transportation. The legislation, modeled after new laws in New York City and the District of Columbia, requires NJ employers to offer federal tax-free transit benefits to their employees. It also calls for a public relations campaign to get the word out about the program to state residents.

Under federal law, an employer may provide (or withhold) up to \$260 per month for qualified transit expenses. Transit benefit ordinances are an effective tool in getting more commuters onto the bus. A recent report found that more than 44,000 cars were taken off the road each day because of San Francisco's new transit benefit law.

While pro-transit bills in the states are usually led by environmental groups and transit advocates, in NJ, ATU led the way. The union approached state legislators, got the bill introduced, testified before committees, and conducted a

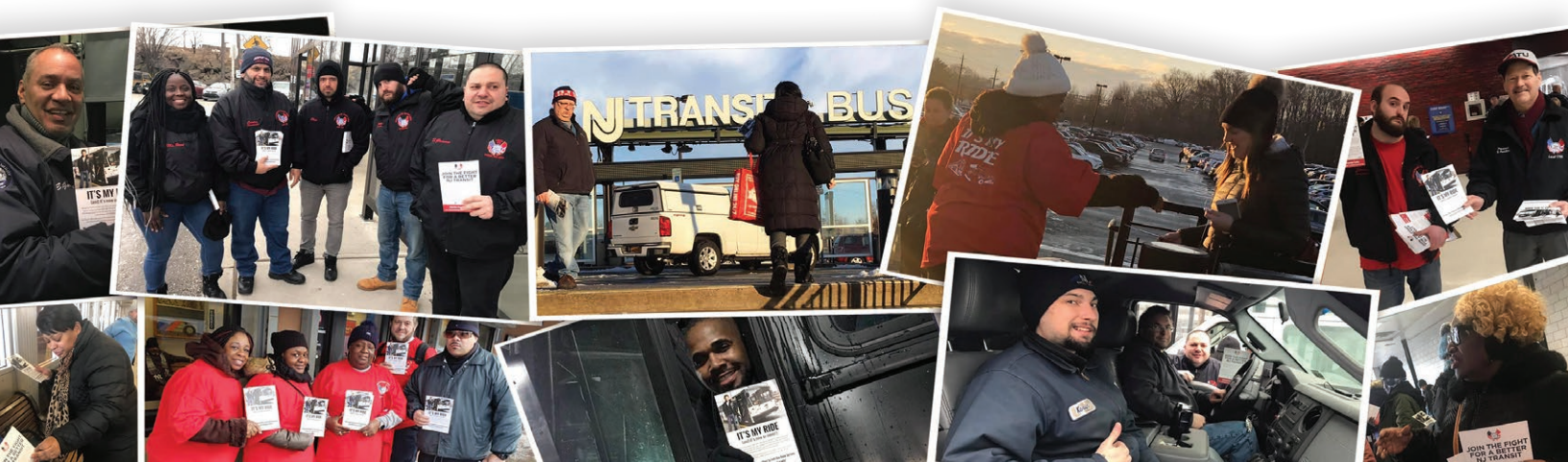


(left to right) Janna Chernetz (Tri-State Transportation Campaign), Orlando Riley (Vice Chair, ATU NJ State Council), Sharyn Vitello (VP, ATU Local 824), NJ State Senator Loretta Weinberg, and Ray Greaves (Chair, ATU NJ State Council)

two-year campaign to get it passed. The union also supported Phil Murphy (D) for Governor, who has said he will sign the bill.

More bus riders means additional revenue for the transit system, which can lead to enhanced safety, improved service, and better contracts.

Ray Greaves, Chairman of the ATU NJ State Council, said, "The intent of the legislation is to get the word out that a commuter tax credit exists so commuters can take advantage of the program and in-turn more people will be enticed to use mass-transit." ❖



OPIOID EPIDEMIC

HITS HOME FOR ATU MEMBERS



Each day, more than 130 people die after overdosing on opioids. The misuse of and addiction to opioids—including prescription painkillers, heroin and synthetic opioids—is a serious crisis in both the U.S. and Canada that affects public health as well as social and economic welfare.

This crisis is impacting people of all communities regardless of race, gender, age, religion, and income level. ATU is no exception as members, their families and friends have been impacted by this epidemic of abuse and addiction.

International Representative Mike Harms—who unfortunately has family and fellow ATU friends impacted by the opioid crisis—wrote an open letter to International President Larry Hanley to share his personal experience in dealing with this epidemic. He did this to let our brothers and sisters being impacted by the opioid crisis know that they are not alone.

In addition, ATU wanted to let our members know there is help out there to deal with opioid addiction. We have provided a list of addiction resources, programs, support services, and healthcare organizations dedicated to helping individuals suffering from opioid addiction and their families.

Dear Larry,

On December 3, 2018, I got a text from my old shop steward. I figured he probably wants to go fishing over the weekend. I told myself, I'm too busy.

Several hours later when I looked at the text the words stood out like a bad dream. "HUTCH'S KID OD'd!" My eyes immediately started to sting as my mind raced back 15 months earlier when I received a phone call from my father - a 40-year ATU member - telling me that my older brother Jim had passed away. "What happened?" I asked my dad. "I think he had a heart attack," dad responded. Although I think we both knew the truth. Jim had succumbed to his addiction.

Tom "Hutch" Hutchinson is a mountain of a man with a heart sized to match. Hutch and I became fast friends in 1999 while driving buses together at Local **85** in Pittsburgh, PA. Being a single father made times rough for Hutch and his three sons. I got to know his boys through our annual family trips to the Labor Day parade and the countless times Hutch had to bring the boys to work because he had no other option.

As the boys grew, I saw less and less of them but would occasionally ask Hutch how they were doing. I remember vividly the conversation we had when he first told me he thought his oldest son Matt was abusing drugs. Having dealt with my brother Jim's addiction, I immediately related to his pain. I had experienced all the worry, lies, manipulation, broken promises and the constant underlying fear of getting a phone call in the middle of the night saying your loved one passed away from a heroin overdose.

I'm not sure what fueled Hutch's son's addiction, but I know for a fact what started Jim's. An on the job injury lead to a criminal doctor over prescribing pain killers. After almost a year and a half of supplying Jim more than a 100 pills per month that doctor went down, and so did Jim's connection. A quick check of Jim's medical records and no doctor within a hundred miles would issue Jim a prescription, so with no place left to get his pills Jim turned to the street.

Only after Matt's death did I learn that two other members from our garage had lost sons to opioid addiction. A total of four fathers including Hutch and my father, have lost sons and two other members are taking care of their grandchildren. And I would not be surprised at all if there are others. This is an epidemic and enough is enough!

While I understand that people make choices of their own free will, I do not and will not believe that Jim, Matt or anyone else woke up one morning with the goal of becoming a junkie. Addiction is a disease and many opioid victims are the direct result of legitimate patients trusting their doctors. We must hold the greedy pharmaceutical companies and unscrupulous doctors accountable. They knew how addictive these substances are, and they fed this epidemic in the name of profit.

My heart goes out to Hutch and any other individual whose life has been affected by this scourge. I want ATU members to know that they are not alone, help is available, not only for those addicted but for their loved ones as well.

In solidarity,
Mike Harms



Resources and organizations to help with opioid addiction

PROJECT KNOW

<https://www.projectknow.com/>

PARENTS OF ADDICTED LOVED-ONES

<https://palgroup.org/>

ADDICTIONS AND RECOVERY

<https://www.addictionsandrecovery.org/>

HAZELDEN BETTY FORD FOUNDATION

<https://www.hazeldenbettyford.org/addiction/types-of-addiction/opioids>



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New London, CT, bus operator goes above and beyond

Early this year, New London, CT, bus operator Sendra Childs-Cornish was on her usual route when she noticed a young boy in shorts chasing a basketball near the street she was approaching to pick up passengers at a bus stop near a Shop Rite.

The Local **1209**-New London, CT, Financial Secretary was immediately concerned, because it was very cold out. She told a passenger waiting to board her bus about the kid, but the rider didn't do anything.

Childs-Cornish knew it was her duty to help out, so she got off the bus to check on the boy. As she approached the boy, she noticed another young child in a car seat in a nearby locked car.

"I'm a grandmother, and so my grandmotherly instincts immediately took over when I saw those helpless kids," said Childs-Cornish. "There was no way I was going to leave those children alone without any supervision."

Alarmed, Childs-Cornish immediately ran in the store and came back with the store manager, who looked after the children from there.

Her bus passengers praised Childs-Cornish for going above and beyond the call of duty, and even posting about her quick actions on social media. "You did the right thing, you saw something, and you said something," one of her passengers posted on Facebook. We at ATU couldn't agree more! ❖



An ATU hero in Milwaukee



A Milwaukee bus operator is being hailed as a hero when she saved an unlikely passenger: a wandering toddler.

