

The news and information
publication of
ATU Local 1005
Prepared and
distributed by the Education
Committee



“From the depth of need and despair, people can work together, can organize themselves to solve their own problems and fill their own needs with dignity and strength.”

Cesar Chavez, American
Activist and Labor Organizer

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The 1005 Line

For The People Who Know Where They Are Going

September / October 2011



TRANSIT FUNDING RALLY

We have had a busy summer! September 20th was the first nationwide transit funding rally protesting the proposed 30% federal budget cuts that could destroy our transit systems across America.

Here in the Twin Cities, transit support was shown by city, county, and state officials, in addition to riders and members of Local 1005.

Bill Neuendorf/Policy and Program Director of TLC (Transit for Livable Communities) hosted a variety of speakers that included Todd Klingo, President of Minneapolis Regional Chamber of Commerce (who also spoke for peer Matt Kramer-St.Paul Regional Chamber of Commerce); Peter McLaughlin/Hennepin County Commissioner; Michelle Sommers/President ATU 1005; Barb Thoman/TLC Executive Director, Attorney Chris Bell (American Council for the Blind, Minnesota Consortium for Citizens with Disabilities). The speeches were all spirited. Here are a few:

Todd Klingo said, “89% of the business members (St.Paul/Mpls. Chambers of Commerce) were in favor of moving forward aggressively on transit initiatives and projects in this region. They see that construction costs are lower right now, projects would create many good jobs, and there would be traffic relief, economical development and improved environment for everyone. They are not interested in going back, but moving forward to improve our quality of life with better bus, light rail and commuter rail.”

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LOCAL 1005 OFFICERS

**President/Business Agent
Michelle Sommers**

**Vice-President
Dorothy Maki**

**Recording Secretary/
Ass't. Business Agent
Dan Abramowicz**

**Financial Secretary/
Treasurer
Tommy Bellfield**

**ATU Local 1005
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8 a.m. - 4 p.m.
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Calendar

**Education Committee
Meetings - 11:30 a.m.
October 18th
November 15th
December 20th**

**Membership Meetings
October 25th - Mpls.
November 27th - St. Paul
December 22nd - Mpls.**

10:00 a.m. - 7:00 p.m.

OFFICER'S CORNER

**Tommy Bellfield
Financial Secretary/
Treasurer**



MY FIRST TERM

As we are nearing the end of my election term, I am reminded of some of the events that have taken place during my first term in the union office. The first thing that comes to mind is the challenge to the election that a group of members filed with the Department of Labor (DOL) against the union. So right away during my first days in office we were under investigation with the DOL. Since the duties of running an election is the responsibility of the Financial Secretary/Treasurer, which, as you know, is the position that I ran for, I had to supply the investigator with all requested information and documents. It made me feel that I had done something wrong even though I had nothing to do with this particular election.

The next event that took place within my first year in the union office is when a Rochester City Line's (RCL) employee filed a complaint with the National Labor Relations Board (NLRB) saying that he didn't want to become a union member and he was never told about his option of becoming a Beck Objector. Once again, this is something that I knew nothing about. This is an option that employees of a private company can choose when the employees are represented by a union. I also had to provide the NLRB investigator with all documents of any correspondence that had taken place between the employee and me. Since I didn't know anything about being a Beck Objector there were things that the union office had to do to make good with this and other employees of RCL, according to the NLRB.

Other events that happened include the battle between ATU Local 1005 and another bargaining unit over the payroll clerks, which had been going on for a few years before I was elected. That battle was won by ATU Local 1005 and the payroll specialist were put back into ATU Local 1005's bargaining unit during the time I've been in the union office.

I've had my first time experience being involved in negotiations for a new labor contract. This was a lengthy process due to the lack of funds because of a bad economy and other items that we could not agree on.

Continued on page 5

Union Meeting Highlights

July 2011

Executive Board Recommendations

The Minnesota Wild are scheduled to host the New York Rangers at the Xcel Center on Tuesday, March 27, 2012 (the 4th Tuesday). A motion was m/s/c to hold the March 2012 monthly Executive Board meeting and membership meetings in Minneapolis.

Arbitration Requests

A South mechanic technician requested arbitration after being discharged for violations of a Final Record of Warning, Met Council Policy 4-6 (Employee Conduct) and Met Council Procedure 4-6a (Code of Ethics). This case will go to arbitration.

An MJR operator requested arbitration after being discharged for violating Metro Transit's Operator Policy (Absenteeism). This case will not go to arbitration.

Financial Secretary/Treasurer's Report

The following member passed away this past month:

- Gerald (Jerry) A. Smith, Retiree (driver and husband of Joann Smith, former ATM)

Members stood for a moment of silence.

President's Report

Two arbitration awards were received since last month's meeting regarding an accident and Work Comp fraud. Both were denied.

First Transit members ratified their first contract on July 17, 2011.

The "state shutdown" is over. The newly-signed biennial transportation budget includes a \$52 million reduction. Metro Transit issued a statement to employees addressing the new budget. New operators won't be hired until March 2012.

The County Transit Improvement Budget was discussed briefly.

A campaign for future transportation funding is being planned for 2012.

Members were reminded of the upcoming ATU picnic on Sunday, August 7.

Members "passed the hat" for pledges to the American Cancer Society.

Education Committee

Advisor

Dorothy Maki

Chair

Melanie Benson

South

Liz Goldberg

Stacey Taylor

Heywood Office

Ilona LaDouceur

Rec. Secretary

Nicollet

Alec Johnson

Ryan Timlin

Twaya McIntosh

Blayne Williams

Ruter

Anastasia Bloodsaw

Jackie Williams

Scott Lindquist

East Metro

Philip Jarosz

Doug Barton

Heywood Garage

Faye Brown

Vice Chair

Walter T. Curry, Jr.

Debbi Sievers

LRT

Carl Rice

Lisa Callahan

725 Bldg.

Stephen Babcock

Layout

Editorial Board

Ken Dolney

Mark Lawson

Gary Bier

Continued on page 4

August 2011

Light Rail



Carl Rice #6223
Lisa Callahan #6716

The new rulebook is in effect.

The new 12-week pick has started.

The parking lot is getting smaller, with the new construction for the Central Corridor.

Most of the second floor has moved to their new building .

