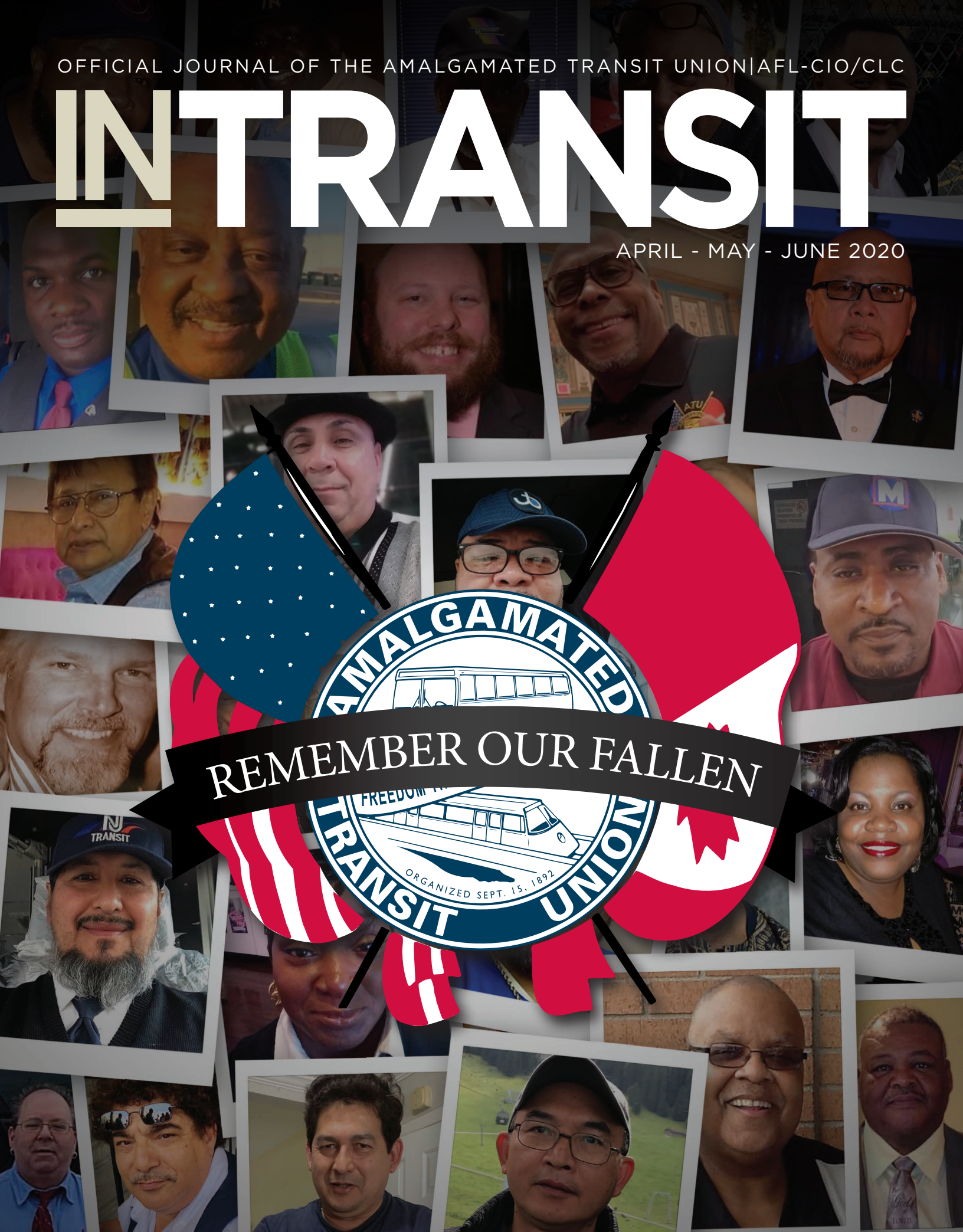


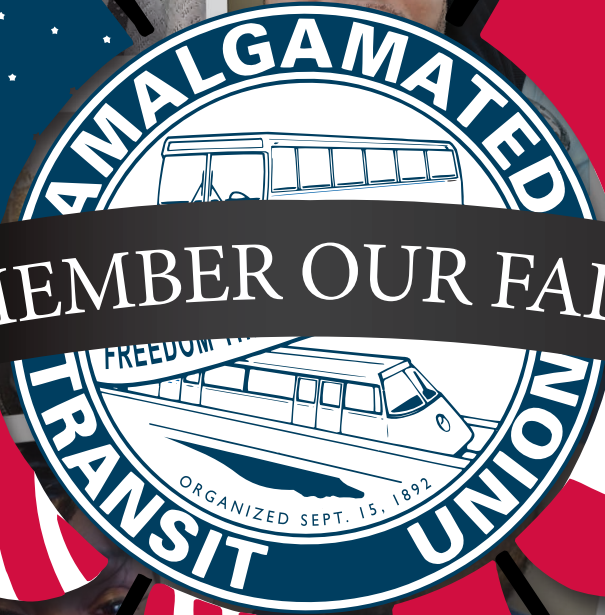
OFFICIAL JOURNAL OF THE AMALGAMATED TRANSIT UNION|AFL-CIO/CLC

INTRANSIT

APRIL - MAY - JUNE 2020



REMEMBER OUR FALLEN



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ATU COPE

ATU-COPE is the Amalgamated Transit Union's Committee on Political Education, the key political action committee (PAC) that has improved the lives of workers in the transit, school bus, and over-the-road bus industries for more than 30 years.

Like it or not, politics matters, and in many cases, we get to elect our own bosses. They make important decisions on key issues like: Funding, Service Levels, Privatization and Safety.

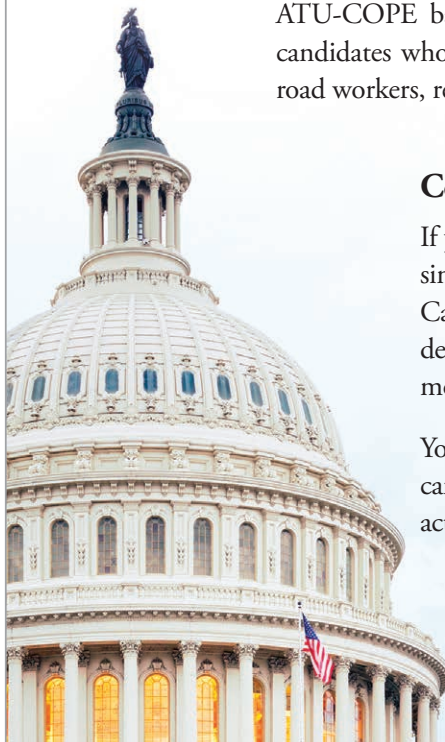
ATU-COPE relies solely on the voluntary contributions of ATU members. If we all gave just a few dollars per month, the PAC could support more pro-labor and pro-transit candidates and help keep them in positions of power.

ATU-COPE backs Democrats and Republicans. We support candidates who look out for transit, school bus, and over-the-road workers, regardless of political party.

Contributing to ATU-COPE is easy:

If your local has a checkoff provision in its contract, simply sign the attached Checkoff Authorization Card to voluntarily authorize your employer to deduct an amount you specify from your pay each month for ATU-COPE.

You can sign up to contribute by credit or debit card (one time or recurring). Visit www.atu.org/action/atu-cope



INTERNATIONAL OFFICERS EMERITUS

International President Jim La Sala, ret.

International President Warren George, ret.

International Executive Vice President Ellis Franklin, ret.



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JOHN A. COSTA, INTERNATIONAL PRESIDENT

You are not alone

I have struggled to find the words to adequately express my appreciation of, and my concern for you – our ATU heroes – providing essential transportation throughout the U.S. and Canada.

It's also hard to find the words to express my anger at the recent murders of George Floyd, Ahmaud Arbery, Breonna Taylor and to the countless other families who have lost loved ones to police brutality and racism.

Nevertheless, I will try to express the feelings that come straight from my heart.

One of the problems of this incredibly difficult time is that the righteous anger over these unjust deaths is happening while we still face the danger posed by the Coronavirus pandemic.

Almost every day last month, I called a Local President to offer the International's condolences over a member lost to Covid-19. Sadly, as of this writing, I have made over 50 phone calls.

We should not forget our fallen heroes. You'll find a special "Remember Our Fallen" memorial section in this magazine, which will also be continually updated on www.atu.org.

Like you, I was outraged by the murder of George Floyd, who pleaded, "I can't breathe," as he was being murdered.

It made me sick to hear those all-too-familiar words, first uttered by Eric Garner, another African-American who was similarly suffocated during a 2014 arrest by a white New York police officer. You can't unhear those heart-wrenching sounds which echo the cries of people of color who endure this kind of injustice every day.

This heinous behavior must stop.

Furthermore, just as our operators have the right to refuse work they consider unsafe, so too our drivers have every right to refuse the dangerous duty of transporting

police to protests and arrested demonstrators out of these communities – communities where many of our drivers themselves live. This is a misuse of public transit.

We have all the respect in the world for our fellow union sisters and brothers in our American police forces, but we will not be used as a tool to intimidate righteous protesters.

I want you to know that *you are not alone*. We have launched the ATU "Safe Service Now Campaign," demanding Coronavirus protections, and continued employment for our members.

As this virus respects no boundaries, our U.S. and Canadian locals have been more united than ever in this effort. We are also battling shoulder-to-shoulder with the Transport Workers Union of America (TWU) to protect our members and the riding public.

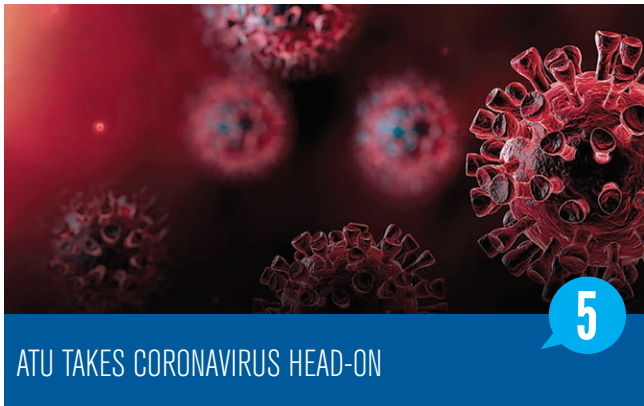
As you've so often heard, "we're all in this together." For union members that's just another way of expressing "solidarity." Solidarity sustains us in good times and bad, and if it means anything, it's got to mean something now.

Keeping well-informed is one way we're going to beat this thing. So, pay attention to your local's communications; sign up for ATU's free email newsletter, the *Dispatch*; and check in regularly with our website – www.atu.org.

The first wave of the Spanish Flu arrived in North America in March 1918. The disease seemed to disappear in the summer, so people stopped taking precautions. But a second, more virulent wave came roaring back from September through November 1918, eventually killing over 700,000 Americans and Canadians – including many ATU members.

We pray that this virus won't act like the Spanish Flu. But it just makes sense to be cautious.

So, don't become complacent. Please observe all of the safety precautions health professionals recommend, and we'll emerge from this stronger than ever. ❖



- 2 International Officers & General Executive Board
ATU-COPE
- 3 **International President's Message:**
You are not alone
- 4 Index page
- 8 Remember Our Fallen
- 14 ATU: Black Lives Matter
- 15 The Coronavirus Response:
Trump vs Biden
- 17 How a Union saved public transit
- 18 **International Executive Vice President's Message:** We mourn
- 19 **International Secretary-Treasurer's Message:**
ATU is fighting for you

- 20 Canadian Agenda: ATU Canada fights for members throughout pandemic
- 22 SAFE SERVICE NOW: "We Don't Come to Work to Die" A Survey of Local Transit Unions on the Frontlines of COVID-19
- 23 History: ATU and the 1918 Spanish Flu
- 28 Costa appoints NJ State Council Chair Ray Greaves IVP
International President names Workforce Development Coordinator
- 29 ATU locals celebrate Rosa Parks' legacy on Transit Equity Day
After strike, MTA Paratransit Workers Reach Deal with MV Transportation
- 30 ATU loses beloved, former IEVP: Mike Siano
Winnipeg members call for federal funding as city reopens
- 31 ATU awards 2019 Heintzman-Baker Scholarships
- 32 Canadian properties score ATU representation
Hamilton County, OH, voters make history, raise sales tax to fund transit
- 33 Translations (Spanish and French Canadian)
- 37 In Memoriam
- 40 Stay Connected with the ATU App



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ATU TAKES CORONAVIRUS HEAD-ON



International President John Costa confers with local and international officers during a live telephone town hall, as he announces the launch of the ATU COVID-19 Command and Response Center, March 18, 2020.

The coronavirus pandemic is proving to be the most dangerous threat transit workers have faced since the 1918 Spanish Flu. As of this writing, COVID-19 has sickened over 1,500 transit employees and taken over 160 transit workers' lives; more than 50 of them ATU members.

Since the outbreak in North America, the International has been working with locals to protect the health and livelihoods of our members as they work on the frontlines.

An extensive survey of ATU locals conducted in April found that 50% of their employers were not providing masks and gloves to their workers; and many of those employers who had issued personal protective equipment (PPE) lacked enough for each worker. Many were not protecting maintenance or cleaning staff adequately or did not have enough replacements in stock to maintain sanitary use.

Union demands urgent action

The shocking report reaffirmed the Union's decision early in March to demand that transit employers implement comprehensive plans to protect our members and reduce the exposure of the riding public.

The Union began its aggressive Safe Service Now campaign, mobilizing local unions to win our ten demands. The International encouraged local officers to pressure employers to protect members and swiftly respond to reports of possible exposure to the virus. ATU locals responded, developing petitions, flooding agency video calls, mobilizing members for socially-distanced pickets and more.

Union launches ATU COVID-19 Command Center and website

Recognizing the gravity and potential impact of the coronavirus on our members, ATU immediately began issuing recommendations to locals, including a list of things members can do to avoid and prevent infection. The Union also sent memos to all local officers with information about disinfecting vehicles, understanding personal protective equipment, and addressing labor relations issues.

Weekly updates, discussion with officers

In mid-March, International President Costa conducted a live telephone town hall with local and international officers

— continued on page 6

to discuss the crisis and launch the ATU COVID-19 Command and Response Center and the ATU COVID-19 webpage. The telephone town halls have continued weekly to provide important updates and coordinate ATU's campaign against the pandemic.