Local **998**-Milwaukee, WI, member Irena Ivic was driving on a freeway overpass when she spotted a barefoot toddler, wearing only a red shirt and a diaper. The child was quickly approaching a busy intersection. She stopped her bus and

brought the child to safety on her bus.

A passenger on the bus took off her winter coat and draped it around the little girl, who was cold to the touch. The temperatures were freezing that day.

"I'm just grateful I was in the right place at the right time," Ivic said at a commendation ceremony held in her honor. "I absolutely love kids. I used to be a teacher and I have children of my own, so I'm so happy I was able to help this sweet, innocent baby," she said.

It was all caught on video, later going viral on social media and covered on national news.

This is the ninth time a lost or missing child has been found by a Milwaukee County Transit System driver in recent years.

ATU salutes Ivic for her quick thinking and action. ❖



ANATOMY OF A VICTORY

HOW ATU 1505 WON THE FIGHT FOR SAFETY SHIELDS

The tragic murder of Winnipeg Transit operator Irvine “Jubal” Fraser on February 14th, 2017, brought to the forefront the issues that Winnipeg Transit operators, and ATU members across Canada and the U.S. have faced for years. The assaults, stemming from spitting to punches thrown, have been a major issue for Local **1505**-Winnipeg, MB, members for years. While the path towards securing safety shields for operators had been unfolding for a few years now, the issue began to pick up steam at a late November public works committee meeting.

At the November 27th finance committee meeting, 1505 members came out in force to support their Local president. Over 30 showed up during their time off to show support for the ATU message: that Winnipeg Transit and the City of Winnipeg should use their surplus to invest in operators. The surplus, originally estimated at \$7.9 million and now reaching over \$13 million in January 2019, had resulted from a 25 cent fare increase the year prior as well as high turnover of Winnipeg Transit staff.

The November 27th finance committee put the emphasis on management to change and follow the Local’s lead. After the meeting, Winnipeg Transit Director Greg

Ewankiw tried to downplay the reporting of assaults, stating that it was “hard to let those issues go when someone is giving you a difficult time.”

A Turning Point

This was a turning point, as it clearly showed that the employer was downplaying serious workplace health and safety incidents, and not moving to act. Members stood behind Local President Aleem Chaudhary as he denounced Ewankiw’s comments and called on the city to invest the transit surplus, earned on the backs of riders and departed members, to protect and invest in our members for professional and public safety.

Fast forward to 2019 a report came forward to the Infrastructure and Public Works Committee that said that shields for all Winnipeg Transit buses could be installed over a period of 3-5 years at a cost of \$3.1 million. For Local members who had waited so long for such a report, the timeline was unacceptable. The Local set forth a plan of action. Members lobbied all of the four councillors on the Public Works Committee and spoke to fellow members in the maintenance department,

who told them that with an additional worker the project could be done in 18 months.

Once again, Local members showed their collective strength and descended upon city hall. A message circulated by the Manitoba Federation of Labour highlighted the need for a safe workplace, and efforts made by 1505 staff to bring out other unions and groups in solidarity worked.

Winnipeg Labour Unions Show Support

The Canadian Union of Public Employees, Canadian Union of Postal Workers, the Winnipeg Association of Public Service Officers, the Manitoba Government and General Employees Union, the Canadian Labour Congress, and the Winnipeg Labour Council, among many others, showed support for the Local and the safety shields.

After many heart-moving speeches from President Chaudhary and other supporters, North Kildonan Councillor Jeff Browaty moved a motion to install the shields in 18 months using the city's transit surplus, now estimated at \$12.8 million, after calling the city's inaction on the file "embarrassing". Councillors Vivian Santos and Devi Sharma voted in favour of Browaty's motion, while committee chair Matt Allard voted against the initial motion.

At this point, it was a partial victory. While the shields had passed at the committee, it was unclear if the measure would pass the Mayor's Executive Policy Committee (EPC), from which Browaty had been expelled from in 2016.

Certainly, Browaty's motion was sure to complicate the issue, as he held what can be best described as a complicated relationship with Mayor Brian Bowman, having endorsed his opponent in the previous October municipal election. With the shields now moving on to the executive policy committee, the fate of the project lay in the Mayor's hands.

For weeks, the Local continued its campaign. They worked with local media to keep the issue alive in the news cycle and kept in contact with all of the EPC Councillors. A key story appeared in the news on the day of the EPC meeting to force their hand.

The Local was surprised to see that the Mayor moved a motion to refer the shields to the budget and to have them installed in 12 months once the March budget had

passed. In a moment of political theatre orchestrated by the ATU, the shields were finally moving forward in a 12 month timeframe, a monumental improvement over the initial 5-year timeline.

What can other locals learn from Local 1505's fight?

For one, member engagement and action matters. Had members not packed the room on multiple occasions, councillors, the public service, and the media would not have felt the need to cover the issue or vote for safer workplaces. For victories to be won, members need to be there to fight for their rights.

Far too often, many think of the union as a representative for members, one that does work on their behalf. This is far from the truth; the union, when functioning properly, does advocate, but it also brings workers together from across the spectrum to fight to win.

Secondly, the role of the media cannot be understated. Locals should take great care in building relationships with key reporters to generate stories for their local, as opposed to only responding when asked for comment. When Locals are proactive in getting their story and message out, it is crucial to building public support. It also means that management has less of an opportunity to tell your story.

The Struggle in Winnipeg Continues

The struggle for a safer workplace for Local 1505 operators and the public, and a more viable and better funded public Winnipeg Transit, does not end today or with the 2019 budget. The Local will build on its success and continue to support members, the public, and other allies in building a better Winnipeg. But victory for operator safety shields shows the city and the province that transit workers and ATU are a force to be reckoned with. ♦



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Hard lessons from Baltimore's bus redesign

In 2015, Maryland Governor Larry Hogan squashed Baltimore's Red Line light rail project. To appease angry transit users, he pledged to revamp Charm City's struggling bus system.

The Maryland Transit Administration (MTA) promised that their overhaul of Baltimore's bus system which they dubbed BaltimoreLink, would bring a high-frequency grid, dedicated bus lanes, and transit signal priority corridors that would dramatically improve service.



Almost two years later, and it hasn't gotten much better, with service still lacking and ridership flat.

A disaster from the start

When BaltimoreLink rolled out in 2017, Local **1300**-Baltimore, MD, sounded the alarm. The Local knew the system would not reduce congestion or expedite boarding, and they were right. From the start, it has been a disaster.

The Local invited MTA officials to two town hall meetings for riders to express their concerns. From their comments, it was clear the new system was not working. It hurt people in bus-dependent neighborhoods with more transfers, fewer buses, and confusing bus stops.

Lack of transit funding critical

One of the key reasons behind BaltimoreLink's failure is a lack of funding. In Baltimore, 30 percent of residents don't own a car, and affordable housing is far from job centers and public transit. ❖

Eau Claire, WI, Local gives back with Stuff the Bus

In 2002, Eau Claire, WI, bus driver Phil Swanhorst began to notice some of his riders seemed down on their luck as he dropped them off at local food banks, job centers, and other organizations that help people in need.

His fellow bus drivers noticed, too.

So to give back to their community, Local **1310**-Eau Claire, WI, started a Stuff the Bus program to collect food donations and load the goods onto a bus to give to the Feed My People Food Bank in Eau Claire.

"We drivers see the need every day when we drive," said former Local President Swanhorst, who retired as a city bus driver two years ago but remains involved in the food drive. "When you see the need out there, you want to do something to help."

Over the years, the Local has donated tens of thousands of pounds of food to the food bank, along with monetary donations.

The program stopped a couple of years ago, but the Local decided to start it up again last year. The members stepped up in a big way, collecting and donating 3,506 pounds of food along with donations to Feed My People.

"We are so grateful for this effort and the generous donations this group has made to us over the years," said Emily Moore, executive director of Feed My People. "They are making a positive difference in this community."

The Local is planning on continuing the Stuff the Bus campaign for years to come. ❖

ATU members energized by trainings at Tommy Douglas Conference Center

In 2012, ATU International President Larry Hanley pledged to train as many members as possible. ATU training programs are a vital step in preparing our Locals for bargaining contracts, engaging members and mobilizing our riders into a potent political force.

Since then, more than 7,000 members from over 230 Locals have been trained. From Calgary, AB, to Cape Cod, MA; from Mississauga, ON; to San Jose, CA; more than 290 ATU trainings have been held in cities across the U.S. and Canada, including many at the Tommy Douglas Conference Center (TDCC) in Silver Spring, MD.