Don't forget to get your first vacation pick slip in for passing of weeks to 2013.

Did you know that the Central Corridor is 30% done?

Please remember when the lights and gates start, DON'T cross. There are lots of eyes and cameras watching. BE SAFE. Safety before schedule!

NO EXIT

© Andy Singer

WHAT IS THE MOST EFFICIENT WAY FOR FIFTY PEOPLE TO GET TO WORK?



SINGER

Executive Board Recommendations

Crystal Sugar sugar beet workers have been locked out by the employer for the last three weeks. Donations are requested to be made to MN AFL-CIO, "BCTGM Lockout 2011." A motion was m/s/c to donate \$5,000.00.

The Minnesota AFL-CIO is holding a WE ARE ONE Legislative and Political Conference on Nov. 15-16, 2011, at MNA & SEIU Healthcare Offices (345 Randolph Ave. Suites 100 and 200). Registration fee is \$65 per person. Room rates at St. Paul's Crowne Plaza Hotel will be made known soon. A motion was m/s/c to send up to eight (8) Executive Board members (three officers and five members).

A conference called *Organizing for Power – Wisconsin and Beyond* is happening Friday, Sep. 16 and Saturday, Sep. 17, 2011, at Macalester College. A motion was m/s/c to endorse.

The DFL Women Legislators Conference is happening September 27 from 5:30 – 7:30 p.m. A motion was m/s/c to sponsor the event at a cost not to exceed \$500.00.

Arbitration Requests

Michelle Sommers presented the case of ATU Local 1005. The union is requesting arbitration for Metro Transit's abrupt cessation of the Restricted Duty Program, citing several contract violations. After a brief explanation a secret ballot was cast. This case will go to arbitration.

A janitor requested arbitration for being issued a Written Counseling (sleeping). After a brief explanation in which Mr. Vang appeared a secret ballot was cast. This case will not go to arbitration.

An MJR operator requested arbitration after being held responsible for a bus accident. After a brief explanation in which the operator appeared, a secret ballot was cast. This case will not go to arbitration.

Financial Secretary-Treasurer's Report

The following members passed away since last month's meeting:

- Raymond Hojsik, Retiree – Driver #2310
- Frank Eckert, Retiree – Driver #7003

Members stood for a moment of silence.

President's Report

Several arbitration awards were received since last month's meeting: Two were denied, one was sustained (won), and one was settled.

ATU has been given reason to question our involvement in Metro Transit's Safety and Security Committee. Committee meeting minutes have been requested to examine the committee's effectiveness in resolving operators' issues.

The federal transportation budget has not been resolved yet. Significant cuts in the budget still may happen, approximately \$1.5 trillion. A “super committee” has been assembled to put a proposal together which could only be accepted or rejected as a whole – no “line-item” adjustments.

A committee has been formed to educate members about where their paychecks come from. Permission has been granted to talk to members on the properties, to encourage members to contact their legislators about transit funding.

The union is updating the website, adding features to collect members' information for easier communication. It is planned to debut by the end of September.

“Pledge” forms are being prepared to distribute to members interested in volunteering for various projects.

Metro Transit and ATU 1005 have met to discuss janitors operating a new pressure washing system installed at the LRT Lake Street Station. A new position was also discussed called “outside janitor” which would increase pay slightly for working exclusively outside.

New office space at the Union Labor Centre is near conclusion as to when we can sign a lease and move in. We're waiting for a final cost analysis from the management company.

The State Fair starts Aug. 25 and will end on Labor Day, Sep. 5.

New Business

A member inquired about the CBA language requiring a minimum number of one-piece runs in the system.

Officer's Corner *continued from p.2*

I got the opportunity to attend the ATU International Convention, which is the second convention that I've attended, and I was part of the credentials committee. At this convention we saw a changeover in the leadership that the ATU has never seen before. Lots of tension amongst many of the locals resulted after the election of the new officers. This led to an election challenge filed with the Department of Labor (DOL) by one of the unhappy locals. This sounds all too familiar!

As you can see, I've learned quite a bit during my first term and still there's much more to learn... Through all that has happened during my first term, I really enjoy being a Financial Secretary/ Treasurer!

Tommy L. Bellfield Sr.

East Metro



Philip Jarosz, Dr. #65015
Doug Barton, Dr. #68273

September 2011 marks the 10th anniversary of the East Metro Garage.

Our new kitchen in the driver's room should be happening soon. The funds have all been approved and things are moving forward. It will be built by maintenance and put in place later in this year.

We have had a couple of retirements: Drivers Jarrold Beryoesky #8871 and Ken Zimanski #2741.

Joshua Yeuing # 70262 has moved on to maintenance.

The system pick had 17 drivers leave East Metro. A big welcome to the 14 that have made East Metro their new home:

Charles Green # 1178
Jay Jensen # 9157
Michael Veezmeercch # 9896
Gregory McClellan # 65176
Rafael Valle # 67038
Steven Hanson # 68201
Mai Xioug # 67316
Tou Lyfoung # 67195
Pao Moua # 68318
Bruce Nelson # 70002
Dwayne Mozris # 70007
Mahmound Azar # 70203
Jill Thomas # 70208
Barbara Riley # 70210

James Minell # 2027
is the new member on the East Metro Safety Security Committee.

Commuter Rail Big Lake



Northstar Junior Conductors

On a sunny Saturday in August, a group of inner-city children had the undivided attention of the Director of Commuter Rail, Ed Byers. Ed hosted the group led by Vernon "Chico" Rowland. The goal of the day was to give inner-city children the same experiences that suburban children have. The group embarked at Target Field station and took the train to Big Lake Station where they had lunch and then headed back to Minneapolis. The children received conductor hats and goodie bags and were given tickets to turn into the Northstar conductor.

Goodbye and Good Luck

In the month of September, we say goodbye to Stephen Sutherland and Tom Martinson. Stephen will be the new QAQC Inspector for Central Corridor, located in Sacramento, CA. Tom has worked at Metro Transit since 2008 and started with Northstar in July of 2010. We wish them the best in their future adventures.

Close Call

Budget bills signed on Wednesday, July 20th ended the 14-day State Shutdown. State workers returned to work on the 21st. Metro Transit's shutdown contingency plans have been shelved for now (hopefully forever). The current budget reduces transit operations by \$52 million, which is a vast improvement over the \$109.4 million which was originally proposed. This news halts plans for rate increases and service reductions. However, adjustments will continue to be made to account for the \$52 million cut.