The Command and Response Center has provided local officers with a rapid response mechanism to address the problems emerging during the battle with the pandemic. An ATU COVID-19 email inbox and telephone hotline staffed around the clock by the international was set up to answer members' questions and provide legal, bargaining, campaigns, and communications assistance.

The International also set up a COVID-19 website page at www.atu.org/covid-19 as a go-to resource for all of our concerns related to the growing pandemic. The resources provided on the webpage include informative leaflets, workplace safety checklists, tips for prevention, U.S. and Canadian legislation, information from the Centers for Disease Control (CDC) and other governmental organizations.

ATU plays key role in passage of CARES Act

As ridership plummeted during state and local stay-at-home orders, ATU helped secure more than \$25 billion in emergency funding for transit through the *Coronavirus Aid, Relief, and Economic Security (CARES) Act* passed by the U.S. Congress. The Act allows transit properties to use the funding to pay employees and keep service running for essential workers. In addition, the act provides for the purchase of N-95 masks, gloves, other PPE, as well as additional cleaning and sanitizing supplies.

First member dies from COVID-19

On March 27, ATU mourned the passing of its first member from COVID-19, Local 1576-Lynnwood, WA, Shop Steward Scott Ryan.

"The tragic reality of this devastating and deadly pandemic is that it has now taken the life of one of our own – Local 1576 Shop Steward Scott Ryan – who was just 41 years old," lamented International President John Costa. "Our heartfelt condolences go out to Scott Ryan's family, extended family, co-workers, friends, and all those who knew him."

ATU, TWU vow 'aggressive action'

As the pandemic escalated in early April, ATU joined with the other major U.S. transit union, the Transport Workers Union of America (TWU), to ratchet up the pressure on transit systems, vowing to take "aggressive action" if properties didn't better protect their workers from COVID-19.

"If transit agencies don't take immediate and dramatic steps to protect our members, there will be serious consequences," warned TWU International President John Samuelson.

'Dying is no way to make a living'

Echoing the same sentiments, Costa asserted, "We are prepared to take whatever aggressive action is necessary to protect our members and their families. Nothing is off the table. Dying is no way to make a living."

On April 8, ATU, TWU, and another transit union, International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART-UTU), jointly representing over 90 percent of all transit workers, sent a letter listing our safety demands to Democratic and Republican leaders in Congress. The transit union coalition demanded that Congress direct the Federal Transit Administration (FTA) to issue emergency, mandatory standards for PPEs, provide hazard pay for essential transit workers, and direct the Occupational Safety and Health Administration (OSHA) to issue emergency temporary standards to protect transportation workers, and others.

At the same time, ATU Canada called on all provincial ministers to provide PPE for all transit workers and pushed for the federal government to offer relief to transit systems.

ATU Safe Service Now campaign

On April 13, International President Costa sent a letter to every single transit agency personally informing them of the demands which have now become the centerpiece of ATU's new, aggressive "Safe Service Now Campaign."

Our demands:

- Provision of all recommended personal protective equipment to every worker, including gloves, masks, sanitizers, and all PPE needed.
- Pandemic leave for anyone who is showing symptoms of COVID-19, who has been exposed to the virus, or who has family or childcare obligations resulting from shutdowns.

- Compensating workers classified as essential during a public health crisis at least 1.5 times their normal wage.
- Rear door entry and fare elimination to support social distancing.
- Retention of employees and maintenance of wages and benefits during service curtailment.
- Strategic continuation of service to avoid overcrowding.
- Limitations on bus passenger loads to no more than 10 and paratransit to no more than 1.
- Limiting service access to essential workers and those seeking care.
- Requiring passengers to wear masks to board a transit vehicle.
- Provision of fully-paid, on-site testing of transit workers for COVID-19 symptoms.

Petition

As part of the Safe Service Now campaign, an online petition has been posted to generate support for our demands. As of this writing more than 5,500 people have signed the petition. In addition, an aggressive social media campaign on ATU's Facebook page and Twitter account equipped members with memes/images and videos to help build awareness of our Safe Service demands. As states began to reopen, ATU sent a letter to the U.S. National Governors Association urging them to include public transit in their planning for a PPE supply chain, and to require systems to deny service to any rider attempting to board without a face mask or cover, consistent with CDC guidelines.

ATU Canada demands emergency funding

As in the U.S., Canadian transit systems suffered from decreased ridership. ATU Canada has demanded that the federal government provide emergency funding for the nation's public transit. Prime Minister Justin Trudeau, however, dismissed the demand insisting that emergency transit funding was not a federal responsibility.

Most Canadians disagree with him. An ATU-sponsored Probe Research poll found that 78 percent of the nation



wants the federal government to allocate \$5 billion in emergency funding for public transit services.

64% of transit agencies unprepared for COVID-19

In May, the International released results of an ATU survey of local unions, mentioned above, conducted to take stock of the health and safety conditions faced by members during the COVID-19 pandemic. Among the core findings, the survey found that 64% of respondents say their employer had no pandemic preparedness plan in place prior to the onset of COVID-19.



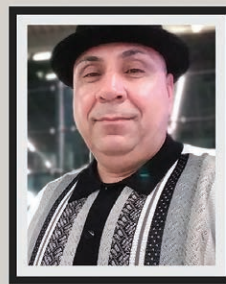
International President Costa is interviewed by CNN, May 16, asserting that "we did not take these jobs to die."

ATU will continue to closely monitor the impact of the pandemic on our members and the riding public, and will continue to support our locals and members with critical information and assistance.

Please be sure to check the ATU COVID-19 website page - <https://www.atu.org/covid-19> - which will be regularly updated as long as the coronavirus remains a threat to transit workers. ❖

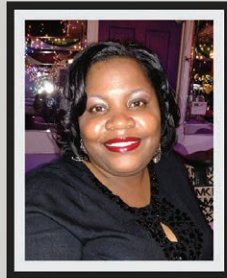


As the COVID-19 pandemic continues, the ATU mourns the deaths of those members who put their lives on the line as essential frontline workers during this global crisis. We send our deepest sympathies and condolences to their families, extended families, friends, their locals, and all who knew them.





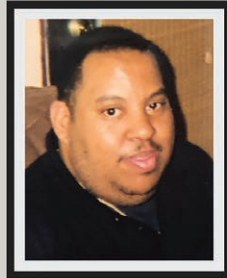
Kimberly Henderson - Local 241



Darrell Jones - Local 241



Howard Rogers - Local 281



Samina Hameed - Local 587



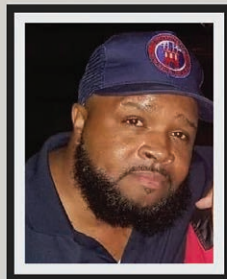
Andrew Wong - Local 589



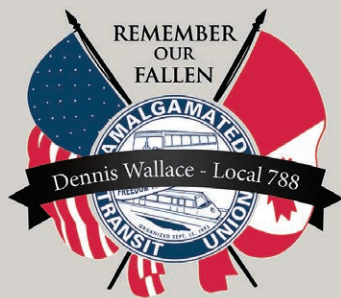
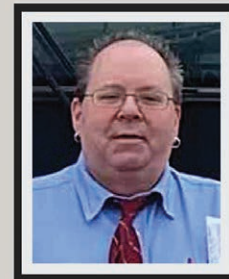
Gary Hahn - Local 627



Kiyoto Williams - Local 726



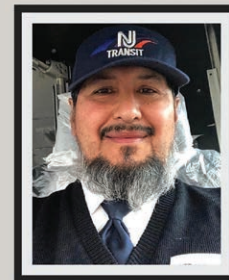
Kevin Rossiter - Local 726



Dennis Wallace - Local 788

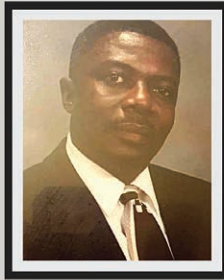


Alfonso Villarmarin - Local 819





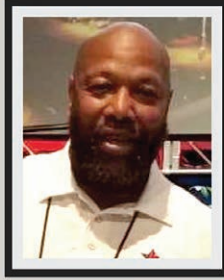
Lucien Cedeau - Local 819



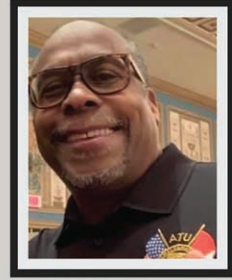
Philip Dover - Local 819



Tolbert Furr - Local 819



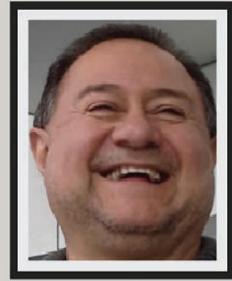
Tiran Billups - Local 819



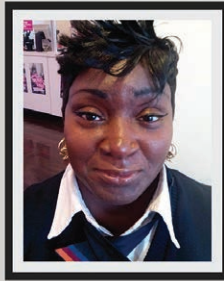
Pedro Balon - Local 820



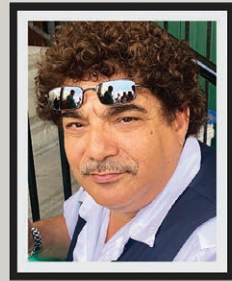
Luis Marulanda - Local 820



Shanda Stokes - Local 822



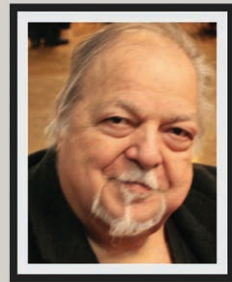
Oscar Morales - Local 825

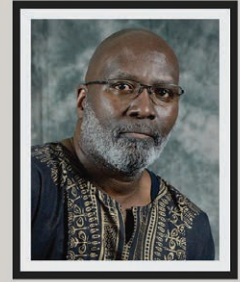
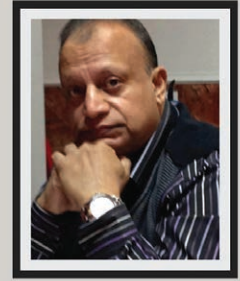
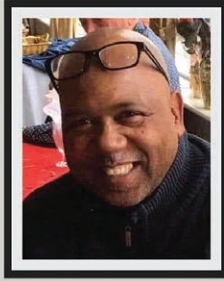
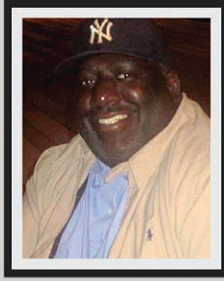
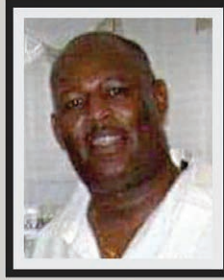
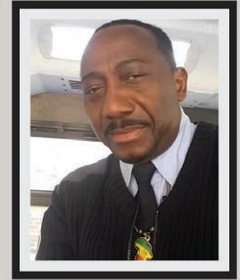


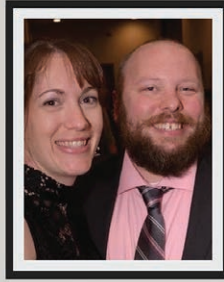
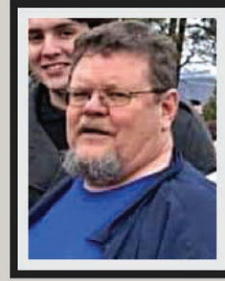
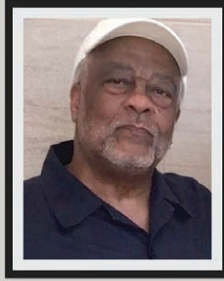
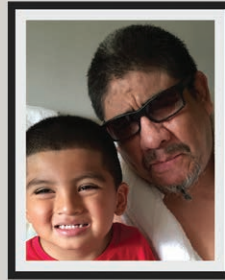
Kendel Nelson - Local 825

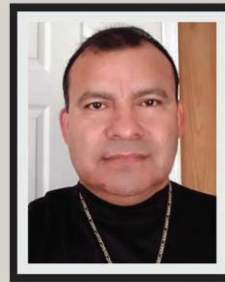
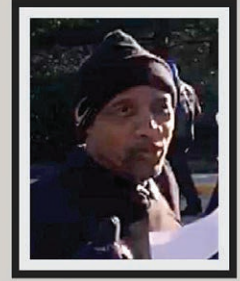
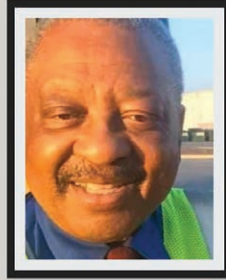


Richard T. Zaib - Local 1056











“Black Lives Matter. The ATU stands in solidarity with the nonviolent demonstrations calling for real change in response to the recent murders of George Floyd, Ahmaud Arbery, Breonna Taylor and the countless others at the hands of police brutality and racism. We unequivocally oppose racism in all its forms and firmly support the first amendment right to stand up against the racial and economic injustices and inequities that impact communities of color. We must join together to push for reforms and dismantle the systemic cycle of racism and hatred that continues to plague our society.”

– ATU International President John A. Costa

THE CORONAVIRUS RESPONSE:

TRUMP VS BIDEN

President Trump

Putting transit workers' lives at risk

On February 26, President Donald Trump boasted that the coronavirus was about to disappear altogether from the United States: "You have 15 people, and the 15 within a couple of days is going to be down to close to zero," he said. The next day, at a White House meeting, he said, "It's going to disappear. One day – it's like a miracle – it will disappear."

Over 50 ATU members dead

That was Trump's plan to deal with COVID-19. He had none. As this issue of *In Transit* goes to print, more than 120,000 Americans, including over 50 ATU members, have died from the coronavirus. Over 2 million Americans have been infected, including more than 1,000 ATU members.

Since the pandemic began, the president has advised Americans to inject themselves with disinfectants like bleach or isopropyl alcohol, and encouraged people to take hydroxychloroquine, an antimalarial drug the Food and Drug Administration warns could cause serious heart problems for coronavirus patients.

Mismanagement has cost lives

For transit workers, Trump's dismal mismanagement of the COVID-19 crisis has cost hundreds of lives. A recent ATU survey found that 50% of employers have not provided bus operators with basic personal protective equipment (PPE) like masks and gloves. Without federal government help, transit agencies have been forced to bid against each other for PPE, and as a result, securing the lifesaving equipment has been difficult. Trump has said that the federal government is not a "shipping clerk." It's every state and every transit agency for themselves.