Two of the more recent trainings at the TDCC were for ATU maintenance workers and Local 113-Toronto, ON, leaders and members.

Maintenance workers in the house

In late January, more than 150 ATU maintenance workers gathered at the TDCC for an innovative maintenance training.

A diverse group of workers with a wide range of maintenance job titles and experience levels took part in an innovative, hands-on learning experience. The training sessions featured lively discussion, assorted workshops, and engaging presentations to better prepare maintenance workers to build worker power on shop floors and at their workplaces. From health and safety to vehicle procurement, the four-day training covered a number of critical topics impacting this workforce.

This was the second of three maintenance trainings to teach skills that will prove vital in our Locals' efforts to engage their membership and protect their rights and health and safety on the job.

Local 113 leaders prepare to fight upload of TTC

More than 100 leaders and stewards of Local 113 took part in an innovative training at the TDCC. In early February, they learned critical skills to mobilize their members and engage riders as they prepare to fight the Ontario Government's scheme to upload ownership of the Toronto subway system – the first step to transit privatization and higher costs for riders.

Contact your Local about attending an ATU training. ❖



Maintenance Training



Local 113 Executive Board and stewards.



Together we are a powerful voice



Canada is currently working through a number of burning issues. With the threat of privatization at our doorstep, and issues arising in the workplace due to the legalization of cannabis, the tide is shifting at an alarming rate, and our challenges are becoming greater every day.

Newly-elected Premier of Ontario Doug Ford made an election promise to upload Toronto's subway system and blames the City of Toronto municipal government for failing to improve existing subway lines and build expansion lines. He claims that the province can do a much better job, as they have greater access to the capital funds required for expansion, which in this case means "privatization."

How do politicians get the public to believe privatization is the best option?

It's the typical political strategy to push through change. First, the government underfunds transit, then they criticize transit, then privatize it, convincing people it's the only viable solution.

As privatization looms over Canada, ATU Canada will be watching the outcomes in Ontario, as this could become a strategy followed by other provinces across the country.

Impact of Cannabis in the workplace

Cannabis is now legal in Canada for recreational use only. However, there are limits to what is considered "legal" within the Cannabis Act, and serious consequences for breaking the law.

Cannabis legalization is already having a major impact in the workplace. Metrolinx, a government agency that employs rail and bus workers, recently announced they have updated their "fitness for duty" policy, which bans workers who are in "safety-sensitive" positions from consuming cannabis products whether they are on or off duty.

Similarly, the RCMP announced that officers are not allowed

to consume marijuana in the 28 days before starting a shift, while the Calgary police force has banned it entirely.

In response to the Metrolinx ban, ATU Local **1587**-Toronto, ON, President Chris Broeze and ATU Canada issued multiple press releases to the media defending the clean record of Go Bus workers. They stressed that the ban is a violation of workers' constitutional rights and that ATU Canada is prepared to go to court to defend workers' rights.

Calling all members

We are calling on all members to stand together from coast to coast. The threat of privatization and attacks from various governments is real and could get much worse. In addition, the media attention and reporting on issues arising from cannabis use in the workplace, whether proven or not, is impacting public opinion about our transit professionals.


We can fight privatization and defend our constitutional rights on the job, but it will require our collective body of members to stand in solidarity. Together, we are a powerful force.

ATU Canada is responding and taking action on addressing these issues. Our organizing team is researching and mobilizing with our allies to take on these challenges. It will be an ongoing battle and we need the support of every member in every local to dedicate time and resources for this fight. We have begun to build relationships with other labour unions to band together in solidarity.

ATU Canada will be launching our national campaign to lobby for a National Transit Strategy and Dedicated Operational Funding across Canada. Our organizing team will be in your city soon to begin informing our riders and to lobby them for support. We must create a dialogue to facilitate change.

Please continue to follow us on social media for regular updates in the coming weeks. We will also release a schedule to your locals to prepare for our arrival in your community. ❖

For more information please visit: www.atucanada.ca



POLITICIANS WHO DECIDE ON PUBLIC TRANSIT NEED TO KNOW AND RIDE THE SYSTEM

When it comes to funding, policy, and other issues impacting public transit, it's elected officials making the key decisions. But rarely do they actually know or ride their city's public transit system.

It's transit workers—ATU members—and our commuters who know which bus routes and subway lines are the slowest, fastest, least-and most-crowded, and safest. We also know what changes need to be made to improve the system.

In Ottawa, 17 of 23 City Councillors committed to travel solely using public transit for the entire week. The challenge came from the rider advocacy group Free Transit Ottawa in hopes that councillors get first-hand experience on what riders go through daily.

In Toronto, the Toronto Transit Commission board pledged to take “deep dives into the workings of our system, such as assigning every member of the board 10 routes to ride, from start to finish, and reporting back to the board.”

In Regina, Local **588** has challenged the mayor and city council to only ride the bus for a week to see why more resources are needed. While this may be a good start, without politicians committing to using public transit on a regular basis, they will miss systemic problems that

workers and riders experience every day. They won't know what areas need improvement and how to actually make those changes.

A former pharmacist running Toronto's subway?

Meanwhile Doug Ford's Progressive Conservative government is threatening to upload control of Toronto's subway to the province. The official charged with handling the system's day-to-day operations is Minister of Transportation Jeff Yurek. A pharmacist by trade, Yurek is from an area that has very little public transit. A guy who knows nothing about public transit is charged with running Canada's largest transit system.

It's time for politicians who make public transit decisions and officials who run transit systems to actually use the systems they run on a regular basis, just like the people who rely on them. ❖



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Christie's abusive corporate tax scheme reveals truth behind cuts to NJ Transit

The New Jersey Comptroller audit of the state's tax-incentive programs exposed how companies gamed the system to avoid paying taxes at the expense of robust public transit, good schools, and other public services.

The report found the NJ Economic Development Authority (EDA) pledged nearly \$11 billion to some of the most profitable and politically-connected companies in the world, with little oversight or accountability by the state.

"This lavish corporate tax subsidy scheme concocted by former Governor Chris Christie and Senate President Steve Sweeney exposes the real reason they raised NJ Transit fares and cut service," said ATU NJ State Council Chair Ray Greaves about the NJ Comptroller's damning audit of the EDA.

"Under their abusive program, their wealthy buddies and the corporations they run were granted more than \$11 billion in tax breaks, leaving no funding for NJ Transit, schools, and other key public programs that millions rely on," he continued.

Greaves did point to one silver lining from this audit: "We are encouraged by Governor Phil Murphy's plan to rein in and reform these wasteful corporate tax subsidies. We know he is committed to stopping this abuse and putting taxpayers' funds towards fixing our state's real problems, including a struggling transit system," Greaves said. ❖



ATU Locals mobilize for Transit Equity Day

ATU Locals celebrated Transit Equity Day, February 4, by calling for investment in more accessible public transportation run on clean, renewable energy to reduce air pollution, promote healthier communities, create jobs, and address climate change.