Organizing for Power – Wisconsin and Beyond

A Labor Notes School

Melanie Benson, Driver 854

"Labor Notes is a media and organizing project that has been the voice of activists who want to put the movement back in the labor movement since 1979. [They] publish a monthly magazine, a website, and books, and hold conferences and day-long schools that share the information workers need to fight back and win... Labor Notes is also a network of rank-and-file members, local union leaders, and labor activists who know the labor movement is worth fighting for..."

- from the program for the School

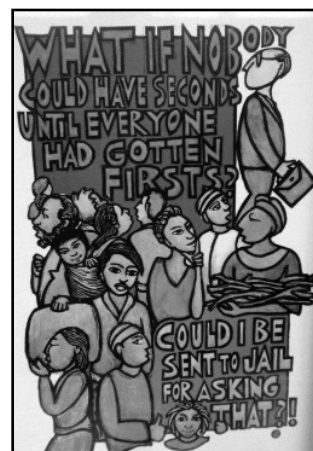
Two hundred unionists and others attended a Labor Notes School at Macalester College in St. Paul September 16 and 17. The conference, endorsed by many labor organizations, including ATU Local 1005, drew together speakers from around the country who shared their experiences with a lockout, a strike, mass demonstrations, organizing and international solidarity.

After a welcome given Friday evening by Peter Rachleff, Professor of History at Macalester College, four people spoke:

Ken Spatta, a steward for the Communication Workers of America, from New York City, described creative ways the workers have been conducting the strike against Verizon. Roving pickets followed the scabs everywhere, with whistles and bullhorns, to throw off their concentration – to their hotels; to telephone poles; and to the manholes, where torrential rains had aided the strike by disrupting phone cables ("Mother Nature was a union mother.") They picketed the Verizon mobile stores and planned to picket Yankee Stadium. "We attacked and we didn't stop," he said. "The passion and unity shown by the union members was phenomenal."



Mark Froemke's remarks followed a slide show spelling out the issues in the lockout of workers at highly-profitable Crystal Sugar in Minnesota and the Dakotas. (See article 'How Sweet it Isn't,' also in this issue.) Froemke works as a staff person for the AFL-CIO to



Artwork by Ricardo Levins Morales

coordinate solidarity. He formerly worked at the East Grand Forks beet plant. “We’ve got to win. That’s just the fact. Our members don’t want to live on their knees.”

Peggy Coyne, President of the Madison Teachers Union, spelled out some of the issues that sent teachers and students to the Wisconsin State Capitol, and the timeline of events that eventually led to occupation of the capitol building. Students had communicated with Tweets, organizing to walk out 24 hours before the teachers. One thing she taught is that “Everyday people who have a passion for truth and justice can start a movement.”

Inspired by the fight, an influx of teachers, students and supporters from all over the country eventually culminated in crowds exceeding 100,000. While there was a tremendous amount of media coverage, some of it was negative. “When did it become possible that this country could vilify teachers?” Coyne asked. “There is a handful of billionaires. We outnumber them and have the power... We can change hearts and minds. We refuse to be demonized, we refuse to be paralyzed. We can take it to the streets!” Ms. Coyne then repeated the phrase that became famous throughout the struggle in Madison and in the marches in solidarity with the teachers that took place all over the country: “This is what democracy looks like!”



Jane Slaughter from *Labor Notes* addressed three myths about the economy:

- 1) The country is broke. WRONG. There would be enormous wealth if the corporations paid taxes. Last year corporations made \$1.65 trillion in profits and paid the lowest taxes in sixty years.
- 2) Everybody has to pitch in - or - We’re all in this together. NO. CEO

salaries have gone up 29%. There is no equality of sacrifice. “The Greek workers understand that they didn’t create their crisis, and they shouldn’t have to fix it.”

- 3) The biggest problem is the deficit. WRONG. The biggest problem is JOBS. The economy is 70,000,000 jobs short.

She also enumerated six lessons we can learn from the events in Wisconsin:

- 1) If there’s a big crisis, we should act like it!
- 2) Workers don’t have to ask for permission to stand up for themselves.
- 3) The public can be supportive. Polls have shown 72% support for public workers.
- 4) Unions need to educate the public instead of accepting the blame.
- 5) Unions need to defend the public good instead of the “inside game” or a “seat at the table.” We need labor/community alliances, to maintain services, and to show the public a human face instead of a “shadowy special interest.”

Heywood



Ilona La Douceur #66048
Faye Brown # 6331
Walter T. Curry, Jr. #3815
Debbi Sievers #64222

DISPATCH

This pick was a system pick, so some chose this time to move around. The hope is that we picked carefully and wisely since we will be there until September 2012.

SAFETY

We all worked together and made the State Fair a drive-safe environment. Thanks for a good job. Also remember that schools are back in session. Take extra care, especially around the U of M area with the construction work of light rail underway. Time has been added to the schedules, so slow down and watch for pedestrians, bicyclists and construction workers.

MAINTENANCE

All the construction at Heywood is for the above-ground tank, so remember to follow pull-in detours.

New series buses 1240 to 1309 will be arriving at Heywood shortly.

The 1005 Line

Remember, you can always access past and present issues online at www.atu1005.com on the Education page.

You can also see the results of arbitration votes and other meeting results.

Nicollet



Melanie Benson #854
Twaya McIntosh #9002
Alec Johnson #66034
Ryan Timlin #66279
Blayne Williams #77

TRAINING

The training department is offering refresher Safety Keys classes. If you haven't taken Safety Keys in a while, expect to be contacted.

WELCOME

...to the following drivers who have transferred to Nicollet Garage with the new system pick: Drivers 6367, 61, 70050, 8904, 9601, 8806, 70213, 64008, 6497, 70223, 1685, 9873, 70206, 6854, 70227, 66150, 70251, 68279, 69189.

FAREWELL

...to the following drivers who have transferred to other garages: Drivers 67038, 9364, 377, 67117, 67195, 2016, 68213, 68201, 64222, 70031, 68318, 65087, 65151, 70074, 66016.