Defying all common sense, in the first few critical weeks of the pandemic, Trump's Department of Transportation remarkably said on its website that that "...PPE is not recommended at this time..." Even now, after the Centers for Disease Control and Prevention (CDC) recommended wearing cloth face coverings in public settings where other social distancing measures are difficult to maintain (e.g., buses and rail cars) especially in areas of significant community-based transmission, Trump's DOT has not mandated masks on transit vehicles.

As a result, passengers with coronavirus keep getting on the bus, infecting other passengers and transit workers. That's

likely what happened to Jason Hargrove, a 50-year old Detroit bus driver and member of Local **26**-Detroit, MI.

On March 21, Jason posted a Facebook Live video complaining about one of his passengers who was openly coughing several times on his bus without covering her mouth. Eleven days later, Jason died of COVID-19.

CDC adopted many ATU demands

As the economy reopens and people get back on the bus, ATU has developed a list of demands for keeping systems running and workers safe. These recommendations include, but are not limited to, gloves, masks (for both workers and passengers), protective barriers, pandemic leave, rear door entry, on-site testing, hazard pay and other critical measures. The original CDC interim guidance for reopening public transit took into consideration many of the ATU's demands regarding social distancing, PPE, contact tracing, and several other protective measures for transit workers.

Trump watered down CDC protections for operators, riders

But Trump's White House watered down the CDC guidance, seriously scaling back or completely removing specific recommendations for transit systems:

- No specific guidance on necessary PPE;
- Lack of recommendations for testing transit workers and performing contact tracing;
- No guidance for strategic continuation of service to reduce overcrowding;
- Failure to offer specific guidance for effective sanitation and filtration of HVAC systems on transit vehicles;
- Scaled back recommendations for waiting to allow for air exchange before cleaning possibly contaminated work areas;
- Removed examples of physical barriers and partitions as effective measures to enforce social distancing and correct air flow recirculation issues; and
- Watered down protocols for responding to cases of potentially infected workers.

U.S. members are urged to consider all of the information above in making their decision about who they will vote for in the presidential election, Tuesday, November 3. ❖

Joe Biden

A different approach

"Jason Hargrove (see previous story) is a heartbreaking example of the courage and selflessness that you and your colleagues show every single day to literally keep the country running," asserted presumptive U.S. Democratic presidential nominee Joe Biden during a recent town hall with frontline workers, including paratransit driver Jerry Brown, **836**-Grand Rapids, MI.

"Jason should have never been left to fend for himself on his own to sacrifice his life for his job. It's a failure of leadership from the President. Cities and states across the country have been trying to scrape together all they can find to protect frontline workers. But they need federal support to do that," said the former Vice President.

Will listen to doctors

Biden says that if elected, he will have an entirely different approach to COVID-19. His plan includes listening to doctors from the start, reopening the White House Pandemic Office, creating ten mobile testing sites per state, faster hospital expansion, and producing enough safety gear. "When I'm president, we will be better prepared, respond better, and recover better," he said.

Biden's message to ATU members:

"As the frontline troops, you need lifesaving equipment. Our Commander-in-Chief has a duty to get them to you. Cities, states, and transit systems should not have to bid against each other for protective gear."

Biden has urged Trump to appoint a "Supply Commander," a senior official with broad authority and deep logistical expertise, to set up and take command of our national supply chain, to get frontline workers the protection they need.

"There is so much more we can do."

"I also strongly believe that people getting on your bus should also wear protective masks. They should be in a position so that they are not spreading what they have to you as well, and to other passengers," Biden says.

"There is so much more we can do. But the President has to act. Time is of the essence, and you deserve to be protected," said Biden of transit workers.

How a Union saved public transit

COVID-19 brought the world to a crashing halt in March, and transit systems and workers across North America were, of course, immediately impacted. Public officials and transit agencies which normally encourage the public to take the bus or train instead of driving, suddenly told passengers to stay home to stop the spread of the virus.

Farebox, tax revenue plummet

Riders were urged to avoid transit unless it was absolutely necessary. As a result, farebox revenue plummeted. In addition, with restaurants and retail stores shuttered, local tax revenues normally directed to transit dried up quickly.

Public transit was in a financial crisis like never before. Millions were about to lose their lifeline to the grocery store and pharmacy. Hundreds of thousands of transit workers were at risk of losing their jobs, which had already become extremely dangerous because their employers could not afford personal protective equipment (PPE) like masks, gloves, and hand sanitizer.

Legislation was desperately needed to respond to the pandemic, and Republicans, led by Senate Majority Leader Mitch McConnell with support from President Trump, introduced a bill which included no funding for public transit.

ATU steps in

That's when ATU stepped in, calling on Congress to provide substantial emergency operating assistance to transit systems. "We fully realize that there is currently an endless line of industries looking for a federal bailout. Please know that our so-called 'choice' riders are gone," International President John Costa wrote to Congressional leadership.

"If you are riding the bus or train nowadays, you are transit dependent," Costa continued. "You are probably poor, and don't likely have a car of your own. You need transit to get to the grocery store, the doctor, and the pharmacy. Without the bus, these people would be stranded at home. That's why public transportation

is considered an essential public service. Please act immediately to save this lifeline in our communities."

Thousands of members write Congress

Within a span of just three days, thousands of ATU members answered the call from the International Union, writing letters, pleading with their individual Members of Congress to save their jobs and their passengers' access to essential services.

Transit industry management initially called on House and Senate Leaders to provide \$12 billion for transit, and then within days upped the "ask" to \$16 billion. Unsatisfied, Costa called on his home state Senator, Robert Menendez, D-NJ, urging him to shoot for at least \$25 billion nationwide so that large transit systems would get their fair share without depriving small and medium sized systems of the aid they needed to keep workers on the payroll.

Three days of intense negotiations followed. In the end, thanks to Menendez; Senate Democratic Leader Chuck Schumer, D-NY; House Speaker Nancy Pelosi, D-CA; and other Democrats, the final bill, named the *Coronavirus Aid, Relief, and Economic Security (CARES) Act*, was agreed upon, and it included the \$25 billion for transit sought by ATU.

Funding can go toward paying workers

Unlike traditional federal transit funds, which generally go toward capital expenses, CARES Act funds are for operating aid to keep workers on the payroll.

Operating and maintaining buses and trains safely, of course, is another challenge, and ATU is grateful that CARES Act funds may be used for the purchase of PPE and cleaning supplies that have been in short supply throughout the nation's transit systems.

While more than 40 million Americans have filed for unemployment since the pandemic began, ATU was able to keep layoffs down through political action and by showing the world the true meaning of "essential" workers. ❖



JAVIER M. PEREZ, JR., INTERNATIONAL EXEC. VICE PRESIDENT

We mourn

As of June 4, more than 50 of our members have died from COVID-19.

Thank God, many more have recovered or are in the process. I wish I could tell you that there won't be more deaths, and that no one will suffer long-lasting affects from this illness, but you know I can't do that.

The families of our deceased are dealing with great loss. How do you explain that daddy or mommy is not coming home? How do you cope with the loss of a partner you've spent your life with? How do you explain death from a virus caught on the job?

There's no explaining it. But, on a personal note, I can tell you that I share the pain of those of you who have lost friends or loved ones during this difficult time.

Mike Siano

Retired International Vice President Michael Siano passed away last month.

I had the privilege of working with Mike when I was the president of Local **1287**-Kansas City, MO.

Mike was a tough and effective negotiator, who was always prepared. Mike was a class act as an officer and a gentleman. I am privileged to have learned from him and to hold the office he once held. We will miss him. But we can honor his legacy by utilizing the lessons he taught us by Fighting for the Living.

Lee Ann Perez

The spouses of local and international officers, and union activists are a special breed. They hold the family together when we are away from home, or take leave for late nights, weekend calls, text messages, and emails. They serve as sounding boards and sources of inspiration. They remind

us of the important events in our family's lives and cover for us when we forget. They are one hundred percent behind us in support of ATU. And most of all – they love us.

Many of you know or have heard me speak of my wife, Lee Ann. Lee Ann left this earthly realm on May 27, after a long battle with cancer. Lee Ann and I met when she boarded the Troost Bus in 1980. I was the driver. Love blossomed.

My family and I have received cards, flowers, gifts and condolences from many within our ATU family. We thank you for your heartfelt expressions. A full obituary and photo essay of her life may be viewed at <http://Mcgillemidtownchapel.com> (Lee Ann Perez)

I want to share a portion of her obituary with all of you who have recently lost loved ones:

It is often said that one never forgets the loss of a loved one, and that the passage of time helps one accept. Will there ever be a time when the Communion of our Hearts and Souls, the remembrance of an event, a time, a look, a song, a smile will not bring a tear to my eye, a smile to my face, a boisterous laugh or the knowing peace and love of your embrace? Never MY Love!

We share in mourning all of our members who've lost their lives during this difficult time because we are truly a family of sisters and brothers in One ATU.

But just as it has always been, the memories of those we mourn spur us on to an even greater determination to fight like hell for the living!

And so, as the world and the transit industry changes around us, we'll fight like hell to protect transit workers from the dangers of sickness, disease, and violence; and to improve their lives. Those whose memories we treasure deserve no less. ❖



KENNETH RAY KIRK,
INTERNATIONAL SECRETARY-TREASURER

ATU is fighting for you

I had many thoughts regarding my first *In Transit* column. But they've all been swept away in light of tragic recent events.

'That could be me'

For those of us who are minorities, the sting we feel watching the video of George Floyd's murder is very personal. I doubt that there is an African-American who hasn't felt degraded by persons in authority at one time or another. That sick feeling inevitably leads to the thought: *That could be me.*

Could the recent Black Lives Matter demonstrations lead to real change? The diversity of the protesters and swift action to reform the police department in several cities, gives me hope.

We know, of course, that racism will not cease to exist just because laws are passed. That cultural transformation will take hard work. It is the kind of work your Union does every day; fighting for justice and defending the dignity of all workers on and off the job. That fight has never been more important than it is now.

The invisible threat

I hope all is well with you and your families. I write to you with a heavy heart, and real concern for our selfless sisters and brothers working during the coronavirus crisis. My heart goes out to those who have lost friends and loved ones. We mourn their passing, and vow to fight to prevent more members from getting sick.

At the International, we are working nonstop to force transit managements to provide adequate protection for

our members, and secure their jobs in the future. You can read a lot more about what we're doing in this issue.

This crisis reminds me of why we fight so many battles in the first place. It magnifies the importance of job security, safe working environments, and affordable health care.

Too many workers have been laid-off without healthcare. We must unite to address the inadequate and unaffordable health care of too many working families.

We need to have a larger discussion on whether the American employer-based health care system is meeting workers' needs, or whether the U.S. should move toward a government-sponsored health care system like our members have in Canada.

Don't forget the election

While we rightly wage an all-out war on these two fronts, our U.S. members must not become distracted from the crucial national election coming November 3.

To those who are disappointed with the presumptive Democratic nominee, I say: "Don't refuse to help bail out a sinking ship because you don't like the bucket you've been given."

Those who decide to sit out this electoral contest just might ensure that we all sink together. The 2020 election will be crucial for restoring workers' rights and establishing a more equitable economic system for all. ♦



CANADIAN AGENDA

ATU Canada fights for members throughout pandemic



*ATU Canada President
John Di Nino*

After experiencing significant losses in our international leadership last year, 2020 has brought another devastating blow. COVID-19 has changed the world and changed public transit as we know it.

ATU Canada looked to the International for support and guidance – and International President Costa was quick to respond. He immediately established a team which included ATU Canada and ensured every member was adequately represented.

We worked tirelessly to understand the issues and concerns coming from every direction across the U.S. and Canada. We brainstormed and reviewed best practices and offered advice to members. The International's leadership was extremely important, as our Canadian locals were looking for help in this unprecedented situation.

Fighting to keep our members safe

Our primary concern, of course, has been the safety of our members. Our fight for personal protective equipment (PPE) has proven to be a huge challenge as many employers have failed to take responsibility for their workers' health and safety. Press releases were issued to embarrass governments and provoke a response.

Letters were sent to all employers, city mayors, provincial governments, and leaders of the Official Opposition with a list of demands required to keep transit workers safe. Since then some employers have provided hand sanitizer and/or gloves, some stopped collecting fares

with rear door loading, and most allow no more than 10 passengers on a bus to provide for physical distancing. Unfortunately, very few have provided masks, leaving our members still at risk.

The brink of bankruptcy

Public transit across Canada survives on farebox revenue, but a drastic decline of up to 85% in ridership has devastated agency budgets, bringing many transit systems to the brink of bankruptcy.

Thus, a punishing sweep of layoffs has been announced, including at Translink, Toronto Transit Commission, Edmonton Transit Service, Calgary Transit, and Winnipeg Transit. Also, motor coach companies like Greyhound and Coach Canada have ceased all operations – leaving over six million Canadians stranded without access to intercity transit.

Fighting for emergency aid

ATU Canada has been fighting for \$5 billion in emergency federal funding to help urban and intercity transit weather the storm – ensuring our members have jobs beyond the pandemic. We have used the media to influence public opinion and asked our political allies to put public transit on the provincial and federal agenda. So far, they have both ignored all calls for help.

Prime Minister Justin Trudeau once said, “that’s what people need and that’s what communities need, efficient transit that’s affordable, convenient, and keeps our air clean.” Now, he claims that emergency transit funding is not a federal responsibility. Canadians have been left at the curb. Some with no other means of transportation.

Since COVID-19 appeared, the federal government has granted billions of dollars in aid to ensure individuals and businesses survive this crisis. The government has even bailed out non-essential industries, including Air Canada; yet, they continue to refuse ATU's repeated calls for emergency relief.

The catastrophic consequences of this crisis on U.S. and Canadian transit have laid bare the deficiencies of the failed models of transit financing our countries have relied on for so long. Because of that, ATU is coordinating a national coalition of like-minded organizations that will lobby for reliable transit funding at all levels of government.

We will not stop until our voice is heard – and transit is properly funded. Canadians have a right to expect access to a reliable public transit system that connects them with the people, services, and places they need to visit.

National poll

Realizing that most people are not aware of the crisis facing public transit, ATU Canada decided to undertake a survey to find out if average Canadians understand why public transit is a critical service, and that it's on the verge of bankruptcy.

We believed that the correct use of the polling would cut through the noise and get the attention of the media, politicians, and the public. ATU Canada hired Probe Research to conduct a national poll from May 1-6, 2020, surveying 1,500 Canadians living in cities and urban centres across Canada.

8 in 10 Canadians support emergency transit funding

The results revealed a clear consensus – 8 in 10 Canadians surveyed support the federal government providing \$5 billion in emergency funding for public transit services. Also, an astounding 91% agree that governments have a responsibility to ensure that people everywhere can access safe, reliable, and affordable public transit.