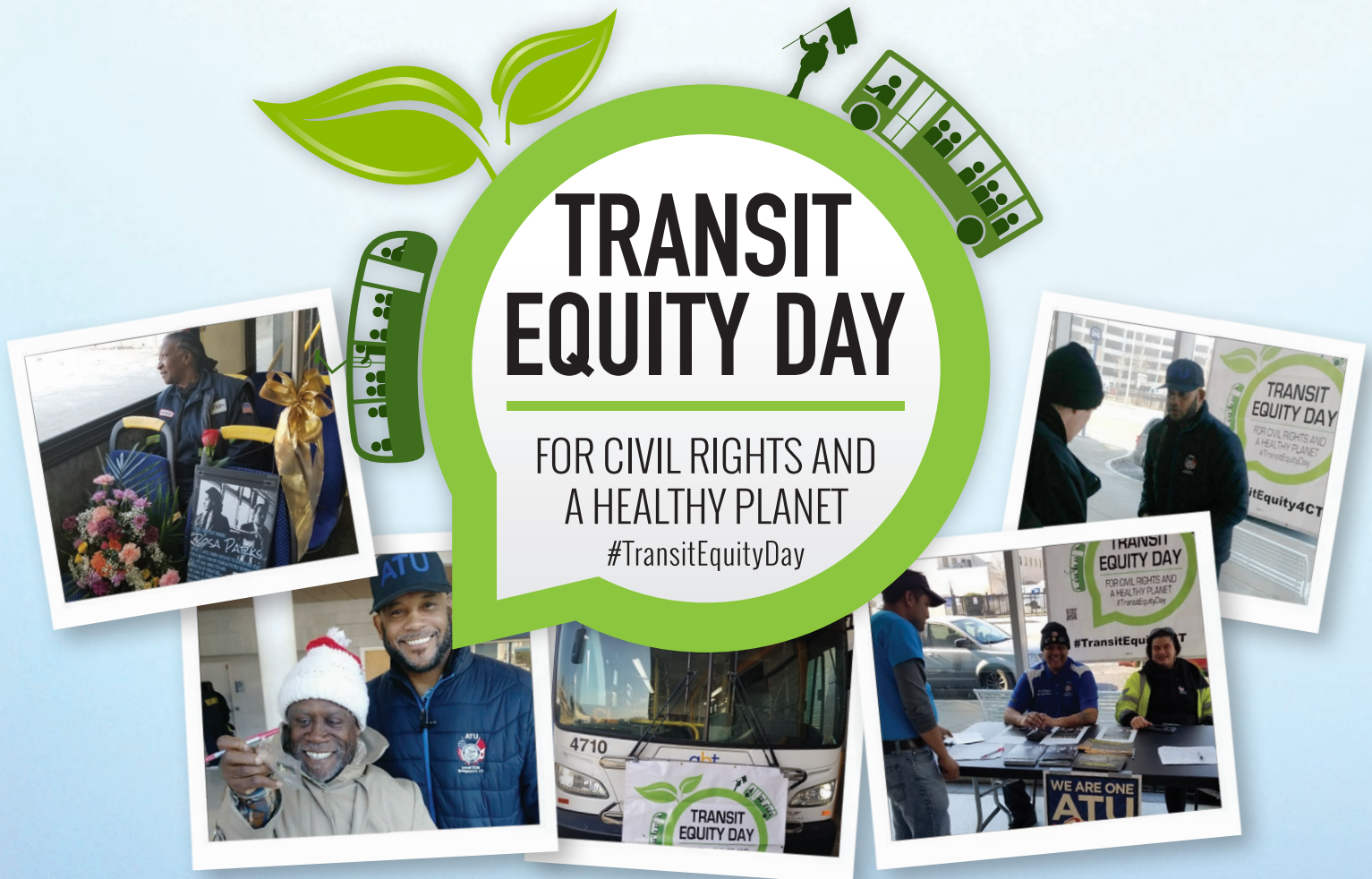
Rallies and actions were held across the country to honor civil rights icon Rosa Parks – who would've turned 102 years old on February 4. Parks famously refused to give up her seat to a white man on a bus in 1955, triggering the Montgomery Bus Boycott.

"To celebrate Rosa Parks birthday, the ATU and our Locals joined with the Labor Network for Sustainability, Jobs with Justice, the Institute for Policy Studies, and others to declare Transit Equity Day on February 4, 2019, to call for increased investment in public transit," said ATU International President Larry Hanley. "More investment in public transit will create a cleaner environment. Riding a bus, train, trolley or light rail rather than a car helps reduce pollution.

More investment in public transit will give every person in every neighborhood regardless of age, race, class, gender, or disability the rights to safe, convenient transportation at an affordable cost.

Among the events were rallies held across the state of Connecticut. Local **1336**-Bridgeport, CT, teamed with the Greater Bridgeport Transit and Milford Transit District on tributes to Rosa Parks on buses and at transit centers. A rally was held in Norwich, CT, with Local **1209**-New London, CT, Sierra Club, and other allies. "Getting people out of their cars and onto buses is good for the environment. Transitioning buses to 100 percent electric, zero-emission vehicles will also make transit even better for the environment," said Samantha Dynowski, Connecticut State Director of the Sierra Club, at the rally in Norwich.

In addition, ATU Locals in NJ took part in a rally in Paterson, NJ, with the Mayor, Clean Water Action, and other allies. ❖



Providence Local steps up as a first responder

This winter, problems with a major natural gas line in Newport, RI, forced National Grid to shutdown gas service for more than 7,000 people in the area for safety reasons. The state called on Local **618**-Providence, RI, and the Rhode Island Public Transit Authority (RIPTA) to help residents affected by the outage.

Local transports residents to warming centers

With many homes not having heat, hot water, or gas to cook, the Local and RIPTA coordinated with Rhode Island Governor Gina Raimondo to provide free bus service for passengers in the areas impacted. Bus operators in the greater Newport area safely transported the residents to warming shelters, meal sites, and other essential services. The gas shutdown lasted about a week.

In addition, members of the Local were available around the clock in Newport to be at the disposal of state and local emergency services agencies.

“Our members are part of the first response team here in Rhode Island in responding to storms, disasters, and



other emergencies,” said Local President Tom Cute, who points out the Local is a key member of the Rhode Island Emergency Agency team. “That’s the importance transit workers can bring to our communities. I’m proud of the role our members play as first responders.”

“This is about being there to help a community. Our main intent is to help people who are trying to get to services they need,” and RIPTA CEO Scott Avedisian. ♦

Lake County Transit workers vote to join Orlando Local

After an aggressive organizing campaign, fifty-five workers at the Lake County Transit Division near Orlando, Florida, voted overwhelmingly to join Local **1596**-Orlando, FL.

Many of the bus and paratransit drivers, who work for contractor RATP Dev, made as little as \$10 per hour driving passengers around the multi-billion dollar tourist economy of Orlando.

“The workers heard about what union members at Lynx in Orlando had, so they reached out to us and wanted representation as well,” said Local President Ismael Rivera.

On the day of the union election, the Gainesville-based Local **1579** Executive Board came out to support the Lake County Transit workers. The two locals pitched a tent,

handed out lunch to the workers, and encouraged everybody to vote yes to join the ATU.

“Having our sisters and brothers from Gainesville there really sent a strong message to the Lake County workers that they are not alone, and that they are joining a strong union that will back them up,” said Rivera.

The International supported the organizing campaign and insisted that RATP Dev improve their treatment of workers during all union organizing campaigns. These negotiations with the company were successful, marking the first time that the company respected the rights of their employees to organize free from firings and threats. ♦

Comprometidos y Luchando

Mientras nos dirigimos a imprimir esto, las batallas se están librando alrededor de los EE.UU. y Canadá. Son buenas noticias, porque nuestro Sindicato está comprometido y luchando. Algunos ejemplos...

En Toronto, el Local **113** está completamente involucrado en luchas con el gobierno de Ontario que está tratando de hacerse cargo de todo el sistema. Siguen los fuertes rumores sobre la futura privatización del sistema.

En Washington DC, la privatización del sistema de transporte ha ocurrido y está creciendo. Todo lo que trae consigo son salarios bajos y pensiones y otros beneficios perdidos. El Local 689 está trabajando con el Sindicato Internacional para ganar esta batalla.

En Martha's Vineyard, Massachusetts, el lugar más rico del estado más azul de los EE.UU., una Autoridad de Transporte Regional pública participa en la supresión de salarios, personal reducido, horas extra obligatorias y esencialmente se niega a negociar. Esta será una prueba para el Partido Demócrata. Estos trabajadores trabajan bajo un gobierno del Partido Demócrata, pero se les paga menos de \$15 por hora. Este es el tipo de comportamiento que está causando que los votantes de la clase trabajadora rechacen a los candidatos demócratas.

En Sarasota, Florida, los miembros del Local 1701 están alzando sus voces contra la privatización de su sistema de transporte a pesar de que los funcionarios electos intentan silenciarlos.

En Connecticut, nuestros Locales están unidos en la lucha por el acceso al baño digno para nuestros miembros.

Alzándonos para exigir un cambio

Tenemos mucho trabajo por hacer. Miles de miembros de ATU luchan por sobrevivir en una economía muy dinámica. Los sueldos de los jefes se han disparado en la industria. Por lo que cada vez más trabajadores del transporte público se están poniendo en pie y demandando un cambio.

Los usos cada vez mayores de las horas extras obligatorias están creando condiciones inseguras. Recuerde que ningún empleador tiene el derecho de obligar a nadie a conducir si está fatigado. Los funcionarios locales que tengan este problema y deseen asistencia deben llamar a mi oficina.

Son los empresarios de cabeza dura los que están creando estas luchas. Están alimentados por la codicia y la falta de interés en los trabajadores y sus familias.

El presidente emérito internacional, Jim LaSala, me recordó muchas veces cuando discutíamos los ataques por parte de los empleadores y la crisis ocasional, que sin ATU no habría lucha.

Nuestra mejor arma en estas luchas es nuestra solidaridad. Necesitamos apresurarnos para ayudar a los Locales que luchan en las líneas delanteras.

Por favor apoye las huelgas de ATU y otras luchas. Es crítico para el futuro de nuestro Sindicato. ❖

Engagés et au front

Au moment de mettre sous presse, plusieurs combats font rage aux États-Unis et au Canada. C'est une bonne nouvelle; notre syndicat est engagé et présent au front. En voici quelques exemples :

La section locale **113** de Toronto est pleinement engagée dans des combats avec le gouvernement ontarien qui tente de prendre en charge l'ensemble du système. Des rumeurs insistantes sur la future privatisation du système se poursuivent.