MAINTENANCE

The ventilation system has been undergoing repairs. Drivers are asked not to leave the buses idling in the bays while there is no ventilation.

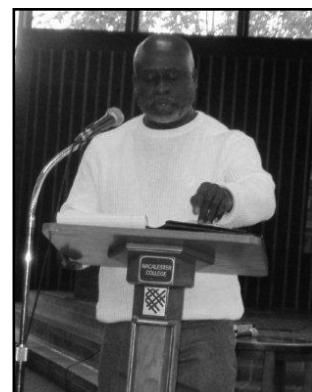
RETIREMENTS

Ed Soltau (Special Ed), Driver 415, retired on September 6th with 27 years of service. We wish Ed the very best.

She concluded that, although the government is captive to the wealthy top 1% of the population, people still believe in democracy. The government could be ours. We need to plan an offense, not a defense, to make a plan for action and to "change the common person's common sense."

On Saturday, Todd Dahlstrom of the SEIU gave a demonstration on wealth inequality, asking those in attendance who had personally (or knew people who had) been affected by foreclosure, unemployment, healthcare issues or deportation. Clearly, these issues had affected everyone in the room. His conviction is that, "We can turn this ship around. It doesn't have to be this way."

The keynote speaker was Ken Riley, President of Local 1422 of the International Longshoremen's Association, the most powerful black organization in South Carolina. In 1999, 660 riot police were called in on to confront 50 dockworkers. Five of the union members were put under house arrest. With a militant campaign of national and international solidarity (demonstrating the critical function of those who transport goods), the Charleston Five were freed. The struggle was memorialized in the book *On the Global Waterfront* by Suzan Erem and E. Paul Durrenberger.



Riley's message was powerful and unequivocal: "There's a war going on against working men and women, and we must treat it as a war. There will be casualties and deaths (including those deaths caused by inadequate health care). This war is being waged by the media, capital and the corporate world, and it's a war we must win for our children and grandchildren with strategic, militant action." After describing the importance of labor investing in the South (a third-world alternative with cheap labor), Riley analyzed the events in Madison, Wisconsin.

"My heart still bleeds for Wisconsin, and the missed opportunity there. The struggle was phenomenal, a magical moment, and it was handed over to the AFL-CIO while capital sat on the sidelines and took notes." With the eyes of the nation on Madison's momentum and excitement through unparalleled coverage by MSNBC, visitors to Madison, and the support shown around the country and around the world, he suggested, labor could have called (or at least threatened) a general strike. "Labor must raise the threat level," he suggested metaphorically. "You may never have to pull the trigger, but don't be afraid to pull your gun."

Many workshops were held on Saturday, with the following topics: Contract Campaigns, Independent Labor Politics, Low-Wage Workers Organize, The Madison Movement, International Solidarity, Beating Apathy, FBI Raids and Civil Liberty Threats: Why It's Important for Labor to Take a Stand, and Direct Action: What It's All About.

The fruitful and inspiring day ended with a plenary session featuring Jane Slaughter of Labor Notes; Joe Burns,

author of the recently-published book *Reviving the Strike: How Working People Can Regain Power and Transform America*; and Gerardo Cajamarca, a labor movement activist in Colombia and the U.S. and a very intense speaker.



Cajamarca, from Colombia, drew lessons from the union organizing he's done in both Colombia and the U.S. "If unions want to move forward, they must confront laws, disobey and transform. Laws are made for the interests of the multinationals and dominant blocs." Recommending a book called *The Haves and the Have-Nots*, about income equality in

America, he challenged us not to just pay dues and wait for an organizer, but ask ourselves "What can we do in our workplace?" and "What can I do today, right now?" He suggested that, "We have forgotten how this country was built, the history of struggle that bettered the conditions of humanity."

Toward the end of the session, Gladys McKenzie (AFSCME) invited two women to the podium who have been conducting an ambitious campaign to organize child-care workers.

Overall, the school was democratic, participatory and inspiring – just the way unions should be.



Organizers of child-care workers were offered assistance by other unionists present.

MJR



Jackie Williams #66180
Anastasia Bloodsaw #2297

Congrats: Safe Operator Awards - Michael Pieri 8815 (20 years); Kevin Whelan 2127(11years); Jacqueline Williams 66180 (3 years); Phuntsok Dhundup 70205 (1 year)

According to our Operator Rule Book Guide Section 3 Page 3, everyone we encounter in the public is either a customer or a potential customer. We know individuals form judgments of us and Metro Transit according to how we act. We know we are to act professionally every time we wear our operator uniform. There is absolutely no excuse for rudeness.

REMEMBER : We are Metro Transit in the eyes of the public, customers and noncustomers alike. MJR bus operators have averaged 22 behavior complaints/months (154 total year-to-date). We can reduce that number by staying professional and courteous to everyone.

Hey, the MJR Club is looking for cooks and servers: Must have pleasant personality and enjoy serving others. You will be utilized on a rotating basis. If interested, see your ATM. The MJR management team will determine work assignments for each event. Thank you.

Longshore Workers Block Trains, Shut Ports to Protect Good Jobs

By Evan Rohar, Labor Notes

An attempt by a big grain exporter to operate a new state-of-the art facility without longshore union labor has met stiff resistance from the rank and file in the Pacific Northwest. EGT Development planned to run its \$200 million terminal in Longview, Washington, without the Longshore union (ILWU). Longshore workers vowed to save these good jobs. They began in July with simple protests and escalated to massing on railroad tracks by the hundreds to physically block grain-hauling trains. A hundred were arrested when they invaded EGT's terminal. The revolt intensified September 8 when 800 dockworkers from Washington and Oregon invaded the EGT terminal and opened the hoppers on a train carrying 10,000 tons of grain. The ranks in Tacoma and Seattle had activated strike teams. A rumor that police broke International President "Big Bob" McEllrath's arm in an earlier scuffle put gasoline to the fire. Members started making phone calls at 9 p.m. Ports in Tacoma and Seattle shut down in wildcat actions as workers headed for Longview. They met there, about 130 miles south of Seattle, at 4 a.m. and dumped grain from 70 cars of the 107-car train. Every other major grain terminal on the West Coast is operated by ILWU labor, and the union asserts that EGT's goal is to break the union, ending generations of good jobs.

WHO'S VIOLENT?