Using the poll results to support our \$5 billion ask from the federal government – on May 12, we issued 12 press releases at the same time across Canada – a national press

release from ATU Canada, and 11 customized local press releases sent from ATU local presidents in the cities that were surveyed.

Insights into public opinion

Overall, the poll revealed several insights into public opinion, and the information we gathered will be used to build stronger messaging and improve public awareness in the future.

While the extent of the damage caused by COVID-19 won't be understood until long after it's gone, we do know that it cannot be underestimated as there are so many knock-on effects that pose a serious threat to our members' lives, incomes, job security, collective bargaining agreements, and the stability of the transit agencies that employ them.

As the largest transit union in Canada, ATU must fight to ensure that governments and transit agencies don't use the pandemic as an excuse to unravel or erode existing collective bargaining agreements or eliminate transit worker jobs.

Lessons learned

As we continue to navigate through this crisis ATU Canada will work with International President Costa to address any new challenges that arise, embrace new initiatives, share lessons learned, and support our members. We are proud of our members who move millions annually. They have demonstrated their professionalism and integrity putting themselves in harm's way during this most difficult time.

International President Costa and the international staff along with ATU Canada's staff have demonstrated the same core values working every day remembering our fallen, praying for the sick and fighting for the safety of all our members as ONE ATU, because "Together We Fight, Together We Win! ♦



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www.facebook.com/ATUInternational



SAFE SERVICE NOW

“WE DON’T COME TO WORK TO DIE”

A Survey of Transit Unions on the Frontlines of COVID-19

Stories of frontline transit workers risking – and often losing – their lives to keep critical service operating in the era of COVID-19 have become commonplace. In April 2020, the Amalgamated Transit Union embarked on an intensive, 95-point survey process intended to take stock of the health and safety conditions faced by its members. In one-on-one phone calls conducted with more than 200 local union presidents and business agents representing more than 250 bargaining units, ATU staff collected more than 24,000 data points in just ten days. Here is what they found:



Agencies weren’t prepared at all: 64% of respondents surveyed say their employer had no pandemic preparedness plan in place prior to the onset of COVID-19.



Initial social distancing policies were a bright spot: 56% of respondents say their agencies have implemented rear door boarding, and 61% are foregoing fare enforcement. These measures, in addition to isolating the operator’s compartment, are best practices for protecting workers.



Service cuts are making social distancing impossible: 80% of respondents reported a reduction or modification of service. Reducing service can increase overcrowding and heighten risk of infections to workers and the riding public.



Employers are failing to provide adequate PPE: While a majority of employers are providing some form of PPE, they are grossly inadequate for the conditions of work. 50% of respondents say bus operators are not provided masks and gloves; even among those that are, many systems don’t have enough. 38% said their employers had no procedure for removing vehicles from service after suspected exposure. 61% reported that their employer wasn’t training staff on isolation protocols.



Employers refuse to agree to adequate pandemic leave policies: 64% said their employers are refusing adequate paid pandemic leave, which would allow workers impacted by COVID-19, caring for an infected loved one, or performing childcare for children in shuttered systems to stay home.



Employers are resisting hazard pay: Only 12% of respondents say their employers are offering any form of hazard pay for transit workers in dangerous positions.



Employers are letting buses and trains become overcrowded: More than 50% of agencies are doing nothing to limit the number of passengers on board a transit vehicle at any one time, leading to crowding.



Employers are asking workers to conduct dangerous work, then laying them off: More than 21,000 transit workers have been laid off at more than 140 transit systems in the U.S. and Canada. Only 25% of respondents with laid off workers in the private sector say they are being paid by their employer in any way. With a dire CDL shortage prior to the pandemic, the U.S. and Canada will face a steep climb in restoring the workforce if they continue layoffs.



Passengers are riding unprotected: Only a handful of transit systems appear to be requiring passengers to wear masks.



Employers aren’t testing their employees: Only a handful of transit systems appear to be conducting on-site testing of employees, increasing the risk of transmission within transit facilities and between operators and passengers. Only 10% of respondents say their employer was paying for testing of exposed employees.

HISTORY

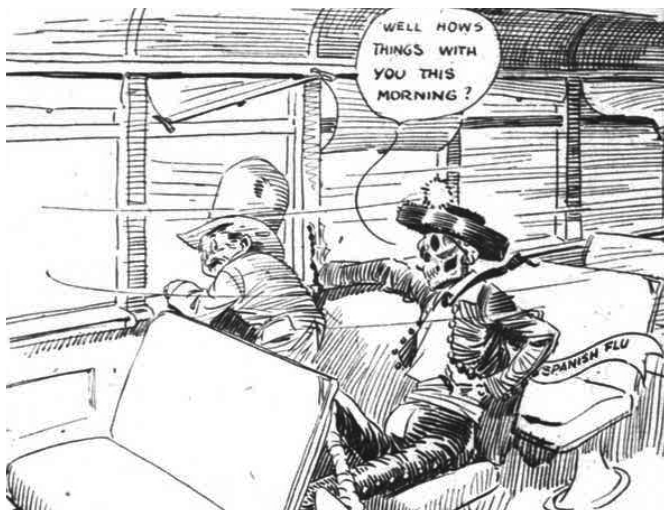
ATU AND THE 1918 SPANISH FLU

“For the first time in history the Amalgamated Association has been overtaken by the effects of a dire malady.”

- Motorman & Conductor, October 1918

**SPIT
SPREADS
DEATH**

That was how the October 1918 *Motorman & Conductor* (predecessor of *In Transit*) reported what everybody already knew: that the Spanish Flu was raging in the country and it was having a devastating effect on ATU streetcar operators who interacted with the public every day.



A streetcar passenger in this cartoon seeks the refuge of fresh air to avoid the specter of death by the Spanish Flu.

It is estimated that 500 million people – one third of the earth's population – caught the flu, which killed 50 million people around the globe. It's also estimated that 675,000 Americans, and 55,000 Canadians died during the epidemic.

As the ATU is responding to the COVID-19 pandemic in 2020, we take a look back at how our Union dealt with the deadly Spanish Flu in 1918.

A heavy death list

The deadly illness hit the Union hard. International President

W.D. Mahon reported to members, "... you will note the heavy death list from influenza and pneumonia. The influenza epidemic struck the [United States] in October of 1918, and the first five days of the month of November in that year brought into our office claims totaling over fifty thousand dollars (\$938,000 today), and the ravage of the disease from every section of the country was alarming."

A trail of great sufferings

Mahon warned, "the epidemic would leave in its trail great sufferings on the part of the wives, children and those dependent upon our membership." In response, the General Executive Board decided to impose the first ever assessment of \$1.00 on every member to meet the expected onslaught of death benefit claims.

On November 6, 1918, Mahon wrote to all of the divisions (locals) of the Union to inform them of the assessment, saying, "hundreds of our members have fallen victims to this dreaded disease, and it is therefore necessary ... to call upon the Divisions for immediate assistance."

Dire reports from locals

Soon reports started pouring in from all over Canada and the United States. The reports which were published in the *M&C* give us some understanding of the depth of the flu's impact on members:

LONDON, ON: "The toll exacted by the Spanish Influenza from our ranks was collected in the way of the deaths of Brother J. Humphrey, his wife, Brother T.A. Conley's oldest daughter, and the wife and child of Brother F.C. Rogers."

GLOUCESTER, MA: “It is with sincere regret that we announce the death of our late President, Wm. F. Pool ... He was a victim of Spanish influenza and pneumonia. It is difficult to realize that he should have been taken away so untimely ... Brother Percy W. Cunliffe died from pneumonia. His wife died a week previous and one child, Eldora, eight years of age, is left an orphan.”

SACRAMENTO, CA: “Of 196 employees working for our Company there were 55 cases of influenza reported at one time. This was badly demoralizing to our local and to the car service. A number of deaths resulted ... Many of our brothers’ wives have fallen victims of influenza.”

OTTAWA, ON: “Influenza in its height in our city took from us Brother Gorman ... Also, the same affliction took from the home of Brother Hobbs his little daughter, an irreparable loss to the family.”

LYNN, MA: “... several of our members have died from influenza. Among them were Brothers Geo. S. Duntley, Daniel F. Duggan and Francis J. Sheehan, all of Wyoma Barns ... Brother Duntley leaves a widow and four small children. Brother Duggan is survived by his widow and an infant child.”

HULL, QC: “... there is much sickness among our members. One of our members, Brother Eph Mattheau died as a victim of the malady now raging in Canada and the United States ... He was 33 years old ...”

GRAND RAPIDS, MI: “Brother Montgomery died from influenza and sympathy is extended to his bereaved family. Brothers Harry Marshall, Ed. Hill, Chas. Morris and others, after hard fights with the dread malady, defeated it and have again returned to work.”

DETROIT, MI: “The sympathy of Div. No. 26 is extended to Executive Board Member Floyd Jackson, in the recent untimely death of his beloved wife. Mrs. Jackson fell a victim of influenza.”

SAN FRANCISCO CA: “Our city has just passed through the worst epidemic period ever before experienced. Of our boys over 100 were affected with influenza. Out of them but seven cases were fatal. When the scourge was at its height, we were wearing masks, which probably accounts for not more having been stricken ...”

It is worth noting that the epidemic took place during World War I. Interspersed among local reports of Spanish Flu deaths were sad accounts of the deaths of Amalgamated members on battlefields in Europe. Death, unfortunately, was no stranger to U.S. and Canadian families during this time.



Alberta telephone operators demonstrate the precautions they take to prevent the spread of the flu.

Overwhelming support for assessments

The overwhelming majority of our members fully supported the \$1.00 assessments to provide death benefits for their brothers’ families. And Mahon was lauded for acting quickly to make sure the need was met. The members were grateful.

The virus spiked quickly, killing over 700,000 Americans and Canadians over the course of three months. Like today, much of the work of the Union was suspended during the time when gatherings were restricted by localities.

However, life was different in 1918 than it is today. Reading between the lines of the 1918 – 1919 *M&C*, it seems that making sure deceased members’ families received those checks was the best the Union could do.

The public seemed to accept that many would get sick and die and there was little that could be done about it except wearing masks and following the restrictions of localities. The Union it seems, was not expected to make demands that transit properties take action to protect operators.

Eventually, the Spanish Flu ran its course and has been largely forgotten, but its lessons should not be ignored. Complacency in the summer of 1918, led to a tremendous loss of life in the fall. That is why in 2020 ATU has responded to the COVID-19 pandemic with an aggressive campaign to push for the safety and health of our members and the riding public that is detailed in the pages of this magazine. ♦



International, locals fight back against coronavirus

ATU members across North America have been heroes on the frontlines of this global pandemic. Each day they are reporting to work risking their lives and the lives of their family members to provide critical transportation for health, grocery store and other essential workers. Many of our members have faced layoffs and furloughs as schools and businesses are closed.

More than 50 of our members have died and thousands have been infected by COVID-19. Many of our transit agencies and private employers have been refusing to provide us with the proper personal protections including masks, gloves, cleaning supplies, and other urgent safety measures. ATU locals across North America in coordination with the International have been fighting for protections and safety for their members and riders. Here are some of their stories:

CHATTANOOGA, TN: Local President Lakecha Strickland, **1212**-Chattanooga, TN, says her operators are scared. The Local is pushing for on-site testing for

drivers and masks for all passengers. “We don’t want it to be just if they want to,” Strickland says. “We want it to be mandated from the governor.”

TORONTO, ON: Local President Carlos Santos, **113**-Toronto, ON, says operators fear overcrowding on TTC buses as Ontario begins to reopen. “We’re not happy with the reduced service because that puts our operators and public at risk,” says Santos. “The right thing to do is for customers ... to be wearing masks. A lot of places around the world are doing it and I think it’s the fair and reasonable thing to do, just so we can curb the spread.”

LANCASTER, PA: Local **1241**-Lancaster, PA, and **1341**-Reading, PA, demonstrated in Lancaster demanding that BARTA and Red Rose provide greater safety and hazard pay. “Our members ... will continue to put their lives and the lives of their families on the line every day,” explains Local **1341** President Steve Newsham. “Members contact me weekly concerned about overcrowded buses,” says Local **1241** President John Habanec.

OTTAWA, ON: Local 279-Ottawa, ON, wants everyone on board OC Transpo buses and the O-Train to wear a mask. “I think it should be mandatory,” says Local President Clint Crabtree. “If the City of Ottawa could supply those masks that would be even better.” Ottawa’s transportation services agency was expected to make that recommendation to the Transit Commission on June 1.

EDMONTON, AB: Local President Steve Bradshaw, 569-Edmonton-AB, says he doesn’t think that greatly reduced ridership will lead to Mayor Don Iveson shutting down transit. “I think he understands every bit as much as we do what a disaster that would be ... I think that the Mayor is trying to put pressure on the federal government to loosen up and get some resources into the transit systems across the country,” Bradshaw said.

BRIDGEPORT, CT: Local 1336-Bridgeport, CT, held a protest to demand hazard pay and more personal protective equipment (PPE). Local President Mustafa Salahuddin says every time you hear the hydraulic hiss of a bus coming to a stop, that’s potentially COVID-19. Local members say there are not adequate safety barriers on all of the buses, and workers compensation claims are not honored for operators’ COVID-19 claims.

SEATTLE, WA: Local President Ken Price, 587-Seattle, WA, says riders have followed social distancing measures, and expects the same will happen with a new official directive. “The social distancing part is telling us that

folks, if they have a mask, are probably going to wear their mask,” Price said.

PITTSBURGH, PA: Port Authority routes are being restored and riders are still asked to wear masks, and board through the rear door to protect workers and riders. The number of riders allowed will be restricted according to the size of the vehicle. “The hardworking men and women of Local 85-Pittsburgh, PA, have been honored to play such a vital role in making sure communities ... have had access to essential services,” says Local President Steve Palonis.

WASHINGTON, DC: Many of the changes made by DC’s Metrobus service have resulted from pressure exerted by Local 689-Washington, DC. “One of the biggest things that we did very early was we worked very closely with the union, particularly 689 ... and really started to think about it from the perspective of that bus operator, that mechanic, that rail operator, that station manager,” said Metro General Manager Paul J. Wiedefeld.

DALLAS, TX: Local President Kenneth Day, 1338-Dallas, TX, says a member’s death from COVID-19 shows the danger transit workers are facing. It comes as Local 1338 is rallying for hazard pay, and consistently available PPE. “The employees are out there going to work every day ... [they] want to make sure they have the necessary gear and protection,” Day said, but he assured the public that they will continue to work.