À Washington, DC, la privatisation du système de transport en commun a eu lieu et continue à se développer. Tout ce que cela apporte, ce sont de bas salaires et des pertes de pensions et d'autres avantages. La section locale **689** travaille de concert avec le Syndicat international pour renverser la situation.

À Martha's Vineyard, au Massachusetts – l'endroit le plus riche dans l'état le plus bleu des États-Unis – une régie publique de transport en commun régional participe à la compression des salaires, à une dotation en personnel réduite, à des heures supplémentaires obligatoires et refuse essentiellement de négocier. Ce sera tout un test pour le parti démocrate. Ces travailleurs travaillent pour un gouvernement du parti démocrate, mais sont payés moins de 15 \$ l'heure. C'est ce comportement qui amène les électeurs de la classe ouvrière à rejeter les candidats démocrates.

À Sarasota, en Floride, les membres de la section locale **1701** élèvent leurs voix contre la privatisation de leur système de transport en commun, malgré les élus qui tentent de les faire taire.

Au Connecticut, nos sections locales luttent ensemble pour obtenir un accès digne à la salle de bain pour nos membres.

Se tenir debout et exiger un changement

Nous avons du pain sur la planche. Des milliers de membres du SUT luttent pour leur survie dans une économie pourtant florissante. Les salaires des patrons ont grimpé en flèche dans l'industrie. Conséquemment, de plus en plus de travailleurs du transport en commun se lèvent et exigent un changement.

L'utilisation croissante des heures supplémentaires obligatoires crée des conditions dangereuses. N'oubliez pas qu'aucun employeur n'a le droit de forcer quiconque à conduire s'il est fatigué. Les dirigeants locaux qui ont ce problème et qui souhaitent obtenir de l'aide doivent appeler mon bureau.

Ce sont des employeurs entêtés qui créent ces conflits. Ils sont alimentés par la cupidité et le manque d'intérêt pour les travailleurs et leurs familles.

Le président international émérite Jim LaSala m'a rappelé à plusieurs reprises, alors que nous discutons des attaques par les employeurs et des crises occasionnelles, que sans le SUT, il n'y aurait pas de combat.

Notre arme la plus puissante dans ces combats est notre solidarité. Nous devons nous empresser d'aider les sections locales à se battre à la pointe de leur lance.

S'il vous plaît, offrez votre soutien aux grèves et aux autres luttes que mène le SUT. C'est un geste essentiel pour l'avenir de notre syndicat. ❖

Convocatoria de Convención desde la Sede Internacional de AMALGAMATED TRANSIT UNION

59ª CONVENCION • 23-27 DE SEPTIEMBRE DE 2019 • Las Vegas, NV
10000 New Hampshire Avenue, Silver Spring, MD 20903
1 de Marzo, 2019

Compañeros miembros de ATU:

De conformidad con la Constitución y Leyes Generales de nuestro Sindicato les notifico que la Quincuagésima Novena Convención se reunirá en el Hotel Paris Las Vegas, 3655 S Las Vegas Blvd, Las Vegas, NV 89109 el lunes 23 de septiembre de 2019, a las 9:00 a.m.

Bases de la Representación

La base de representación que regula la elección de los delegados a la Convención se encuentra en las siguientes secciones de la Constitución y Leyes Generales:

Sección 6.4 Representación; LU. La base de representación a la Convención será de un (1) delegado por cada LU (sindicato local) que tenga trescientos (300) o menos miembros. Un LU que tenga desde trescientos uno (301) hasta seiscientos cincuenta (650) miembros tendrá derecho a dos (2) delegados. Un LU que tenga desde seiscientos cincuenta y uno (651) hasta novecientos cincuenta (950) miembros tendrá derecho a tres (3) delegados. Un LU que tenga desde novecientos cincuenta y uno (951) hasta mil doscientos cincuenta (1,250) miembros tendrá derecho a cuatro (4) delegados y por cada cuatrocientos (400) miembros adicionales o fracción de los mismos, tendrá derecho a un (1) delegado adicional. Al calcular el total de la membresía, solo se contabilizarán aquellos que estén al corriente de pagos durante el mes de mayo anterior a la Convención. En caso de que se convoquen convenciones especiales, la base para la representación será la membresía al corriente para el mes en que se emite la convocatoria de la convención.

NOTA: De acuerdo con la Sección 6.4, la representación de los sindicatos locales se basará en la membresía de los locales al corriente durante el mes de mayo anterior a la Convención. En consecuencia, las credenciales no se pueden enviar a los locales hasta que se haya recibido el informe mensual de membresía de mayo de 2019 en la oficina internacional.

Sección 6.5 Representación; JBC. La base para la representación ante la Convención por un JBC (Consejo Conjunto de Negociación), formado con fines de negociación colectiva de conformidad con el Artículo 24 de (la) Constitución, será de un (1) delegado, excepto que un JBC que represente a más de cinco mil (5,000) miembros tendrá derecho a dos (2) delegados. Un JBC que represente a más de doce mil (12,000) miembros tendrá derecho a tres (3) delegados. Ningún miembro representado por el JBC que sea, en virtud de su cargo en el LU o de otra manera, un delegado de su LU, será elegible para servir como delegado del JBC. Los delegados de un JBC no tendrán derecho a votar en la elección de funcionarios internacionales a menos que sean elegidos por voto secreto entre los miembros representados por el JBC. Las disposiciones de (la) Constitución relativas a los delegados de los LU también regirán para los delegados de un JBC a menos que sean claramente inaplicables.

Sección 6.6 Representación; CC (ATU Canadá). El Consejo Canadiense (ATU Canadá) tendrá derecho a un (1) delegado. Ningún miembro de un LU canadiense que participe en el CC (ATU Canadá) que, en virtud de su cargo en el LU o de otro modo, sea un delegado de su LU, será elegible para actuar como delegado del CC (ATU Canadá). El delegado del CC (ATU Canadá) no tendrá derecho a votar en la elección de funcionarios internacionales. Las disposiciones de (la) Constitución relativas a los delegados de los LU también regirán para los delegados del CC (ATU Canadá) a menos que sean claramente inaplicables.

Delegados

Sección 6.7 Delegados. La elección de delegados debe realizarse al menos seis (6) semanas antes de la Convención. Un miembro, para ser elegible para postularse para delegado, debe haber sido un miembro al corriente de forma continua de su LU durante los dos (2) años anteriores al día de la reunión de nominación. Cuando un LU no haya existido durante el período de dos años, el LU elegirá a sus otros delegados de entre sus miembros.

Excepto cuando, de conformidad con la Sección 14.2 de (la) Constitución, se impone un requisito de asistencia a la reunión como condición de elegibilidad para tal cargo, el presidente-agente comercial, FS/BA, o RS/BA, según corresponda, deberá, en virtud de su cargo, ser el primer (1º) delegado para la convención del LU y el FS (presidente en los LU donde el presidente no es BA) será, en virtud de su cargo, el segundo (2º) delegado para la convención del LU y así lo declarará la boleta electoral en cada caso.

Excepto cuando, de conformidad con la Sección 14.2 de (la) Constitución, se impone un requisito de asistencia a la reunión como condición de elegibilidad para cualquier cargo de ese tipo, un LU puede estipular en los estatutos del local que los funcionarios del local y los miembros de la junta ejecutiva pueden ser delegados a las Convenciones de ATU en virtud de su cargo. En tal caso, cuando el número de miembros de la junta ejecutiva exceda el número de posiciones de delegados a la convención asignadas al LU en virtud de la Sección 6.4, el LU designará por posición y limitará la

cantidad de delegados elegidos en virtud de sus cargos al número total de posiciones de delegado. Los miembros restantes de la junta ejecutiva serán elegidos para ocupar cargos numerados como delegados suplentes para cubrir las vacantes y cualquier cargo de delegado adicional al que el LU finalmente pueda tener derecho según la Sección 6.4. Los funcionarios y los miembros de la junta ejecutiva del local elegidos como delegados y delegados suplentes en virtud de su cargo bajo los estatutos del LU representarán al LU como delegados a la convención en la medida de los puestos disponibles. Cuando los estatutos del LU establecen que los funcionarios y los miembros de la junta ejecutiva del local pueden ser delegados a las Convenciones de ATU en virtud de su cargo, la boleta debe indicar “y Delegado a la Convención” o “y Delegado Suplente”, según corresponda, tras cada cargo.