Union members have shown considerable restraint in the face of a tough situation and constant provocations from police and EGT employees. An EGT worker ran his car into two ILWU members without penalty. A longshore worker allegedly kicked a car that followed, dented it, and was charged with a felony. The union says allegations that workers held six security guards hostage for four hours were a fabrication of the Longview chief of police. Local 21 President Dan Coffman confronted the chief about the lie. "He denied he said it and tried to modify his story," said Leal Sundet, one of four ILWU officers on the union's coast committee. The mainstream press latched on, publishing inflammatory pieces decrying the violence. "I'd be surprised if it wasn't set up purposefully by the PR firm hired by EGT," Sundet said. "Anything that labor does is portrayed as some kind of act of violence." A camera caught police grabbing one union member by the throat. "Who's telling the truth here?" asked Coffman. "We have a city government here that's basically EGT's security force. They're beating up people that have lived in this community their entire lives." Coffman says members are furious that police singled out the union president in a crowd of 400 and tackled him to the ground. (McEllrath was detained and released.) EGT has hired Special Response Corporation, a security firm based in Maryland that specializes in strikebreaking.

ARRESTS

After the September 8 action, police began plucking members out of their homes, off the streets, and out of parking lots. Ten days later, about 35 had been arrested, mostly on misdemeanor trespassing charges. All have been released, and the union is paying their \$250 to \$500 bail. "They're rounding us up like we're murderers," Coffman said. Five police dragged one union official out of his car by his hair, roughed him up, and slammed him into the back of a squad car. Another member was hauled away while caring for his children, two and seven years old, leaving them to fend for themselves in an empty house. Yet another, a part-time minister, was arrested by police wielding assault rifles. Insisting the one-by-one manhunt was unsafe, ILWU attorneys approached the Cowlitz County sheriff to coordinate the orderly surrender of the entire membership of Local 21—all 200 members. The 200 marched silently in two lines from the union's hiring hall to the courthouse, accompanied by a third line of family members and retirees. Coffman offered his membership up for arrest. According to workers listening to the police radio band, 30 officers in full riot gear waited inside while the unionists waited outside. A sheriff spokesman—emerging later to talk to media—said they were unprepared to arrest so many. Three hours later, police arrested Local 21 Vice President Jake Whiteside in a church parking lot, handcuffing him in front of children and the elderly.

NLRB A 'TOOL OF COMMERCE'

The authorities' attempts to quell the uprising in Longview have so far had little impact. Workers defied the

initial temporary restraining order, sought by the NLRB, that banned any picketing that blocked cars or trains. After the grain-dumping, the NLRB sought an injunction against the protests. EGT wanted to force the union to order its members to cease any picket activity. “We don’t care what the board thinks,” Sundet said. “We have no respect for it. It’s a tool of commerce.” At an injunction enforcement hearing, the judge ordered the union to pay for the ruined grain and damage to the terminal, pending a study of the cost. A federal judge issued the injunction, ordering workers to obey the Taft-Hartley law and not to block movement in and out of the terminal.

Initially EGT wanted to operate its facility without a union. But the company settled on a subcontractor that hires through Operating Engineers Local 701, a black sheep organization expelled from the Oregon building trades council for previous raids. Union members put about as much stock in the AFL-CIO to resolve the conflict with the Operating Engineers as they do in the NLRB. Motions passed in the Washington and Oregon state labor councils and the Southwestern Washington building trades convention failed to budge Local 701.

AFL-CIO President Rich Trumka ruled the dispute a jurisdictional matter, but ILWU won’t pursue charges because it will entertain no argument that any other union has rights to longshore work. Sundet noted the irony of Trumka’s quietude while the ILWU fights for its life. As president of the Mine Workers, Trumka led the 1989 Pittston strike, which used waves of mass civil disobedience to occupy a coal processing plant, resulting in injunctions and fines that—on paper—bankrupted the union. “The tactics they used were successful at the end of the day,” Sundet said.

SOLIDARITY FROM NEAR, FAR

ILWU activists say they are confident. The union relies on direct local-to-local solidarity for its power, on a global scale, and messages of solidarity are pouring in from all over—including Wisconsin. Longview is a densely unionized sawmill town; even small bars are organized. People understand the struggle, and they’ve backed the union, putting signs in shop windows. A retired sawmill worker walked into the Local 21 office, handing Coffman \$20 for the strike fund. “Working people are figuring it out,” said Coffman. “The 98 percent, we better join arms.” The EGT facility could change the West Coast grain industry. Grain elevators in Montana load rail cars that shuttle back and forth from Longview. Grain is transferred to waiting ships in a highly automated process—the terminal might employ only 30-50 workers total, 40 percent fewer than other terminals on the coast. Looming over the confrontation was the Pacific Northwest’s master grain contract, set to expire October 1. The union and the employer group, which EGT refuses to join, reached a new master agreement September 14. The tentative agreement lasts a year, includes a \$1-per-hour raise, and follows the pattern set by previous contracts. The ILWU’s bold action looks to have isolated EGT, holding off its bid to ratchet down standards in the industry—for now.

Reprinted (with thanks) from Labor Notes newsletter. For more information or a subscription, contact Labor Notes at www.labornotes.org

The Longshore Way

At a time when most union action is perceived as press-ganging members to get out the vote or get to a rally, the Longview protests look like something out of the ILWU’s origins in the tumultuous 1930s. The union’s cohesiveness comes from its particular history. The 1934 San Francisco general strike won the hiring hall for all longshore locals on the West Coast. Known to members simply as “the hall,” it replaced the managerial favoritism and bribery of the shape-up with a system in which the union decides dispatch procedure. Union dispatchers, paid by the employers but elected by the rank and file, divvy out the jobs according to the union’s rules. Leal Sundet, an ILWU coast committeeman, says the hall is the reason the union can mobilize hundreds of people at a moment’s notice. Hundreds come there to obtain their work every day. They talk about life, and issues facing the union. The hall also gives workers a measure of autonomy mostly lost for other workers. “If I wake up in the morning and decide I don’t want to work, I just don’t go down to the hall,” Sundet said. “There’s no penalty for that.” Add a bred-in disdain for employers to the potent combination of freedom and daily rank-and-file socializing, and the union’s militancy becomes a little clearer. “People know what they have,” said Sundet, and they’re willing to do anything it takes to hang onto it. We always have. Our union was born of the struggle.