RICHMOND, VA: Local President Maurice Carter, **1220**-Richmond, VA, took on the GRTC which threatened to fire 46 operators who called in sick to protest poor pandemic protection. But after one of the operators tested positive, GRTC had all drivers tested. Three more were positive, and one who tested negative became ill later. GRTC is now working “to ‘quarantine’ infected workers and identify proper testing frequencies for all staff.”

PENSACOLA, FL: Escambia County Area Transit is increasing efforts to keep its operators and riders safe after Local President Michael Lowery, **1395**-Pensacola, FL, spoke before the county commissioners. “If you look at other transit systems across the country, particularly here in Florida, Gainesville and others have put that PPE in place,” he said. After a short discussion, the board committed to purchasing masks for at least one month.

KANSAS CITY, MO: Operator Fred Ersery, **1287**-Kansas City, MO, wants people to understand the lengths bus drivers go to in order to provide transit during the pandemic. “Even with less riders now, I have my worries. People coughing and not covering up, people not distancing themselves, things like that ... I’ve got my mask on. When there’s a wheelchair, I’ll put my gloves on, and I’ll wipe down anything I haven’t wiped before.”

BIRMINGHAM, AL: Members of Local **725**-Birmingham, AL, working for BJCTA stood outside their vehicles protesting not being provided safety masks. They also staged a “Red Mask Against Hazardous Conditions” campaign in their push for Safe Service amid the COVID-19 pandemic. Employees returned to their routes the following day after the agency came up with the masks.

BUFFALO, NY: Local **1342**-Buffalo, NY, representing NFTA workers demanded time-and-a-half hazard pay for its members during the pandemic. “We are essential, not expendable,” says Jeff Richardson, President of ATU Local **1342**-Buffalo, NY, representing NFTA workers. The Local had already secured rear-boarding on vehicles and called for a reduction from 15 to 10 passengers per bus, and from 2 to 1 per van.

DETROIT, MI: DDOT met all of the Local **26**-Detroit, MI’s safety demands less than 24 hours after members shut down service with a work stoppage. Unfortunately, those precautions came too late to protect operator Jason Hargrove who publicly complained on a Facebook video post about a woman who coughed on him on his bus, and

later died of COVID-19, making headlines throughout the U.S. and Canada.

ATU NJ State Council: Recognizing that, “We have had members recently pass away and some are extremely ill and we’re out there with the public every day,” **New Jersey State Council** Chairman Orlando Riley managed to set up a testing station for New Jersey members. “They’re driving every day and they want to feel safe and make sure they’re not bringing the virus home to their families,” Riley said. Afterwards the NJ State Council worked with NJ Transit and Governor Phil Murphy to get the state to begin testing transit workers for the virus throughout the state.

VANCOUVER, BC: Local **134**-Vancouver, BC, warned that transit service cuts will hurt essential workers who need to get to their jobs during the pandemic. The Local called on the province and federal government to immediately provide emergency funding to maintain transit service on the North Shore.

TOLEDO, OH: TARTA will be providing members of Local **697**-Toledo, OH, premiums of \$7 per hour for paratransit drivers and \$3.50 per hour for fixed-line TARTA bus drivers, mechanics, bus cleaners, and other workers during the pandemic. The pay is less than half what the Local requested, but Local President Carly Allen says it is “definitely a step in the right direction.”

BATON ROUGE, LA: Local **1546**-Baton Rouge, LA, has warned CATS that its members have a legal right to refuse hazardous work. Local President Yvette Rhines says the CARES Act provides the funding to keep her members safe on the job. “We don’t understand why CATS isn’t using these funds to do this,” she said.

REGINA, SK: “It took a little bit to get them pushed and get moving, but once we were able to get the no fares happening, the city moved pretty quickly in providing what we needed out there,” says Local President Kevin Lucier, **588**-Regina, SK. The city is now providing operators with masks, hand sanitizer and disinfectant wipes. Lucier gave the city “props” for acting fairly quickly to get those in the hands of workers. ❖



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Costa appoints NJ State Council Chair Ray Greaves IVP



*International Vice President
Raymond Greaves*

International President John Costa has appointed, and the General Executive Board has approved, New Jersey State Council Chair Raymond Greaves as 18th International Vice President.

“Ray is a proven and well-respected leader who brings a wealth of experience, commitment, and dedication, not only from ATU in New Jersey, but from the labor movement, politics and

his community, as well,” said International President Costa. “Under his leadership at the New Jersey State Council, locals across the state have prospered; pro-union, pro-transit New Jersey Governor Phil Murphy was elected; and funding has increased at New Jersey Transit. Ray is a great addition to our General Executive Board.”

A native of Jersey City, NJ, Greaves joined ATU Local **819**-Newark, NJ, in 1985, after being hired by the New Jersey Transit Newark Shops Maintenance Department. Wanting to get more involved in his Local, he became a Shop Steward. Greaves served the Local as Recording Secretary, Legislative Representative and an Executive Board member. In 2011, he was elected Chair of the New Jersey State Council.

While Chair of the Council, Greaves was involved with the broader labor community in New Jersey as Vice President of the New Jersey State AFL-CIO, Vice President of the Hudson County Central Labor Council (AFL-CIO) and Board Member of New Jersey Working Families. “John Costa has steered our Union with strength, courage and dignity through one of the most difficult times in our history with the passing of our top two international officers, three strikes, a successful International Convention, and the COVID-19 pandemic,” said Greaves. ♦

International President names Workforce Development Coordinator



*Joint Workforce Investment
Director Jamaine Gibson*

Recognizing the importance of workforce development and apprenticeship programs within the Union, International President John Costa has named Local **265**-San Jose, CA, Joint Workforce Investment (JWI) Apprenticeship Director Jamaine Gibson as the ATU Workforce Development Coordinator.

“With the changing technology and demands in our industry, it

is crucial that our members are trained and prepared to meet the challenges on the job – not only today, but in the future,” declared International President Costa. “Local 265’s Joint Workforce Investment program, working in conjunction with the Santa Clara Valley Transportation Authority (VTA), set the standard for workforce

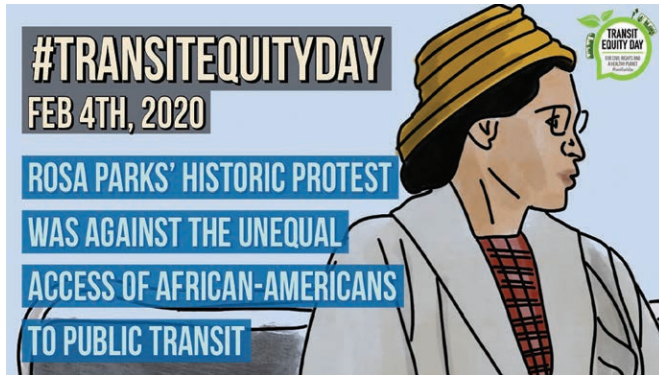
development and apprenticeships, and Brother Gibson was key to its success.”

Training and apprenticeship programs

In his new position, Gibson will help locals implement workforce development training and apprenticeship programs across all segments of the ATU membership.

Gibson joined Local 265 as a VTA bus operator in 2011, after working for 10 years as a United Autoworkers (UAW) safety representative. A mentee in the JWI program, Gibson then became a mentor. Seven years later, he continued to be a mentor and was promoted to JWI Apprenticeship Coordinator. Under his leadership, the JWI enrolled more than 200 new apprentices in four different programs covering coach operators and service, maintenance, track, and overhead line work. ♦

ATU locals celebrate Rosa Parks' legacy on Transit Equity Day



From New Jersey to Wisconsin and Connecticut to Washington, DC, ATU locals kicked off Black History Month, honoring the legacy of Rosa Parks on her birthday by celebrating Transit Equity Day on February 4, 2020.

“To celebrate Rosa Parks’ birthday, ATU locals across the country joined with riders and climate and community allies for Transit Equity Day, to raise awareness of the rights of all people to high-quality public transit that runs

on clean and renewable energy,” said ATU International President John Costa.

Leafleting

Locals across Connecticut took part in leafleting riders, rallies and press conferences with allies. In New London, CT, Local **1209** and the Southeast Area Transit (SEAT) teamed up to allow bus passengers to ride free all day. Local **281**-New Haven, CT joined with elected officials, activists and community members to hold a Transit Equity press conference.

In New Jersey, Locals leafleted riders and the public to highlight the need for dedicated funding for New Jersey Transit and the importance of fair, equitable and affordable public transportation for all.

In Waukesha, WI, buses driven by Local **998**-Milwaukee, WI, members had a seat reserved with a poster saluting Rosa Parks for her act of resistance. ❖

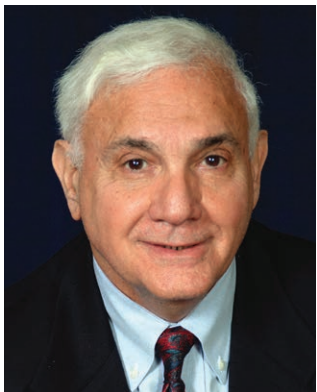
After strike, MTA Paratransit Workers Reach Deal with MV Transportation

After almost two weeks on strike and two days of federal mediation, ATU Local **1181**-New York, NY, reached a deal with private contractor MV Transportation that covers the MTA paratransit workers in Brooklyn and Staten Island, NY. Their deal includes substantial wage increases, strong health benefits and other critical improvements for the more than 570 MTA paratransit workers and their families.

“We reached a deal with MV that recognizes the commitment and dedication of these paratransit workers to safely transport the elderly and people with disabilities who depend on this service – especially during the COVID-19 pandemic,” said Local 1181 President Michael Cordiello. “These workers showed what you can achieve when you stand together in solidarity for what you deserve.

Contract negotiations between MV and the Union had been ongoing since August 2019, with the major sticking points including wages, poor healthcare and other issues. The Union membership followed the negotiating committee’s recommendation by overwhelmingly rejecting the company’s “Best and Final Offer” and authorizing the strike. Left with no other option, the workers walked off the job on May 28.

“I am proud of these workers and the solidarity, resolve and unity that they have shown during their strike, which was critical to securing the fair and just contract that they got,” said International President John Costa, who visited with the striking workers on their picket lines in Brooklyn and Staten Island. “This shows that Together We Fight, Together We Win!” ❖



ATU loses beloved, former I EVP: Mike Siano

ATU is sad to report that retired International Executive Vice President Michael J. Siano, 84, passed away peacefully at home, May 3, from natural causes.

Mike devoted over 50 years of his life to ATU and played an essential role in the leadership of the International from his election as an International Vice President in 1981, through his 2003 appointment and subsequent election as International Executive Vice President in 2004, to his retirement in 2009.

Mentor and friend

“Mike Siano was a mentor and close friend. I admired him for his toughness and his dedication to fight for a better life for our members,” said International President John Costa. “Mike was a fearless negotiator who took on the biggest battles and had a lifelong commitment to civil rights. Mike was a beloved leader and friend to all ATU members.”

Born and raised in Union City, NJ, Siano was a star athlete in Hudson County, NJ. Following service in the U.S. Army, he joined Local **821**-Jersey City, NJ, in 1959, as a bus operator for Public Service Coordinated Transport, now NJ Transit. Wanting to get more involved in his Local, Siano became a shop steward in 1962, and was then elected president and business agent of the Local ten years later.

Devoted family man

Siano was also a devoted family man and many remember his proud declarations of love for his wife Judy – his high school sweetheart – and his family during all of his acceptance speeches at ATU International Conventions. Judy and his family were truly a part of the wider ATU family as well.

Many older and retired employees remember Mike with special affection. His ready smile and kindness always lifted the spirits of ATU workers during challenging campaigns.

We, at the International, send our heartfelt condolences and sympathies to Judy, their daughters and their families, and his brothers and sisters at Local 821. ❖

Winnipeg members call for federal funding as city reopens



Winnipeg, MB, has announced that it will begin putting more buses on the street as the city begins to reopen. The announcement comes after Local **1505**-Winnipeg, MB, expressed concerns that workers and riders would be at greater risk for contracting the coronavirus as more passengers crowd onto fewer than usual buses.

The city had reduced transit service by 30 percent after it experienced a 70 percent decrease in ridership due to coronavirus restrictions.

Emergency funding needed

Local President Romeo Ignacio believes that emergency funding from the federal government in Ottawa would eliminate the need to reduce service and help buses have social distancing. “We need to have that funding to replace, at least in the meantime, the lost revenue from the regular fares,” explained Ignacio. ❖

ATU awards 2019 Heintzman-Baker Scholarships

The following students, beginning post-secondary education in the 2019-2020 academic year, won scholarships in memory of our former International President Ronald Heintzman and retired International Executive Vice President Robert Baker. Excerpts from their essays appear after their bios below:

Linda Washburn - Linda Washburn, daughter of Robert Washburn, **85**-Pittsburgh, PA, is attending the University of Pittsburgh, planning to major in political science, history, and pre-law, and to attend law school. Washburn is a member of the National Honor Society, was elected student senate secretary, and played varsity basketball.

"Organized labor has played a central role in the elevation of the American standard of living. The benefits which unions have negotiated for their members are, in most cases, widespread in the economy and enjoyed by millions of fellow citizens outside the labor movement."

Valerie Puliafico - Valerie Puliafico, granddaughter of Joseph Puliafico, **589**-Boston, MA, is attending Washington and Lee University, planning to major in chemistry. A National Honor Society member, Puliafico served on in-state and regional student councils, played varsity tennis and volleyball, and volunteered for community groups.

"As a collective, organized labor has spearheaded the advocacy movement for all workers ... Negotiating fair wages and benefit packages affords union members the ability to spend or invest money in their local communities, having a better quality of life."

Rylee Funk - Rylee Funk, daughter of Dominic Funk, **689**-Washington, DC, is attending Stevenson University, planning to major in biology as a pre-med student. Funk is a member of the National Honor Society. An accomplished violist, she was a concert master and first chair of her high school orchestra.

"Dating back to the ratification of the Declaration of Independence, the United States of America wanted rights and demanded to be protected. The concept has never left and can be strongly observed in the labor unions in present-day United States."

Francesca Marchese - Francesca Marchese, granddaughter of Anthony Marchese, **726**-Staten Island, NY, is attending Brandeis University, and is interested in environmental studies and language. Marchese was captain of the varsity basketball, lacrosse and volleyball teams, and co-editor of the school magazine.