Sección 6.8 Suplentes. Los LU deben establecer en sus estatutos la elección de delegados suplentes a la Convención mediante una votación secreta, siempre que nada en el presente documento prohíba que los LU estipulen en sus estatutos que los funcionarios del LU puedan actuar como delegados suplentes en virtud de su cargo, a menos que, y excepto cuando, de conformidad a la Sección 14.2 de (la) Constitución, se imponga un requisito de asistencia a la reunión como condición de elegibilidad para dicho cargo.

Sección 6.9 Descalificaciones. Los miembros que abandonaron voluntariamente el servicio en el que están involucrados los LU, JBC o IU, no serán elegibles como delegados a una Convención de este Sindicato y ningún miembro elegido como delegado que haya abandonado el servicio activo por razones distintas a la jubilación con pensión se sentará o servirá como delegado a una convención de este Sindicato.

Sección 6.15 Ausencias Justificadas. Las políticas, leyes y planes para la dirección de este Sindicato se adoptarán y aplicarán periódicamente de acuerdo con las Convenciones regulares de este Sindicato, y será deber de todos y cada uno de los locales de este Sindicato estar representados en estas Convenciones por uno (1) o más delegados. Ningún LU debe ser excusado de estar representado, excepto en condiciones de apuro, debido a cierres patronales, huelgas o causas de ese tipo. En tales casos, el LU afectado se dirigirá al IP a más tardar el diez (10) de mayo del año en que se celebra la Convención para solicitar el ser excusado de enviar delegados a la Convención. El IP investigará y dictaminará sobre tales solicitudes. A menos que sean excusados por el IP, todos los LU deben estar representados según lo establecido por esta Constitución.

Credenciales

Sección 6.10 Credenciales. Cada delegado deberá establecer su reclamo de un asiento mediante credenciales firmadas por el presidente y el RS [secretario de actas] del LU que él o ella representa, con el sello de dicho LU adjunto. Los LU enviarán los nombres de los respectivos delegados y suplentes elegidos a la oficina internacional de ATU al menos cuatro (4) semanas antes de la fecha de la Convención. Las credenciales se entregarán a cada delegado elegido, firmadas por el presidente y RS y con el sello del LU que se adjunta.

Sección 6.14 Requisitos Financieros. Los delegados no tendrán derecho a un asiento en la Convención a menos que todos los impuestos y tasas de su LU se hayan pagado en su totalidad.

Resoluciones

Sección 6.16 Resoluciones. Las resoluciones que contemplan enmiendas a la Constitución y Leyes Generales del IU serán primero aprobadas por el LU y estampadas con su sello oficial y luego se enviarán a la oficina internacional a tiempo para estar en manos del IP a más tardar el primer (1º) día de agosto del año en que se celebra la Convención. Dichas resoluciones así recibidas por el IP se imprimirán y se pondrán en manos de los delegados de la convención en la apertura de la Convención particular en la que se propone presentar dichas resoluciones. Todas las resoluciones recibidas hasta el primer (1º) día de abril del año en que se celebra la Convención se publicarán en la edición de mayo/junio de In Transit en el año en que se celebra la Convención. Ninguna resolución que contemple enmendar la Constitución y Leyes Generales, a excepción de lo dispuesto en este documento, será considerada por las Convenciones, excepto con el permiso o dirección por voto de dos

tercios de los delegados presentes.

Votación

Sección 6.11 Votación. Cada delegado tendrá derecho a un (1) voto, no se permiten votos por representación.

Gastos

Sección 6.13 Gastos de los Delegados. El IU deberá pagar mil dólares (\$1,000.00) a cada LU, JBC y CC (ATU Canadá) para el millaje y los gastos legítimos de un primer delegado de los LU, JBC y CC (ATU Canadá) y un adicional de setecientos cincuenta dólares (\$750.00) a los LU, JBC y CC que envíen a dos (2) o más delegados. El IU deberá pagar mil dólares adicionales (\$1,000.00) a cada LU con trescientos (300) o menos miembros para gastos del delegado. El resto del millaje y los gastos legítimos de los delegados correrán a cargo del LU, JBC y CC (ATU Canadá) al que representan.

NOTA: De conformidad con la Sección 6.2, la Junta Ejecutiva General ha promulgado el requerimiento del pago de una tasa de inscripción de \$175 por cada delegado e invitado (\$50 para invitados menores de 12 años).

Sede Central

La sede central de la Convención será el hotel Paris Las Vegas, 3655 S Las Vegas Blvd, Las Vegas, NV 89109. Las reservas de hotel, las inscripciones y otra información importante se enviarán por correo en una fecha posterior.

Precios del Hotel

El hotel de la Convención es el hotel Paris Las Vegas. El precio diario para huéspedes es de \$159 más impuestos. El precio diario incluye todas las tasas obligatorias.

Transporte

Los delegados deben hacer sus propios arreglos para el transporte individual o en grupos en autobús, tren, avión o automóvil privado según sus propios deseos.

Se proporcionará un servicio de transporte de ATU desde y hacia el Aeropuerto Internacional McCarran y el Hotel Paris Las Vegas.

Asistencia

Llamo la atención de cada sindicato local, la Sección 6.15 de la Constitución, que establece que cada sindicato local tendrá el deber de estar representado en la Convención por uno o más delegados.

Valor de la Asistencia

Las leyes y políticas de este Sindicato son modificadas y adoptadas por las Convenciones de nuestro Sindicato. Es esencial que todos nuestros sindicatos locales reconozcan la importancia de la próxima Convención y hagan arreglos para enviar delegados. Por lo tanto, espero ver a todos los sindicatos locales y consejos de negociación conjuntos representados por delegaciones completas.

Convocation au Congrès du siège social du

SYNDICAT UNI DU TRANSPORT

59e Congrès • Du 23 au 27 septembre 2019 • Las Vegas, NV
10 000 avenue New Hampshire, Silver Spring, MD 20903
1er mars 2019

Chers membres du SUT,

Conformément aux Statuts et Règlements généraux de notre syndicat, je vous informe que le cinquante-neuvième Congrès aura lieu à l'hôtel Paris Las Vegas, 3655 S, boulevard Las Vegas, Las Vegas, NV 89 109, le lundi 23 septembre 2019 à 9 h.

Représentation au Congrès

La base de représentation qui régit l'élection des délégués au Congrès se trouve dans les sections suivantes des Statuts et Règlements généraux :

Paragraphe 6.4 Représentation; SL. La représentation au Congrès est déterminée d'après la formule suivante : une (1) déléguée ou un (1) délégué pour chaque SL [section locale] ayant trois cents (300) membres ou moins. Une SL qui compte de trois cent un (301) à six cent cinquante (650) membres a droit à deux (2) délégués. Une SL qui compte de six cent cinquante et un (651) à neuf cent cinquante (950) membres a droit à trois (3) délégués. Une SL qui compte de neuf cent cinquante et un (951) à mille deux cent cinquante (1 250) membres a droit à quatre (4) délégués; pour chaque tranche de quatre cents (400) membres additionnels, en tout ou en partie, la section locale a droit à un (1) délégué additionnel. Seuls les membres en règle pendant le mois de mai précédant le Congrès doivent être comptés dans le calcul de l'effectif. En cas de convocation en congrès extraordinaire, la représentation est calculée en fonction de l'effectif en règle pendant le mois où la convocation est émise.

REMARQUE : Conformément au paragraphe 6.4, la représentation des sections locales sera basée sur l'effectif de la section locale en règle pour le mois de mai précédant le Congrès. Par conséquent, les lettres de créance ne peuvent être transmises aux sections locales avant que le rapport mensuel sur l'effectif pour le mois de mai 2019 n'ait été reçu au siège international.

Paragraphe 6.5 Représentation; CNM. Les CNM [conseils de négociation mixtes], constitués aux fins de négociation collective conformément aux dispositions de l'article 24 des Statuts, ont droit à une (1) déléguée ou un (1) délégué au Congrès; toutefois, les CNM représentant plus de cinq mille (5 000) membres ont droit à deux (2) délégués. Un CNM représentant plus de douze mille (12 000) membres a droit à trois (3) délégués. Aucun membre représenté par le CNM et étant, de par sa fonction au sein de sa SL ou autrement, délégué de sa SL n'a le droit d'être délégué du CNM. Les déléguées et délégués d'un CNM n'ont pas le droit de vote dans l'élection des dirigeantes et dirigeants internationaux sauf s'ils sont élus au scrutin secret par les membres représentés par le CNM. Les dispositions des présents Statuts relatives aux déléguées et délégués des SL s'appliquent également aux délégués des CNM, sauf lorsque ces dispositions sont clairement inapplicables.