Peter McLaughlin said, "President Obama has reminded us that in times of great crisis this country has invested in its future. Like President Franklin Delano Roosevelt investing in relief, loans, and jobs through a variety of federal agencies, we have consistently invested in our infrastructure. The biggest example of all was President Lincoln (Republican 1860-1865) who pushed for the building of the Transcontinental Railroad at the height of the civil war, which was the greatest crisis of our nation. This is what we need today---a great nation doesn't hesitate, a great nation doesn't pause, a great nation doesn't vacillate. We've had a great history of investment in this state....in people, our education system, but also in infrastructure: whether it's the airport, the highway system or now transit. A great state doesn't pause. A great state doesn't vacillate. A great state doesn't wait for the future to happen. A great state and a great nation invest in the future and create that future hand in hand with the workers, hand in hand with business, hand in hand with our community, and that's what this legislation is all about. We've got to be like the ATU fist, strong, resolute, tightly-clenched."

Chris Bell was a powerful speaker, too: "Let's say it like it is, folks: We are facing a moral crisis in our political culture today. We have people that have been elected, that believe that it's only about individuals... it's only about what **they** can get...how much money **they** can make. ...how many taxes **they** don't have to pay. And the rest of us....eh...you have to get your own! If you can't get your own, that's **your** problem. Imagine... imagine the 2% sitting in a big boat and there are the rest of us 98% in the front of the boat, and the 2% sitting in the back say, 'Hey, your end of the boat is sinking!' Ha! It doesn't work that way, folks. We have to be together. We are a community. Government is a reflection of our community values....and we need to tell it straight... the people that want to cut transit, and the people that want to cut Medicare and Medicaid are acting immorally." Chris went on to tell a story of one of his clients, that he gives free services to, who is trying to make it on \$400.00 a month Social Security - and how not everyone can afford a car and all the costs of upkeep. "Transit gets us from point A to point B at the time we need, at a price we can afford. We don't need to be cutting transit. I urge you to support transit. Go Transit!"

www.supporttransit.org



*Special thanks to the **ATU 1005 Transit Funding Committee** that worked hard to educate the membership about cuts aimed at our passengers, our buses and our jobs:*

(From left to right) Cahen Barrett, Gary Bier, Trabrese Reese, Kurt Anderson, Maria Hennes-Staples, Stan Green and Jeff Street.

For older people who still like the great outdoors...

Will Medicare cover this????



Running Time Committee Update September 2011

In this update:

*Heywood operators assist with schedull adjustments on Routes 10 and 59
Routes 6 and 22 up next for review.*

Three Heywood bus operators recently participated in a Running Time Committee to improve the schedule on Routes 10 and 59.

The Running Time Committee is an evolution of the schedule work group process that has been used to increase the opportunity for operator input on future schedule adjustments.

As part of this process, the On-Time Performance Committee, which includes representatives from Bus Operations and Service Development, recommended which routes needed attention from a running time or schedule perspective. Next, the On-Time Performance Committee met with garage coordinators and ATU staff to present their recommendation and select routes to work on for the December 2011 pick.

Routes 10 and 59 were chosen by the Committee and the Heywood garage coordinator recruited operators with good knowledge and experience with these routes to serve on the committee. **All** operators, however, were encouraged to submit OCRs with ideas even if they weren't on the committee.

The Committee, including the operators and garage staff, met to discuss issues related to route performance on routes 10 and 59 and provided input on possible solutions. Service Development used this feedback, along with a thorough analysis of actual trip data, to develop several recommendations. These recommendations were then reviewed with the Running Time Committee, including the operators.

The changes that the Committee recommended are scheduled to be implemented with the December 2011 pick. These changes include approximately 6-12 minutes of additional round trip running time on Route 10 and the extension of most Route 10C trips (ending at the Columbia Heights Transit Center) to the H terminal at 53rd Avenue and Central Avenue. The goal of these changes is to improve the schedule to reflect actual operating conditions and to provide more capacity on short line Route 10H trips to ease overcrowding on long line Route 10N and 10U trips to Northtown.

Other issues identified by the Committee for action included the evaluation of the light cycles at certain "problem" intersections and the evaluation of distances between bus stops on Central Avenue in Minneapolis. These issues are still being reviewed.

Similar running time committees will be convened this fall to consider the schedules on Route 6 and Route 22, with changes to those routes scheduled for March 2012. Operators and Nicollet, South, Heywood and Ruter garages will be asked to assist with this work. Please contact your Garage Coordinator to provide your ideas to improve these route schedules.

Past Schedule Reviews

December 2011 Routes 10 and 59

September 2011 Route 535

May 2011 Route 14

December 2010 Route 7, Route 5 weekends

725 Bldg



Scott Lindquist #6401
Stephen Babcock #3128

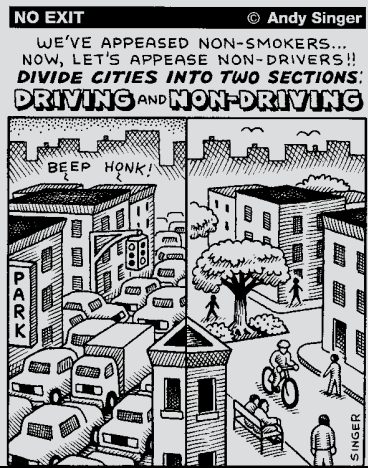
Electronic Farebox Department
"We need help!" The Electronic Farebox Department is short of labor as are many other departments. They are installing farebox equipment on the new buses coming in through December.

Training

Ten part-time operators are moving up to full-time with line training on routes 9, 12, and 16. Their training class started August 29th. There is a hiring ban on "new" operators from the outside.

Rail Support Facilities (RSF) located on 24th and Hiawatha Avenue is now open. They are the support facility for the Systems department (traction power, track and signals/scada.)

Rumor has it that the TMSA, (Transportation Managers and Supervisor's Associationment), is negotiating their contract with upper management and the council.



Free Fares

by Jackie Williams, Driver 66180

Part 1 of 2

As of September 10, 2011, the old red and white emergency transfers will be obsolete. There are certain guidelines for the new ones, though. Operators will be required to issue the new blue/white emergency transfers for malfunctioning fare boxes only. Operators will be required to write their driver number on the transfer, which could be time-consuming.