"As time passed, labor groups like the Knights of Labor ... and the American Federation of Labor ... recognized that low wages, long hours, and unsafe and unhealthful conditions threatened the well-being of workers who were entitled to protection, which should be mandated in a democracy when injustice exists."

Celine Tseng - Celine Tseng, daughter of Bill Tseng, **1277**-Los Angeles, CA, is attending California State University, Fullerton, planning to major in nursing. Tseng, a member of the National Honor Society, has won numerous international and national piano competitions, and has volunteered for numerous community organizations.

"Organized labor is the last line of defense we have for workers as we continue along the road of democracy in the United States. Our workers contribute a lot to the country's growth; unions ensure that workers are protected and receive at least an adequate share in exchange for what they do for the nation."

Olivia Sadilek-Thring - Olivia Sadilek-Thring, daughter of Michael Thring, **569**-Edmonton, AB, is attending the University of Alberta, planning on majoring in physiology to prepare for a career as a doctor. Sadilek-Thring was captain of her high school volleyball team. Her volunteer work at a local hospital has played a big role in her desire to become a doctor.

"By implementing effective policies and actively advocating for change, unions have improved the minimum wage in Alberta, as well as laying the groundwork for the end of the wage gap. In doing this, labour groups have ... improved the lives of all in the Canadian workforce [and] ensured a stable middle-class."

Canadian properties score ATU representation

ATU would like to welcome workers at St. Thomas Transit in Ontario, bus operators at AB Transit in Winnipeg, MB, and bus operators in the City of Airdrie, AB, to the ATU family. These are the first three organizing wins in Canada in almost a decade.

St. Thomas Transit workers join Local 1415

The first organizing win came at St. Thomas Transit in Ontario where the workers voted to join Local **1415**-Toronto, ON. St. Thomas Transit is operated by Voyago, a private contractor. Voyago is owned by Transdev, a company with which ATU has been engaged in countless battles, including two recent strikes by Local **689**-Washington, DC, at Cinder Bed Road and Local **1764**-Washington, DC, at Fairfax Connector.

Winnipeg Local scores organizing win

In Winnipeg, MB, bus operators at AB Transit, Winnipeg's Transit Plus program, voted to join Local **1505**-Winnipeg, MB. The Local is looking forward to working with both AB Transit and Winnipeg Transit to make sure

the proper working conditions are included in the first collective agreement.

"People join unions because they want a seat at the table," says ATU Canada President John Di Nino. "Transit professionals continually turn to the ATU because of our collective transit expertise, and we are the specialists when negotiating with public transit agencies and private contractors. From our experience as a 125-year-old union, a strong union contract means a safe, reliable, affordable transit system for all."

In another big win, bus operators in the City of Airdrie, AB, voted 66% in favor of joining Local **987**-Lethbridge, AB. The 22 bus operators drive in and out of the city of Airdrie, including an intercity bus service for commuters to and from Calgary. Airdrie Transit is contracted to Pacific Western (PW) Transit, a division of PW.

Pacific Western is Canada's largest privately-owned transit corporation. They have city transit contracts in a number of Canadian provinces. Local **1747**-Port Alberni, BC, represents Pacific Western employees in Port Alberni, and Local **569**-Edmonton, AB, represents employees in St. Albert, AB. ❖

Hamilton County, OH, voters make history, raise sales tax to fund transit



Voters in Hamilton County, OH, made history in May when they passed a sales tax increase to boost bus service and road improvements throughout the region. "Issue 7's" passage marks the first time county voters have approved a sales tax hike to support transportation improvements, and the first time a transit oriented tax of any kind passed in nearly 50 years. Local **627**-Cincinnati, OH, applauded voters for passing Issue 7. The Southwest Ohio Regional Transit Authority, which will collect the additional sales tax revenue, will begin seeing the new funding in January 2021.

The tax increase will create new service for Cincinnati Metro, which will provide increased mobility for the city's lower income residents to get to and from work. ❖

Usted no está solo

Me ha costado encontrar las palabras para expresar adecuadamente mi aprecio y mi preocupación por ustedes, nuestros héroes de ATU, que brindan transporte esencial en los Estados Unidos y Canadá.

También es difícil encontrar las palabras para expresar mi enojo por los asesinatos recientes de George Floyd, Ahmaud Arbery y Breanna Taylor y las innumerables otras familias que han perdido seres queridos a manos de la brutalidad y el racismo policiales.

Sin embargo, intentaré expresar los sentimientos que vienen directamente de mi corazón.

Uno de los problemas de este momento increíblemente difícil es que la justa ira por estas muertes injustas está ocurriendo mientras aún enfrentamos el peligro que representa la pandemia de Coronavirus.

Casi todos los días del mes pasado, llamé a un presidente local para ofrecerle las condolencias del Sindicato Internacional por un miembro perdido a causa del Covid-19. Lamentablemente, a fecha de este escrito, he hecho más de 50 llamadas telefónicas.

No debemos olvidar a nuestros héroes caídos. Encontrará un inserto conmemorativo especial "Recordando a nuestros caídos" en esta revista, que también será actualizada continuamente en atu.org.

'No puedo respirar'

Al igual que usted, me indignó el asesinato de George Floyd, quien suplicó: "No puedo respirar", mientras lo asesinaban.

Me enfermó escuchar esas palabras demasiado familiares, pronunciadas por primera vez por Eric Garner, otro afroamericano que fue asfixiado de manera similar durante un arresto en 2014 por un oficial de policía blanco de Nueva York. No se olvidan fácilmente esos sonidos desgarradores que hacen eco de los gritos de las personas de color que soportan este tipo de injusticia todos los días.

Este comportamiento atroz debe parar.

ATU no será utilizado para intimidar a los manifestantes

Es más, así como nuestros operadores tienen el derecho de rechazar el trabajo que consideran inseguro, también nuestros conductores tienen el derecho de rechazar el peligroso deber de transportar a la policía a las protestas y a los manifestantes arrestados fuera de estas comunidades, comunidades donde viven muchos de nuestros conductores. Este es un mal uso del transporte público.

Tenemos todo el respeto del mundo por nuestros compañeras y compañeros sindicales que forman parte de nuestras fuerzas policiales estadounidenses, pero no seremos utilizados como una herramienta para intimidar a las personas que se manifiestan por una razón justa.

La "Campaña de servicio seguro" de ATU

Quiero que sepa que *usted no está solo*. Hemos lanzado la "Campaña de servicio seguro" de ATU, que exige protecciones contra el coronavirus y un empleo continuo para nuestros miembros.

Como este virus no respeta fronteras, nuestros locales estadounidenses y canadienses se han unido más que nunca en este esfuerzo. También estamos luchando hombro con hombro con el Sindicato de Trabajadores del Transporte (TWU) para proteger a nuestros miembros y al público que viaja como pasajero.

Solidaridad

Como ha escuchado tan a menudo, "estamos todos juntos en esto". Para los miembros del sindicato, esa es solo otra forma de expresar "solidaridad". La solidaridad nos sostiene en las buenas y en las malas, y si vale para algo, tiene que valer para algo en este momento.

Mantenernos bien informados es una forma de vencer esto. Por lo tanto, preste atención a las comunicaciones de su local; suscríbase al boletín por email gratuito de ATU, el Dispatch; y visite regularmente nuestro sitio web, atu.org.

Manténgase a salvo

La primera oleada de gripe española llegó a Norteamérica en marzo de 1918. La enfermedad pareció desaparecer durante el verano, por lo que la gente dejó de tomar precauciones. Pero llegó una segunda oleada más virulenta desde septiembre hasta noviembre de 1918, y finalmente mató a más de 700,000 estadounidenses y canadienses, incluidos muchos miembros de ATU.

Rezamos para que este virus no actúe como la gripe española. Pero tiene mucho sentido ser cautelosos.

Por lo tanto, no se confíe demasiado. Observe todas las precauciones de seguridad que recomiendan los profesionales de la salud, y saldremos de esto con más fuerza que nunca.

Vous n'êtes pas seuls

J'ai eu du mal à trouver les mots pour vous manifester mon appréciation et aussi pour vous exprimer mes préoccupations – vous, nos héros du SUT – qui assurent le transport essentiel dans tous les États-Unis et le Canada.

Il est également difficile de trouver les mots pour exprimer ma colère devant les meurtres récents de George Floyd, Ahmaud Arbery et Breanna Taylor ainsi que les innombrables familles qui ont perdu des êtres chers du fait des brutalités policières et du racisme.

Je vais néanmoins tenter d'exprimer les sentiments qui me tiennent à cœur.

Un des problèmes de cette période incroyablement difficile, c'est que la colère légitime devant ces morts injustes intervient alors que nous faisons toujours face au danger que pose la pandémie du Coronavirus.

Le mois dernier, j'ai appelé le président d'un local presque tous les jours pour lui offrir les condoléances internationales à la suite du décès d'un membre atteint du Covid-19. J'ai malheureusement dû faire plus de 50 appels téléphoniques.

Nous ne devons pas nous oublier nos héros disparus. Vous trouverez une page commémorative « N'oubliez pas nos héros disparus » dans ce magazine, qui sera continuellement mise à jour sur atu.org.

«Je ne peux pas respirer»

Tout comme vous, j'ai été outragé par le meurtre de George Floyd qui avait supplié ses agresseurs en disant « je ne peux pas respirer », au moment de son assassinat.

Ça m'a rendu malade d'entendre ces paroles bien typiques, prononcées d'abord par Eric Garner, un autre afro-américain qui fut également suffoqué au cours de son arrestation en 2014 par un policier blanc de New York. C'est difficile d'étouffer ces sons déchirants faisant écho aux cris des personnes de couleur qui doivent supporter tous les jours ce genre d'injustice.

Ce comportement de haine doit cesser.

Le SUT ne doit pas être utilisé pour intimider les manifestants

En outre, de même que nos conducteurs ont le droit de refuser le travail s'ils considèrent qu'il est dangereux, – ils ont également le droit de refuser le transport dangereux de policiers vers les lieux de manifestations ainsi que celui de manifestants en état d'arrestation à l'extérieur de ces communautés – où habitent une grande partie de nos conducteurs. Il s'agit d'une utilisation abusive du transport public.

Nous respectons énormément nos camarades du syndicat américain des forces de l'ordre, mais nous ne servirons pas d'outil d'intimidation aux manifestants légitimes.

La « Campagne Safe Service » (service sécuritaire) du SUT

Je veux que vous sachiez *que vous n'êtes pas seuls*. Nous avons lancé la « Campagne Safe Service » du SUT, exigeant des protections contre le coronavirus et le maintien de l'emploi pour nos membres.

Étant donné que ce virus ne respecte pas les frontières, nos membres locaux des États-Unis et du Canada ont été plus unis que jamais dans cet effort. Nous nous battons aussi coude à coude avec la *Transport Workers Union* (TWU) pour protéger nos membres et nos usagers.

Solidarité

Comme vous l'avez si souvent entendu, « nous sommes tous concernés. » Pour les membres de l'union, c'est une autre façon d'exprimer notre « solidarité ». La solidarité nous soutient quand les choses vont bien et quand elles vont mal, et c'est encore plus le cas maintenant.

C'est en restant bien informés que nous allons nous en sortir. Prêtez donc attention aux communications de votre local ; inscrivez-vous au bulletin d'information gratuit du SUT, le *Dispatch* ; et consultez régulièrement notre site – atu.org.

Soyez prudents

La première vague de la grippe espagnole est arrivée en Amérique du Nord en mars 1918. L'été suivant, la maladie semblait avoir disparu, si bien que les gens ont arrêté de prendre des précautions. Mais une deuxième vague, plus virulente, est arrivée en force en septembre et jusqu'à novembre 1918, tuant plus de 700 000 américains et canadiens - y compris de nombreux membres du SUT.

Nous espérons bien que ce virus ne se comportera pas comme la grippe espagnole. Mais le bon sens nous dicte la prudence.

Ne relâchez donc pas votre vigilance. Veuillez observer toutes les précautions de sécurité sanitaire recommandées par les professionnels et nous en sortirons plus forts que jamais.

ATU se enfrenta al coronavirus con determinación

La pandemia de coronavirus está demostrando ser la amenaza más peligrosa que los trabajadores del transporte han enfrentado desde la gripe española de 1918. Al momento de escribir este artículo, COVID-19 ha enfermado a más de 1,500 empleados del transporte y ha tomado la vida de 160 trabajadores del transporte; 46 de ellos miembros de ATU.

Desde el brote en América del Norte, el Sindicato Internacional ha estado trabajando con los locales para proteger la salud y los medios de vida de nuestros miembros mientras trabajan en la primera línea.

Una encuesta exhaustiva de los locales de ATU realizada en abril descubrió que el 50% de sus empleadores no estaban proporcionando mascarillas y guantes a sus trabajadores; y muchos de los que habían proporcionado equipo de protección personal (EPP) no tenían suficiente para cada trabajador. Muchos no estaban protegiendo adecuadamente al personal de mantenimiento o limpieza o no tenían suficientes reemplazos en stock para mantener un uso sanitario. Lea más sobre la encuesta en la página XX.

El sindicato exige acciones urgentes

El informe impactante reafirmó la decisión del Sindicato a principios de marzo de exigir que los empleadores de transporte implementen planes integrales para proteger a nuestros miembros y reducir la exposición del público que viaja como pasajeros.

El Sindicato comenzó su agresiva campaña de Servicio Seguro, movilizándolo a los sindicatos locales para ganar nuestras diez demandas. El Sindicato Internacional alentó a los funcionarios locales a presionar a los empleadores para que protejan a los miembros y respondan rápidamente a los informes de posible exposición al virus. Los locales de ATU respondieron, desarrollando peticiones, inundando a las agencias con videollamadas, movilizándolo a los miembros para piquetes con distanciamiento social y más.

El Sindicato lanza el Centro de Comando COVID-19 y sitio web de ATU

Reconociendo la gravedad y el impacto potencial del coronavirus en nuestros miembros, ATU inmediatamente comenzó a emitir recomendaciones a los locales, incluida una lista de cosas que los miembros pueden hacer para evitar y prevenir la infección. El Sindicato también envió memorandos a todos los funcionarios locales con información sobre la desinfección de vehículos, la comprensión del equipo de protección personal y la resolución de problemas de relaciones laborales.