Paragraphe 6.6 Représentation; CC (SUT Canada). Le Conseil canadien (SUT Canada) a droit à une (1) déléguée ou un (1) délégué. Aucun membre d'une SL canadienne participant au CC (SUT Canada) qui, de par sa fonction au sein de sa SL ou autrement, est délégué de sa SL n'a le droit d'être délégué du CC (SUT Canada). La déléguée ou le délégué du CC (SUT Canada) n'a pas le droit de vote dans l'élection des dirigeantes et dirigeants internationaux. Les dispositions des présents Statuts relatives aux déléguées et délégués des SL s'appliquent également à la déléguée ou au délégué du CC (SUT Canada) sauf lorsque ces dispositions sont clairement inapplicables.

Délégués

Paragraphe 6.7 Délégués. L'élection des déléguées et délégués doit avoir lieu au moins six (6) semaines avant le Congrès. Pour être éligible au titre de délégué, il faut avoir été membre en règle de sa SL de façon ininterrompue pendant les deux (2) ans précédant le jour de la mise en candidature. Lorsqu'une SL a moins de deux ans d'existence, les déléguées et délégués de cette SL sont élus parmi ses membres.

Sauf dans les cas où le paragraphe 14.2 des présents Statuts impose des critères de participation aux réunions comme condition d'admissibilité à ce poste, la présidente-agente syndicale ou le président-agent syndical, la ou le SF-AS, ou la ou le SA-AS, selon le cas, est, en vertu de sa fonction, la première (1re) déléguée ou le premier (1er) délégué de la SL au Congrès, et la ou le SF (secrétaire aux finances dans les SL où la présidente ou le président AA) est, en vertu de sa fonction, la deuxième (2e) déléguée ou le deuxième (2e) délégué de la SL au Congrès. Dans tous les cas, le bulletin de vote doit comporter une indication à cet effet.

Sauf dans les cas où le paragraphe 14.2 des Statuts impose des critères de participation aux réunions comme condition d'admissibilité à ces postes,

une SL peut inscrire dans ses Règlements locaux que les dirigeantes et dirigeants locaux ainsi que les membres du conseil exécutif peuvent être délégués aux congrès du SUT en vertu de leur fonction. Si, dans ce cas, le nombre de membres du conseil exécutif dépasse le nombre de déléguées et délégués aux congrès attribués à la SL en vertu du paragraphe 6.4, la SL doit désigner les postes dont les titulaires sont délégués et limiter le nombre des déléguées et délégués élus en vertu de leur fonction au nombre total de déléguées et délégués auquel elle a droit. Les autres membres du conseil exécutif doivent être élus, par ordre numérique, à des postes de déléguées suppléantes ou de délégués suppléants afin de combler les vacances et tout autre poste supplémentaire de délégué auquel la SL pourrait en définitive avoir droit en vertu du paragraphe 6.4. Les dirigeantes et dirigeants et les membres du conseil exécutif de la SL élus délégués ou suppléants en vertu de leur fonction, conformément aux règlements de la SL, représentent celle-ci à titre de déléguées et de délégués au congrès, jusqu'à concurrence des postes attribués. Lorsque les Règlements de la SL prévoient que les dirigeantes et dirigeants locaux et les membres du conseil exécutif peuvent être délégués aux congrès du SUT en vertu de leur fonction, le bulletin de vote doit porter la mention « et délégué(e) au congrès » ou « et délégué(e) suppléant(e) au congrès », selon le cas, après le titre de chaque fonction.

Paragraphe 6.8 Délégués suppléants. Les SL doivent prévoir dans leurs Règlements l'élection, selon le mode de scrutin secret, l'élection de déléguées et délégués suppléants au congrès, dans la mesure où rien dans le présent document ne leur interdit d'inclure dans leurs Règlements une clause permettant aux dirigeantes et dirigeants de la SL d'être suppléants en vertu de leur fonction, sauf dans les cas où le paragraphe 14.2 des Statuts impose des critères de participation aux réunions comme condition d'admissibilité à ces postes.

Paragraphe 6.9 Disqualifications. Les membres ayant volontairement quitté le service dans lequel la SL, le CNM ou le SI sont engagés n'ont pas le droit d'être délégués à un congrès du Syndicat et aucun membre élu à titre de délégué, mais ayant abandonné le service actif pour des raisons autres que la retraite avec pension, n'est en droit de siéger ou de servir à titre de délégué à un congrès du Syndicat.

Paragraphe 6.15 Absences justifiées. Les politiques, lois et projets qui guident le Syndicat sont adoptés et mis en application de temps à autre suite aux décisions prises lors des congrès ordinaires. Il est donc du devoir de chaque section locale du Syndicat d'être représentée à ces congrès par un (1) ou plusieurs délégués. Aucune SL n'est dispensée de l'obligation d'être représentée à moins de circonstances graves, dues à des lockout, des grèves ou d'autres circonstances de ce genre. Advenant une telle éventualité, la SL affectée doit déposer une requête auprès de la présidente internationale ou du président international (PI) au plus tard le 10 mai de l'année du Congrès, en vue d'être dispensée d'envoyer des délégués au congrès. La ou le PI étudie et statue sur chaque requête. À moins d'en être dispensées par la ou le PI, toutes les SL doivent être représentées conformément aux dispositions des présents Statuts.

Lettres de créance

Paragraphe 6.10 Lettres de créance. Chaque personne déléguée doit faire confirmer son droit à un siège par une lettre de créance portant le sceau de ladite SL et la signature de la présidente ou du président et celle de la ou du SA [secrétaire-archiviste] de la SL qu'elle ou il représente. Les SL doivent transmettre les noms de leurs délégués et suppléants élus au siège international du SUT au moins quatre (4) semaines avant la date du Congrès. Des lettres de créance portant le sceau de la SL et signées par la présidente ou le président et la ou le SA doivent être remises à tous les délégués élus.

Paragraphe 6.14 Exigences financières. Les déléguées et délégués n'ont pas le droit de siéger au Congrès si toutes les taxes et contributions n'ont pas été entièrement acquittées par leur SL.

Résolutions

Paragraphe 6.16 Résolutions. Les résolutions visant à modifier les *Statuts et Règlements généraux* du SI doivent d'abord être approuvées par

la SL et porter son sceau officiel. Elles sont ensuite transmises au siège international assez tôt pour être remises à la PI ou au PI au plus tard le premier (1er) août de l'année où a lieu le Congrès. Les résolutions ainsi reçues par la ou le PI sont imprimées et remises aux délégués lors de l'ouverture du Congrès auquel elles doivent être proposées. Toutes les résolutions reçues au plus tard le premier (1er) avril de l'année où le Congrès a lieu sont publiées dans le numéro de mai / juin de l'*In Transit* de cette même année. À moins d'être conforme aux dispositions énoncées dans le présent document, aucune résolution proposant un amendement des *Statuts et Règlements généraux* ne sera étudiée par le congrès sauf avec la permission ou une ordonnance de l'Assemblée, décidée par un vote des deux tiers des déléguées et délégués présents.

Vote

Paragraphe 6.11 Vote. Chaque personne déléguée a droit à un (1) vote. Les votes par procuration ne sont pas permis.

Dépenses

Paragraphe 6.13 Dépenses allouées aux déléguées et délégués. Le SI doit verser mille dollars (1 000 \$) à chaque SL, CNM et CC (SUT Canada) pour l'aider à couvrir les frais de déplacement (kilométrage) et autres frais raisonnables de sa première déléguée ou de son premier délégué, et sept cent cinquante dollars (750 \$) de plus aux SL, CNM et CC qui envoient deux (2) délégués ou plus. Le SI paiera un supplément de mille dollars (1 000 \$) à chaque SL comptant trois cents membres (300) ou moins pour les frais généraux des délégués. Tous les autres frais de déplacement (kilométrage) et de dépenses légitimes des délégués seront supportés par la SL, le CNM ou le CC (SUT Canada) qu'ils ou elles représentent.

REMARQUE : Conformément au paragraphe 6.2, le Conseil de direction général a décidé de demander le paiement d'une taxe d'enregistrement de 175 \$ pour chaque délégué(e) et son invité(e) (50 \$ pour les invités de moins de 12 ans).

Siège social

Le siège social du Congrès sera à l'hôtel Paris Las Vegas, 3655 S, boulevard Las Vegas, Las Vegas, NV 89109. Les réservations d'hôtel, les inscriptions et d'autres informations importantes seront postées à une date ultérieure.

Tarifs de l'hôtel

L'hôtel du congrès est l'hôtel Paris Las Vegas. Le tarif journalier est de 159 \$ plus taxe. Ce tarif comprend tous les frais obligatoires.

Transport

Les délégués doivent prendre leurs propres dispositions pour le transport, individuellement ou en groupe, en autobus, en train, en avion ou en voiture privée, selon leur préférence.