Imagine going to a computer store, new vehicle store, or furniture store etc., with a less-than-desirable attitude. You verbally abuse the clerk for following store policy and requiring you to pay for your purchases. You, on the other hand, flip out your cell phone and call the Corporate office and complain about the clerk's customer service skills. To keep you as a less-than-desirable customer, Corporate sends you a laptop, new car or new furniture.

If you disrespect the operator of a bus, don't fold your stroller prior to boarding, and pay only a portion of your fare, you too may be awarded and rewarded. Most complaints come from non-compliant rude passengers. These are forwarded to ATM's and sometimes placed in the operator's file. The ATM's are equipped with the ability to view and listen to what happened on your bus. They should only call you in when it's obvious you violated policy.

You, the operator, have been instructed to provide transfers to all who ask for them regardless of pay status. Most passengers know what key to press on your fare box to reward themselves, anyway.

...to be continued



Labor Day Parade participation increased for the third year in a row. Tommy Bellfield, Sue Mitchell and Marlin Jensen enjoy the beautiful day.

TRANSIT SAFETY/SECURITY COMMITTEE (TSSC) MEETING MINUTES

Disclaimer:

Due to format changes, these columns are not exact replicas of TSSC minutes. We cannot assure the accuracy of all data. The exact minutes are posted after each meeting at the operating garages.

July 2011

Members of the Committee Present:

Danielle Julkowski - Management Advisor
Christina House, -Committee Chair
Jerry Langer- MJR
Darrell Hanson, - Nicollet
Leatha Falls- FTH
Lisa Benson - South
Diane Rude - East Metro

Others in attendance:

Don Davis - Maintenance
Eric Isakson - TCC
MTPD
Debra Downing - Street Operations
ATU - Russ Dixon
Assistant Director, Field Operations - Brian Funk
Customer Relations - Pam Steffen
Marilyn Hood - Safety
Amina Wolf, Derrick Cain - Light Rail

CALL TO ORDER

Christina House called meeting to order at 10:00 am in FTH Chambers.

REVIEW OF MINUTES

June minutes were not reviewed

VISITORS

John Cook - ATM, FTH; Chang Yang - ATM, FTH; John Goswitz - Fleet Service Supervisor; Jeff Tatsuda - Intern; Peter Stumme (Nic Op) - ATM OJE, South; Brad Carlson - Nic Op.

POLICE REPORT

No Report

TCC REPORT

Eric Isakson in attendance:
• June 2011-Metro Transit
Call Type Number
RT 11058
PRTT 2456
Emergency request to talk 166

South



Liz Goldberg #1630
Stacey Taylor #70055

South Garage was constructed in 1981 at 2100 MTC Rd in Minneapolis. It currently has 219 operators (172 full-time and 47 part-time), as well as mechanics, cleaners, vault pullers and skilled helpers, who, together, contribute to the successful daily operations of the South bus operations and servicing facility.

Interestingly, with the recent operator system work pick, 14 operators picked into South (seven from East Metro) and we were the first garage to "close out," or reach our limit of operators.

Congratulations, South!

Recently, this past August 5th to the 15th, South achieved 11 consecutive days accident-free, which is a remarkable feat. There were 1.94 accidents per 100,000 miles for the month of August.

A celebration with cake to commemorate this notable event took place September 20th.

(The last notable accident-free period was celebrated by MJR in March with nine days accident-free!)

"Safety Keys" is a program designed to update, refresh and reaffirm positive driving habits. Operators are strongly encouraged to attend this informative, enlightening and fun class every three years.

Sign up today! See Bob Benson for details.

Page 16

Silent Alarm 203 23 - Determined (actual events)

SAFETY REPORT

Marilyn Hood in attendance:

- Safety will be monitoring MOA-Gate arms hitting buses (unreported)
- Nicollet Mall speed checks

RISK

No Report

LRT

Derrick Cain, Amino Wolf in attendance:

- July 8-10 Bus Bridge from Target Center to DT East

STREET OPERATIONS

Deb Downing in attendance:

Updates from last month's requests:

- 2nd Ave S/8th St - Pole was fixed, hit again - working on getting it fixed again.
- Cedar St. tree trimming - City, MNDOT unsure who is responsible
- Marketing Dep't - Looking into changing the etiquette signs (no headphones, no music).

August 2011

Members of the Committee Present:

Committee Chair - Christina House

Dereje Tafesse - MJR

Darrell Hanson - Nicollet

Leatha Falls - FTH

Danielle Julkowski - Management Advisor

Lisa Benson - South

Diane Rude - East Metro

Rolland Green - LRT

Others in attendance:

Chuck Wurzinger - Maintenance

Eric Isakson - TCC

Chuck Donaldson - MTPD

-Safety

-Light Rail

Greg Tuveson - Street Operations

Russ Dixon - ATU

Christy Bailly - Director of Bus Operations

Customer Relations - Pam Steffen

David Larrabee - Risk

CALL TO ORDER

Christina House called meeting to order at 10:00 a.m. in FTH Chambers.

REVIEW OF MINUTES

July minutes were not reviewed.

VISITORS

Gordon Raveling - OJE Street Operations

POLICE REPORT

Chuck Donaldson in attendance:

- Felony assaults - 4 suspects out of 5 charged
- Victims (Operators) must cooperate with MTPD to prosecute suspect
- Laws state interference with transit not Metro Transit Drivers
- Mutual agreement with Mpls PD, MADDADS and MTPD to monitor Penn Ave. for "rock throwers"
- Request for MTPD monitoring of the 19 route

TCC REPORT

Eric Isakson in attendance:

- July 2011- Metro Transit

Call Type Number

RT 11347

PRTT 2548

Emergency request to talk 106

Silent Alarm 731 13 - Determined (actual events)

July 30, 2011 Mock Bus/LRT accident was staged.

SAFETY REPORT

No report

RISK

David Larrabee in attendance

- Jan-Aug 2010 compared to Jan-Aug 2011, claims down 30% in 2011

LRT

No report

STREET OPERATIONS

Greg Tuveson in attendance:

Updates:

- EB University/Bedford bus stop is being worked on - D. Rude confirmed work was done.
- Charter buses are not to be in the 5th St. Garage- Permits dictate where charter buses can park.
- PO/PI routes for FTH Operators during events at 5th St Garage are being worked on by Street Ops

New concerns:

- Request to have the SB lane closed out of the 5th St Garage post-game to help buses get out of garage.