Actualizaciones semanales, discusión con los funcionarios

A mediados de marzo, el presidente internacional Costa llevó a cabo un foro telefónico en vivo con funcionarios locales e internacionales para discutir la crisis y lanzar el Centro de Comando y Respuesta al COVID-19 de ATU y la página web sobre el COVID-19 de ATU. Los foros telefónicos han continuado semanalmente para proporcionar actualizaciones importantes y coordinar la campaña de ATU contra la pandemia.

El Centro de Comando ha proporcionado a los funcionarios locales un mecanismo de respuesta rápida para abordar los problemas que surgen durante la batalla contra la pandemia. Se creó una bandeja de entrada de correo electrónico sobre el COVID-19 de ATU y una línea telefónica directa atendida por personal internacional las 24 horas para responder las preguntas de los miembros y brindar asistencia legal, de negociación, campañas y comunicaciones.

El Sindicato Internacional también creó una página web de COVID-19 en www.atu.org/covid-19 como un recurso de referencia para todas nuestras preocupaciones relacionadas con la creciente pandemia. Los recursos provistos en la página web incluyen folletos informativos, listas de verificación de seguridad en el lugar de trabajo, consejos para la prevención, legislación de EE.UU. y Canadá, información de los Centros para el Control de Enfermedades (CDC) y otras organizaciones gubernamentales.

ATU juega un papel clave en la aprobación de la Ley CARES

A medida que la cantidad de pasajeros se desplomó durante las órdenes de permanecer en el hogar estatales y locales, ATU ayudó a obtener más de \$25 mil millones en fondos de emergencia para el transporte público a través de la Ley de Ayuda, Alivio y Seguridad Económica para el Coronavirus (CARES, por sus siglas en inglés) aprobada por el Congreso de los EE.UU. La Ley permite que las empresas de transporte usen los fondos para pagar a los empleados y mantener el servicio en funcionamiento para los trabajadores esenciales. Además, la ley prevé la compra de máscaras N-95, guantes, otro equipo de protección personal (EPP), así como suministros adicionales de limpieza y desinfección.

El primer miembro muere por COVID-19

El 27 de marzo, ATU lloró la muerte de su primer miembro por COVID-19, el delegado sindical del Local 1576-Lynnwood, WA, Scott Ryan.

“La trágica realidad de esta devastadora y mortal pandemia es que ahora nos ha quitado la vida a uno de los nuestros, el delegado sindical del Local 1576 Scott Ryan, que tenía solo 41 años”, se lamentó el presidente internacional John Costa. Nuestro más sentido pésame a la familia de Scott Ryan, sus familiares, compañeros de trabajo, amigos y todos los que lo conocieron”.

ATU y TWU prometen tomar “medidas agresivas”

A medida que la pandemia se intensificó a principios de abril, ATU se unió al otro gran sindicato de transporte de los EE.UU., el Sindicato de Trabajadores del Transporte de EE.UU. (TWU), para aumentar la presión sobre los sistemas de transporte, prometiendo tomar “medidas agresivas” si las empresas no protegen mejor a sus trabajadores de COVID-19.

“Si las agencias de transporte no toman medidas inmediatas y dramáticas para proteger a nuestros miembros, habrá graves consecuencias”, advirtió el presidente internacional de TWU, John Samuelsen.

“Morir no es forma de ganarse la vida”

Haciendo eco de los mismos sentimientos, Costa afirmó: “Estamos preparados para tomar cualquier medida agresiva que sea necesaria para proteger a nuestros miembros y sus familias. Nada está descartado. Morir no es forma de ganarse la vida”.

El 8 de abril, ATU, TWU y otro sindicato de transporte, SMART-UTU, que representan conjuntamente a más del 90 por ciento de todos los trabajadores de transporte, enviaron una carta que enumera nuestras demandas de seguridad a los líderes demócratas y republicanos del Congreso. La coalición sindical de transporte exigió que el Congreso ordene a la Administración Federal de Transporte (FTA) que emita normas obligatorias de emergencia para los EPP; que proporcione el pago por

riesgos para los trabajadores de transporte esenciales y ordene a la Administración de Seguridad y Salud Ocupacional (OSHA) que emita normas temporales de emergencia para proteger a los trabajadores de transporte y otros.

Al mismo tiempo, ATU Canadá llamó a todos los ministros provinciales a proporcionar EPP a todos los trabajadores de transporte y presionó para que el gobierno federal ofrezca ayuda a los sistemas de transporte.

Campaña Servicio seguro Ahora de ATU

El 13 de abril, el presidente internacional Costa envió una carta a cada agencia de transporte informándoles personalmente sobre las demandas que ahora se han convertido en la pieza central de la nueva y agresiva "Campaña de Servicio Seguro Ahora".

Nuestras demandas:

Provisión de todo el equipo de protección personal recomendado para cada trabajador, incluidos guantes, mascarillas, desinfectantes y todo el EPP necesario.

- Licencia por pandemia para cualquier persona que muestre síntomas de COVID-19, que haya estado expuesto al virus o que tenga obligaciones familiares o de cuidado de niños como resultado de los cierres.
- Indemnizar a los trabajadores clasificados como esenciales durante una crisis de salud pública con al menos 1,5 veces su salario normal.
- Entrada por la puerta trasera y eliminación de tarifas para apoyar el distanciamiento social.
- Retención de empleados y mantenimiento de salarios y beneficios durante la reducción del servicio.
- Continuación estratégica del servicio para evitar hacinamiento.
- Limitaciones en las cargas de pasajeros de los autobuses a no más de 10 y transporte para discapacitados (paratransit) a no más de 1.
- Limitar el acceso al servicio a los trabajadores esenciales y aquellos que buscan cuidados.
- Requerir a los pasajeros que usen mascarillas para abordar un vehículo de transporte.
- Provisión de pruebas in situ totalmente pagadas para los trabajadores de transporte con síntomas de COVID-19.

Petición

Como parte de la campaña Servicio Seguro Ahora, se ha publicado una petición en línea para generar apoyo para nuestras demandas. Al momento de escribir esto, más de 5,500 personas han firmado la petición. Además, una agresiva campaña de redes sociales en la página de Facebook y la cuenta de Twitter de ATU equipó a los miembros con memes/imágenes y videos para ayudar a crear conciencia sobre nuestras demandas de Servicio Seguro.

A medida que los estados comenzaron a reabrir, ATU envió una carta a la Asociación Nacional de Gobernadores de los EE.UU. instándoles a incluir el transporte público en su planificación para una cadena de suministro de EPP y a exigir que los sistemas denieguen el servicio a cualquier pasajero que intente abordar sin una mascarilla o cubierta facial, de acuerdo con las pautas del CDC.

ATU Canadá exige fondos de emergencia

Al igual que en los Estados Unidos, los sistemas de transporte canadienses sufrieron una disminución de la cantidad de pasajeros. ATU Canadá ha exigido que el gobierno federal proporcione fondos de emergencia para el transporte público de las naciones. Sin embargo, el primer ministro Justin Trudeau desestimó la demanda e insistió en que el financiamiento de emergencia del transporte no era una responsabilidad federal.

La mayoría de los canadienses no están de acuerdo con él. Una encuesta de Probe Research patrocinada por ATU descubrió que el 78 por ciento de la nación quiere que el gobierno federal asigne \$5 mil millones en fondos de emergencia para los servicios de transporte público.

El 64% de las agencias de transporte no están preparadas para COVID-19

En mayo, el Sindicato Internacional publicó los resultados de una encuesta de ATU a los sindicatos locales, mencionada anteriormente, realizada para evaluar las condiciones de salud y seguridad que enfrentaron los miembros durante la

pandemia de COVID-19. Entre los hallazgos principales, la encuesta encontró que el 64% de los encuestados dice que su empleador no tenía un plan de preparación para una pandemia antes del inicio de COVID-19. Lea más sobre la encuesta en la página XX.

ATU continuará monitoreando de cerca el impacto de la pandemia en nuestros miembros y los pasajeros, y continuará apoyando a nuestros locales y miembros con información y asistencia críticas.

Asegúrese de consultar la página web de ATU sobre COVID-19, <https://www.atu.org/covid-19>, que será actualizada periódicamente siempre que el coronavirus siga siendo una amenaza para los trabajadores de transport.

Le SUT attaque le coronavirus de front

La pandémie du coronavirus s'avère être la menace la plus dangereuse pour les travailleurs des transports en commun depuis la grippe espagnole de 1918. Au moment de la rédaction de ce document, le COVID-19 a touché plus de 1500 employés des transports en commun et ôté la vie à plus de 160 travailleurs des transports en commun, dont 46 étaient membres du SUT.

Depuis le début de l'épidémie en Amérique du Nord, l'International travaille avec les locaux pour protéger la santé et les moyens de subsistance de nos membres qui travaillent en première ligne.

Un sondage de grande envergure mené en avril auprès des locaux du SUT a constaté que 50 % des employeurs ne fournissaient pas de masques ni de gants à leurs travailleurs ; et parmi ceux qui leur avaient remis des équipements de protection individuelle (EPI), beaucoup n'en avaient pas suffisamment pour chaque travailleur. Nombre d'entre eux ne protégeaient pas suffisamment le personnel d'entretien ou de nettoyage ou n'avait pas suffisamment de remplacements en stock pour assurer la salubrité. Pour en savoir plus, lire le sondage page XX.

Le syndicat appelle des mesures d'urgence

Ce rapport choquant a réaffirmé la décision du syndicat début mars d'exiger que les employeurs des transports en commun mettent en œuvre des plans complets pour protéger nos membres et réduire l'exposition des usagers.

Le syndicat a débuté sa campagne agressive en vue d'un service sûr (Safe Service campaign), mobilisant les syndicats locaux pour que nos dix revendications l'emportent. L'International a encouragé les fonctionnaires locaux à mettre la pression sur les employeurs pour protéger les membres et réagir rapidement à des rapports d'exposition possible au virus. Les locaux du SUT ont réagi en rédigeant des pétitions, en inondant l'agence d'appels vidéo, en mobilisant les membres pour procurer des piquets écartés les uns des autres selon la distanciation sociale.

Le syndicat lance le Centre de commandement et le site web du COVID-19

Reconnaissant la gravité et l'impact potentiel du coronavirus sur nos membres, le SUT s'est mis tout de suite à émettre des recommandations aux locaux, y compris une liste de choses à faire par les membres pour éviter et prévenir l'infection. Le syndicat a également envoyé des notes de service à tous les dirigeants locaux contenant des instructions pour la désinfection des véhicules, la compréhension de l'équipement de protection individuelle et les questions des relations de travail.

Mises à jour hebdomadaires, discussion avec les dirigeants

A la mi-mars, le président international Costa a organisé une assemblée publique téléphonique en direct avec les dirigeants locaux et internationaux pour discuter de la crise et lancer le Centre de commandement et d'intervention ainsi que la page web du SUT pour le COVID-19. Les assemblées publiques téléphoniques ont continué chaque semaine afin de transmettre d'importantes mises à jour et de coordonner la campagne du SUT contre la pandémie.

Le Centre de commandement a procuré aux dirigeants locaux un mécanisme de réponse rapide pour régler les problèmes qui surviennent au cours de la lutte contre la pandémie. On a mis au point une boîte de courriel et une permanence

téléphonique pour le COVID-19, gérées 24 h/24 par l'international pour répondre aux questions des membres et pour une assistance juridique et à des fins de négociations, de campagnes et de communications.

L'International a également mis en place une page du site de COVID-19 à www.atu.org/covid-19 afin de servir de ressource pour toutes questions liées à la pandémie croissante. Les ressources de la page web comprennent des brochures d'information, des listes de contrôle sur la sécurité au travail, des conseils pour la prévention, la législation américaine et canadienne, des renseignements provenant des centres pour le contrôle et la prévention des maladies (Centers for Disease Control, CDC) et d'autres organisations gouvernementales.

Le SUT joue un rôle clé dans l'adoption de la loi CARES

Lorsque la fréquentation a chuté, au moment du confinement obligatoire au niveau étatique et local, le SUT a aidé à obtenir plus de 25 milliards \$ de fonds d'urgence pour les transports grâce à la loi CARES *Coronavirus Aid, Relief, and Economic Security*, (Secours d'urgence et sécurité économique associés au coronavirus) adoptée par le congrès des États-Unis. La loi permet aux transporteurs d'utiliser le financement pour payer les employés et assurer le service pour les travailleurs essentiels. En outre, la loi finance l'achat de masques N-95, de gants et d'autres équipement de protection individuelle (EPI) ainsi que de produits de nettoyage et de désinfection.

Décès du premier membre atteint du COVID-19

Le 27 mars, le SUT a déploré le décès de son premier membre du COVID-19, Local 1576-Lynnwood, WA, le délégué Scott Ryan.

« La réalité tragique de cette pandémie dévastatrice et meurtrière est bien là. Elle a fauché l'un des nôtres— Scott Ryan, délégué du Local 1576 — qui n'avait que 41 ans » a regretté John Costa, président international. Nos condoléances les plus sincères à la famille de Scott Ryan, à sa famille élargie, et à tous ceux qui le connaissaient. »

Le SUT, le TWU ont promis une « intervention agressive »

Au moment où la pandémie s'intensifiait au début avril, le SUT s'est joint à d'autres importants syndicats américains, le *Transport Workers Union of America* (TWU, Syndicat des travailleurs américains du transport), pour augmenter la pression sur les systèmes de transport en commun, promettant de prendre des « mesures agressives » si les transporteurs ne protégeaient pas mieux leurs travailleurs du COVID-19.

Si les organismes de transport public ne prennent pas de mesures immédiates et draconiennes pour protéger nos membres, il y aura de graves conséquences, » a averti le président de TWU International, John Samuels.

« Ce n'est pas en mourant qu'on gagne sa vie »

Faisant écho à ces mêmes sentiments, Costa a affirmé, « nous sommes prêts à prendre toutes les mesures agressives nécessaires pour protéger nos membres et leurs familles. Rien n'est exclu. Ce n'est pas en mourant qu'on gagne sa vie. »

Le 8 avril, le SUT, le TWU, et un autre syndicat de transports en commun, SMART-UTU, représentant ensemble plus de 90 pour cent de tous les travailleurs du transport, ont envoyé une lettre comportant la liste de nos revendications de sécurité aux leaders démocratiques et républicains du congrès. La coalition des syndicats de transport en commun a exigé que la *Federal Transit Administration* (FTA) publie des normes obligatoires d'urgence pour les EPI, accorde une prime de risque aux travailleurs essentiels des transports en commun, et demandent à l'administration américaine de la sécurité et de la santé au travail (Occupational Safety and Health Administration, OSHA) de publier des normes provisoires pour protéger les travailleurs du transport et d'autres.