Un service de navette entre l'aéroport international McCarran et l'hôtel Paris Las Vegas sera fourni par le SUT, pour l'aller et le retour.

Participation

Je souhaite diriger l'attention de chaque section locale au paragraphe 6.15 des Statuts, qui stipule que chaque section locale a le devoir d'être représentée au Congrès par un ou plusieurs délégués.

Valeur de la participation

Les lois et les politiques du présent Syndicat sont modifiées et adoptées lors des Congrès de notre syndicat. Il est essentiel que toutes nos sections locales reconnaissent l'importance du prochain Congrès et s'organisent pour envoyer des délégués. J'ai donc hâte de voir toutes les sections locales et les conseils de négociation mixtes représentés par des délégations complètes.

In Memoriam

Death Benefits Awarded November 1, 2018 - December 31, 2018

1- MEMBERS AT LARGE

DONALD G MOORE
ANTHONY P PSAILA
GENE EDWARD TAYLOR

85- PITTSBURGH, PA

CASPER D BRUNDIDGE JR
JOHN A DUBICH
EDWARD R GEIGER
CHARLES E HUMPHRIES
REGIS F MAHONEY
PAUL E MEISTER
JAMES W PRIMM
CHARLES R SIMM
LYDIA A WALKER

113- TORONTO, ON

HARRY BELL
GEORGE W BROWNHILL
WALTER C BURNSIDE
SANTO L CILIA
STEPHEN M DAWKINS
JANUSZ GIL
EDGAR R KJELLANDER
ERNEST G KORNETZ
DONALD N MACUMBER
GLEN GARRY RICHARDS
PAUL W STAPLEY
RUTH VERNON

192- OAKLAND, CA

DENISE M GALES
VERLIN LEROY HART

265- SAN JOSE, CA

DEISKO BOYLAND
MARIO CASTRO
ADONIS G HACKETT
ROBERT A HASTINGS
LORENZO L JONES
THOMAS KOSNER
PATRICIA PALMA
CRESENCIO SEVILLANO
DOUGLAS SWANSON

268- CLEVELAND, OH

KENNETH CARR
WILLIAM W GRIFFIN
RICHARD EUGENE HIRT

282- ROCHESTER, NY

GLENDA F RIDGEWAY-JOHNSON

308- CHICAGO, IL
WILLIE G FLOYD
WALTER G LINDBERG
WILLIAM MEGYERY
JODIE A RAND JR
MARY HELEN RITTER
ALVIN J RUSHING
JOHN L WOODS

382- SALT LAKE CITY, UT

RICHARD JOHNSON

569- EDMONTON, AB

ROSS HALE DANIEL

JOHN HARBOWAY
JOSEPH KLIMOSKO
WALTER MIKITKA
GARY R MILLER
PETER ROBAK
LOUISE J VAN CAMP

583- CALGARY, AB

EDWARD A BEFUS
LOCKARD L HORNBERGER
STANLEY MATLO
ARTHUR SCHMUNK

587- SEATTLE, WA

JAMES T BARNETT
PHILIP J BURKE
MICHAEL R MOSEY
LEONARD R STEVENSON

588- REGINA, SK

KENNETH T COLLETT
RUDOLPH JACOB HUBER

591- HULL, QC

GERARD GAGNON
GERARD ROBILLARD

618- PROVIDENCE, RI

ANTHONY ARCARO
KEVIN M MILLEA
ROBERT K MILLER JR
ANTHONY D SILVESTRI

689- WASHINGTON, DC

PAUL T ALCALA
OLIVER L BELL
TYRONE C BONNER
OLIVER H BROWN
WILLIAM HENRY BURRISS
VINCENT L CURTIS
JESSE BENJAMIN HOOKS
JAMES EGANS JENKINS
ARTHUR L JOHNSON
JAMES W KITTRELL
FERIX MCCLAIN
LEROY NEWSOME
HASSEL L PITT
GEORGE SELDON JR
JOHN D SPILLER
CHARLES C VUONG
THOMAS G WEBB
PRESTON WHITE JR

694- SAN ANTONIO, TX

RICHARD B MENESES
CIPRIANO B MIRELES

697- TOLEDO, OH

EDWIN J KOEPP

726- STATEN ISLAND, NY

THEODORE K DAVIS
DAVID DI SCALA
DONALD HAUPTMAN

732- ATLANTA, GA

REGINALD W PRESTON

741- LONDON, ON

JOHN T MILLER
DONALD J WRIGHT

757- PORTLAND, OR

WILLIAM E SMITH

788- ST. LOUIS, MO

LEONARD J BOCHANTIN
EDWARD O CORNELL
RAYMOND V FOWLER JR
LYMAN L HABERBERGER
DAVID J HILL
RICHARD L NULL
ARNOLD WESEMAN

819- NEWARK, NJ

DENNIS BROWN
JAMES T MILLER

824- NEW BRUNSWICK, NJ

WAYNE SMITH

993- OKLAHOMA CITY, OK

LARRY S MARSH

996- SOUTH BEND, IN

SILIOUS ANDERSON

998- MILWAUKEE, WI

BARRY D DIMOFF
SILVERIO GARCIA
KERRY GRIESSMEYER
ROBERT A KODE
HAROLD B PATTERSON
LARRY J RASMUSSEN
WANDA M SMITH
DENNIS M WARNKEN
LOIS J WATTS

1005- MINNEAPOLIS

& ST. PAUL, MN
WILLIAM J LARSON
DELBERT D MEYER
VERNON A MICHAELSON
LEWIS L RUTER
RAYMOND I TOMPKINS

1056- FLUSHING, NY

ALLEN L GREENE
DOMINICK A LIBERATORE
NICHOLAS M RISUCCI
ANTHONY P SCIORTINO
JAMES B SHAND

1179- NEW YORK, NY

JOSEPH P GRECO

1181- NEW YORK, NY

GEORGE AMENDOLA
DOMINICK DE STEFANO
ERICK FREMOND
AUGUST FRESE
JOSEPHINE FUNARO
DOMINICK IANNIZZOTTO
JOSEPH IPPOLITO
YUM SUK KO

MARIA LOPEZ
CORA N MAZZILLI
CATHERINE MINIERI
ROSARIO MORICE
ROSANA PALMIERI
MARIA PAMPALONE
SARA RAMOS
LAWRENCE RUBINO
MARY A SINISCALCHI
ANGELO J VACCARO
ELIZABETH A YOUNG

1277- LOS ANGELES, CA

JOHN T CURRIE
WILLIAM J DAY
RAUL DIAZ
DONALD R PILLOW

1279- JOHNSTOWN, PA

DAVID AZAR

1300- BALTIMORE, MD

ROBERT E HARRISON

1338- DALLAS, TX

LARNELL MARTIN

1342- BUFFALO, NY

ROBERT KRAMER
HARRISON MULLEN
DELORES RICUPITO
MICHAEL W SCHAEFER

1374- CALGARY, AB

AMBROSE MACKWOOD

1548- PLYMOUTH, MA

DAVID STEWART

1564- DETROIT, MI

VIVIAN W ROBINSON
GREGORY A VAN PELT

1573- BRAMPTON, ON

ANDREW RAMROOP

1582- NIAGARA FALLS, ON

GEORGE STAROSTIC

1605- CONCORD, CA

DOUGLAS S ROBINSON

1700- CHICAGO, IL

HERMAN RALPH OGLETREE
JOE SUTTON



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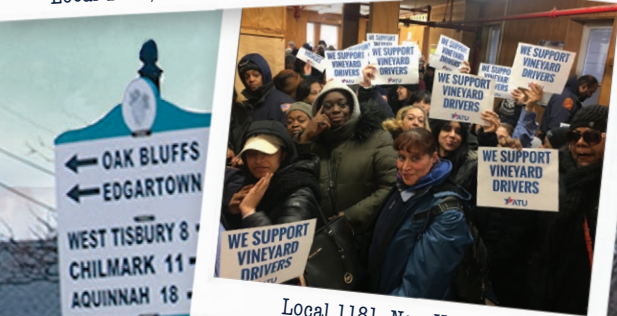
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Local 1593, Tampa, FL



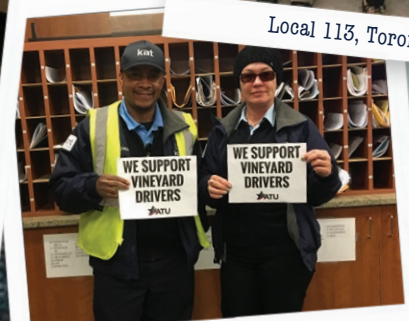
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Local 1164, Knoxville, TN