En même temps, le SUT Canada a fait appel à tous les ministres provinciaux pour qu'ils procurent des EPI à tous les travailleurs du transport en commun, et au gouvernement fédéral pour qu'il assure un soutien aux réseaux de transport.

Campagne Safe Service Now (Sécurité du service) du SUT

Le 13 avril, le président international Costa a envoyé une lettre à chaque

organisme de transport pour les informer personnellement des revendications qui sont maintenant devenues la pièce maîtresse de la nouvelle campagne agressive du SUT « Safe Service Now Campaign ».

Nos revendications :

Mise à disposition de tout l'équipement de protection individuelle recommandé à chaque travailleur, y compris gants, masques, produits désinfectants et tous les EPI nécessaires.

- Un congé maladie du fait de la pandémie pour toute personne présentant des symptômes du COVID-19, qui a été exposée au virus ou qui a des obligations familiales découlant des fermetures.
- La prime de risque des travailleurs considérés essentiels au cours d'une crise de santé publique doit être au moins 1,5 fois leur salaire normal.
- Entrée par la portière arrière et suppression du prix du ticket pour favoriser la distanciation sociale.
- Rétention des employés et maintien des salaires et des avantages sociaux pendant la période de réduction des services.
- Prolongement stratégique du service pour éviter qu'il y ait trop de monde.
- Les limites du nombre de passagers dans les autobus sont de 10 personnes et d'une seule dans les services de transport adapté.
- Le service doit être limité aux travailleurs essentiels et aux personnes cherchant à obtenir des soins.
- On doit exiger que tous les passagers portent des masques à bord d'un véhicule de transport en commun.
- Prestation de tests de dépistage gratuits des symptômes du COVID-19 sur place pour les travailleurs du transport en commun.

Pétition

Dans le cadre de la Campagne « Safe Service Now », une pétition en ligne a été envoyée pour recueillir des soutiens à nos demandes. Au moment de la rédaction de ce document, plus de 5500 personnes ont signé cette pétition. En outre, une campagne agressive dans la page ATU (SUT) des réseaux sociaux Facebook et Twitter a fourni aux membres des images avec des memes/des images et des vidéos pour les sensibiliser à nos demandes de service sécuritaire.

Au moment où les états commencent à rouvrir, le SUT a envoyé une lettre à la *National Governors Association* (Association nationale des gouverneurs), les exhortant à inclure le transport en commun dans leur planification de chaîne logistique des EPI, et leur demandant de refuser le service à toute personne sans masque, conformément aux directives des CDC.

SUT Canada exige un financement d'urgence

Tout comme aux États-Unis, les réseaux de transport canadiens ont souffert de la diminution du nombre des usagers. SUT Canada a exigé que le gouvernement fédéral accorde des fonds d'urgence aux transports en commun du pays. Mais le premier ministre, Justin Trudeau, a rejeté la demande en maintenant que le financement d'urgence des transports n'était pas une responsabilité fédérale.

La plupart des Canadiens ne sont pas d'accord avec lui. Un sondage d'opinion financé par le SUT a constaté que 78 pour cent des citoyens veulent que le gouvernement fédéral alloue 5 milliards \$ de fonds d'urgence aux services de transport public.

64 % des agences de transport ne sont pas préparées pour le COVID-19

En mai, l'International a publié les résultats d'un sondage des syndicats locaux du SUT, indiqué ci-dessus, pour dresser le bilan des conditions de santé et de sécurité auxquelles font face les membres au cours de la pandémie de COVID-19. Parmi les résultats clés constatés par le sondage, 64 % des répondants ont déclaré que leurs employeurs ne disposaient d'aucun plan de préparation à la pandémie avant l'apparition du COVID-19. Pour en savoir plus, lire le sondage page XX.

Le SUT continuera à surveiller étroitement l'impact de la pandémie sur nos membres et nos usagers, et continuera à soutenir nos locaux et nos membres en leur procurant l'aide et les informations essentielles qu'il leur faut.

Veuillez consulter la page du site web ATU COVID-19 - <https://www.atu.org/covid-19> - qui sera régulièrement mise à jour tant que le coronavirus restera un danger pour les travailleurs du transport en commun.

In Memoriam

Death Benefits Awarded November 1, 2019 - March 31, 2020

1- MEMBERS AT LARGE

DON E BROOKS
DAVID JOHN BUTLER
RICHARD J CAPRARA
KENTON HERBERT COKER
MERRILL HERBERT DAVIS
JACK H LEE
LE ROY MOATS
ALBERT H SNIDER JR
REESE D THOMPSON

26- DETROIT, MI

LAURA M THOMPSON

85- PITTSBURGH, PA

WILLIAM R ALLEN
CHARLES J BANACHOSKI
GREGORY S BRYANT
ARTHUR R CHESS
FRED COBBS
CHARLES E COMER
JAMES E COWANS
NATHANIEL J DANIELS JR
EVERLEAN DAVID-JOHNSON
NICHOLAS J DRAPALA
ROBERT FRANCIS FETSKO
ROBERT GODWIN
MILFORD C GRAHAM
GARY W GRESH
WAYNE E HANKS
RICHARD HARDTS
ALLEN E HARRIS
LINDA L JEANETTE
CLIFFORD A KAROLAK
THOMAS M KINZLER
WILLIAM P KISTLER
NORMAN LANKEY
JOHN R MC CANN
MICHAEELEN K MEREDITH
ROBERT B MEYERS
GODFREY T MOORE
LEO M NESTLER
GEORGE J ORY
RALPH OXENDINE

CHARLES E RYAN
ANNIE W SCATES
WILLIAM L SCOTT
RICHARD E SNYDER JR
GEORGE J TOMASIC JR
JAMES WILDER
ANTHONY R ZICCARDI

89- NEW CASTLE, PA

NICK D CATARCIO
JEFFREY P JONES

107- HAMILTON, ON

EDMUND N GRAHAM
WILLIAM SISAK
ROBERT W THOMPSON

113- TORONTO, ON

JACK ATHERTON
CHARLES ATTARD
WILLIAM BALFOUR
ONOFRIO BARBIERI
DANA DEAN BEDFORD
LIONEL BENJAMIN
MANUEL P BORG
ANNE BROWN
KERRY DONALD CALDER
JOHN W CAMPBELL
RICHARD V CARUANA
SUSAN CLOW
RICHARD F COLYER
WALTER COPETTI
FRANCIS P DENEALT
RENZO DURANTE
ALFRED E GEBERT
VINCENT GILLEN
HANS RICHARD GRUBNER
ALEXANDER R JACOB
PETER E JAUE
PETER LECH
SAM LOTUFO
KENNETH N MALLETT
ANTONY MARLEY
MICHAEL J MC CAUGHEY

JOHN M J MC CLUSKEY
DANIEL MC GUIRE
JENNIFER MYLES
MICHAEL NESBITT
RAYMOND O'CONNOR
ARTHUR BERTRAM OWEN
PETER PETSINIS
JOHN J SARDELLA
JAMES STEVENSON
PAUL C VON ZUBEN
JOHN WALKER
THOMAS WESTLAKE
HARRY C WILKINS
PETER YAREMA

164- WILKES-BARRE, PA

KARL M ZUZEL

192- OAKLAND, CA

RICHARD A BENNETT
JOHN BUTTERFIELD
CLIFFORD EUGENE GREGG
ALEX J JONES JR
PAMELLA J LACY
CELSE SALAIZ JR
JACQUELYN SWANSON-
MOTHERSHED

241- CHICAGO, IL

DE WAYNE W ALLEN
WALTER B ALLEN
CONNIE M BOATMAN
JESSE BONILLA
ROBERT J BONNER
ROBERT C CALAMARI
GEORGE DAVENPORT
OZIE DAVIS
KENNETH L EDWARDS
TOM E ELERBY JR
MICHAEL FAIRCHILD
JOHN H GARCIA
ALPHONSO GOVAN
CYNTHIA D GREEN
PHILIP J GRZENIA

HARRY J HALL JR
KEVIN J HALLEN
GENE A HAWKINS
JAMES E HOBBS
CHARLES M HUNT
GEORGE J LAICA
SHIRLEY L LOUIS
GEORGE MYLES
VERNA REED
OSCAR RICH
ROSALIND R ROSENBERG
HECTOR E RUIZ
BONNIE M SANDERS
WALID M SHAAR
JEANETTE C SHARP
ROOSEVELT SIMPKINS
KEITH E SZLAK
MELVIN TOBIN
JOSEPH VALTIERRA JR
CYRUS E WASHINGTON
GARY WEATHERSBY
JAMES D WILKENS
HARVEY H WILSON
ALLEN C WOODARDS

256- SACRAMENTO, CA

TIFFANY T BURLIEGH
JONATHAN C SMITH
RUTH WILBURN

265- SAN JOSE, CA

RANDOLPH O FANNIN
RICHARD D NORRIS
ALFRED RHEM

268- CLEVELAND, OH

MICHAEL D JACOBS
THADDEUS STRENKOWSKI

279- OTTAWA, ON

YANCEY R W HAND
WILLIAM R MAC DONALD
JASMIN V MAJOR
MARTY P MC KALE

PHILIP A RIDGE
GLEN D SHESKAY
HENRI J TREPANIER
YOLANDA A WALLACE
SHARON A WRIGHT

281- NEW HAVEN, CT

MARY E BOSTIC
DAVID H WINSTON

282- ROCHESTER, NY

VINCENT G ARENA
LLOYD THOMAS

308- CHICAGO, IL

MEER H ALI
WILLIAM N BROWN
LISA T CHAMBERS
AMBRUS CRUMBY
SHIRLEY A DAVIS
COPELAND EDWARDS
CHARLES ELLIOTT
PATRICK J FORDE
RICK HARRIS
REGINALD T HAYES
DORA IVORY
JAMES JACKSON
JOSEPH JAMISON
JOHN W JOHNSON JR
WALDEMAR KASZUBSKI
BOBBY LARRY
SANDRA DAWN MITCHELL
WALTER W NOWAK
JASON RENTERIA
LAWRENCE ROSEBAR
WALTER F STASULAS
BETTY J STONE
JOE TANKSLEY
ADRIAN W TAYLOR
ANDRA TUBBS
LEONARD UPCHURCH
MINNIE L WAKEFIELD
DOUGLAS WILLIAMS
JOHN E WISDOM

416- PEORIA, IL

JAMES J DEWASME

443- STAMFORD, CT

WILLIAM G SPINKS

508- HALIFAX, NS

JOHN A GAMMON

558- SHREVEPORT, LA

J W STATHAM

BOBBY G WILLIAMS

569- EDMONTON, AB

JOHN DEAN

ROBERT MANCHUK

LAWRENCE A NOWAK

PETER J SCHELLEVIS

GEERT ZWIER

583- CALGARY, AB

HORACE W BENSTEAD

CONRAD BOUTET

KENNETH EDGAR CARLIN

THEODORE T COLLEDGE

JAMES S COOPER

THOMAS H COPELAND

PIUS FEIST

ROGER J MC DONALD

ROBERT WEBSTER

GARY WAYNE WISE

587- SEATTLE, WA

FRANK J BURNS

JOSEPH K FAHLGREN

WILLIAM E HAWK

JARED KILLEY

JOHNIE W MOIR

KIM P MYHRES

C DON REED

TOSHI YAMAMOTO

588- REGINA, SK

ARTHUR ELMOR PEARCE

589- BOSTON, MA

JOHN H ABUSHEERY II

PAUL ASH

EDWARD S BENN

CLIFFORD A BURRI SR

JOHN F CANAVAN

GERALD D COHEN

FRANCIS CONTRADA

EDWARD P DOOLAN

KENNETH L EDWARDS

BENNY EVANS

SPARTICO J GOBBI

JOHN W HARDY

WENDELL HENRY

CLIVE J KEAZER

FRANCIS L KIEHLE

EUSTAN C MARSHALL

JOHN MATSON

FRANCIS J MORRISON

ROBERT G MORSE

EDWARD J O'CONNELL JR

KEITH J O'DONNELL

ENDA S QUINN

CHRISTOPHER REANEY

STANLEY E SVENSSON

ARON TENENHOLTZ

JOHN J WALKINS

WILLIAM E WALLS

DONALD S WHITCHER

CHARLES D WYNOTT

615- SASKATOON, SK

RYAN KNELSEN

DOUGLAS D WINTER

618- PROVIDENCE, RI

KEVIN F HEALEY

STEVEN M MURRAY

ALLEN PRINCIPALE

627- CINCINNATI, OH

EUGENE P BRONDAVER

628- COVINGTON, KY

CHARLES E ENGLISH

682- FORT WAYNE, IN

LEWIS CARY SIMS

689- WASHINGTON, DC

RICHARD B BARLOW SR

GRADY L BARTON

GEORGE E BOSWELL

HARVEY L BOYD

LILLIAN R BRAXTON

BERNICE M CARTER

CAROLYN R COLBERT

LAWRENCE B COLEMAN

MICHAEL CURTIS

WILLIE DUNBAR JR

ANDREW E EDWARDS

WILMER L EPPARD

DOUGLAS M EVANS

RONALD W GIBSON

STEPHEN M GILL

ELIJAH GRANT

WILLIE R GREEN

JOE LOUIS GREENE

ALBERT G HILL

ANGELA D HOLMES

BEX M KENNARD JR

BYSUNG S KIM

HARRY ARNS KLOTTER

ODELL MATTOCKS JR

ROBERT L MILES

RODNEY MINOR

HARVEY B NORRIS

DANIEL C PERCY

SOLOMON B PETERSON

JOHN J PHILLIPS

WILLIE L PRICE

OSWALDO C VILLARRVEL

MICHAEL K WELCH

CHARLIE N WHITE

RONALD E ZELL

694- SAN ANTONIO, TX

ROBERT G RUIZ

713- MEMPHIS, TN

WILLIAM A HERRON

JAMES E LANGSTON

ROBERT MC COY

MELVIN RICHARDSON

714- PORTLAND, ME

THOMAS R MAC LEAN

725- BIRMINGHAM, AL

CLARENCE MILLER

726- STATEN ISLAND, NY

JOSEPH AGURTO

LAWRENCE J HANLEY

ROBERT JANTZ

ROBERT KAISER

HERBERT KILGORE

DOMENICO PEROSINO

MARTIN SCHWARTZ

732- ATLANTA, GA

PERCY D ADAMS

BERNARDO CHILDS

JACQUELYN HACKNEY

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