MAINTENANCE REPORT

Chuck Wurzinger in attendance:

- Stop request/ PA/ and enunciator are combined together. The foot switch only activates the microphone.
- 1200 series - Do not have blinkers installed on the outside mirrors. Future 1200 series order will, if funding allows.

Requests:

- To have the kneeling switch on 40' low floors relocated left console by the hazard toggle.
- 1100 series - Remote mirrors shake in the casing. Maintenance to check it out.
- New Artics - Stop request indicator on panel hard to see on sunny days. Change color? And volume turned up.
- 1100 and 7100 series - Mesh shield to be changed out to solid shade.
- MCI Coaches - Cleaners to make sure the door to the windshield fluid is closed.

CUSTOMER RELATIONS REPORT

Pam Steffen in attendance:

Updates:

- Day pass abuse - Finance is looking into the parameters (possible changes).
- Service dogs - The dogs are very well trained. If the

dog lunges at customers or operators, call TCC for assistance.

New information:

- Portable information holder to be placed in buses.
- NEW Emergency Transfers - Ops will sign off for 50. Transfers will have serial numbers to better track.
- Fare Evasion - Industry standards 3-6%, Metro Transit is less than 3%
- Fare Evasion - Second pilot test starting in Sept., 6 ops per garage for 2 weeks, Nov. all ops will be involved.
- New initiative - Pay/Leave- Express routes - Routes posted on schedules and Web

October meeting will include followup on the non-ADA-compliant platforms at the 5th St. Garage.
Respectfully submitted,
Danielle Julkowski

CRYPTO

Each letter stands for another. If you think A=F, for example, it would equal F throughout the puzzle. Clue: B=P (Answer on page 19)

Z A Y B X C D W V W F E D F G H T W E H Y J K G F B T L L M W E H
B G Y N M K Q
W D F B F W G - Y - P Y V D.

Submitted by Pat Kelehan, Facilities Tech. #5470

Healthy Choices



Kari Sachs, a driver out of Nicollet Garage, is an avid walker and biker. We all need to make 'healthy choices.'



The Uptown Transit Station driveway reopened for bus traffic on Wednesday, September 20.

Bus Groupies

Faye Brown (the Bad Girl), Heywood Garage Driver 6331

There are people out here who ride your bus and know more about your job than you do. These are the bus groupies. They are the most polite and knowledgeable people when it comes to bus procedures and etiquettes. They ride routes all over the metro area, jumping from bus to bus, driver to driver, getting to know their friendly drivers (yeah, right - LOL) all throughout the system. Groupies can tell you the times of a particular route and the driver. They pay their fare and cause no problems.

Les knows the Route 22 backward and forward. I met Les through a fellow driver and, since I was very fresh to driving the route, it's like he watched to make sure I had it down pat. Les has the read *The 1005 Line* and enjoys it. He now refers to me by my pen name "Bad Girl."

Butch was a very well-liked man who rode the Route 14. He was always adorned in his Metro Transit sweater and hat. Even when the transit supervisors would take an item from him, another driver would replace it. He stood at the bus stop just as happy as can be, and when the bus doors opened he would greet drivers with his chipper words "Hi, Bus Driver!" with his hand waving fast like a kid who's very happy to see you.

There's a mother and son team in the St. Paul area.

There's also a very special mother-and-daughter team in Minneapolis. Shannon, the mother, loved to give drivers gifts like cookies, pops and Christmas cards. She walked with a cane but got around to see her drivers. Some she nicknamed (Big D and Hollywood, for example). Her daughter was her co-pilot catching her favorite Route 7.

Miss Annela, nicknamed B-I-N-G-O (and Bingo was her name) was a very quiet and watchful lady. The first time she rode on my bus she said, "You're new," and began telling me jokes, her way of handling us drivers. Later I discovered that a lady who rides motorcycle with me is Bingo's daughter, so I had the pleasure to visit her at home and hear more jokes - until the day she passed away. At the funeral, everyone had the same thing to say, from her children, grandchildren, nieces, nephew and friends: "Bingo loved to tell jokes." Some even told a couple. Here's one for you: How many seconds in a year? (Answer on page 35)

Groupies provide many of the bright, uplifting moments we have on the buses. I know I may have missed some, but if you can send their route, name or area I will have their names printed in the next issue.

Operator Bulletin - Crosswalk Safety Law

What does the Minnesota Crosswalk Law say?

The law requires motorists to stop and yield the right of way to pedestrians at all marked or unmarked intersections (no lines from sidewalk to sidewalk) where traffic control signals are not in operation. At intersections controlled with traffic control signals, pedestrians and motorists must comply with the signals. When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

After I stop for a pedestrian when can I go again?

After stopping for a pedestrian, you may continue after the pedestrian has completely cleared your lane.

What is the penalty for breaking the law?

A person breaking the law is guilty of a misdemeanor and may be sentenced to 90 days in jail or required to pay a \$700 fine, or both.

The street supervisors have been instructed to monitor pedestrian safety much more closely and take appropriate corrective action.

Retired Members' Clubs

Northside Breakfast Club

Meets 8:30 a.m. the 2nd Tuesday of each month at Barnacle Bill's, Shingle Creek Parkway and Freeway Blvd, Brooklyn Center.

Southside Breakfast Club

Meets 8:00 a.m. the 1st Wednesday and the 4th Thursday of each month at the VFW Post, 67th Street & Lyndale Ave in Richfield.

St. Paul Retiree Lunch Club

Meets 12:00 p.m. the 2nd Wednesday of the month. Mattie's (formerly Wells Lanes) So. Concord St., South St. Paul 55075

Metro Transit Mechanic Teammate

Meets at 12:00 p.m. the 3rd Tuesday of the month at Old Country Buffet (by Petco), 2000 South Robert St., West St. Paul

If you want to join the St. Paul Retiree Club contact one of the following:

President Howard Osterkamp (651) 731-2428

Vice-President Jay Kerkvliet (651) 489-8281

Treasurer Paul Huber (651) 698-6551

Secretary Mary Huber (651) 698-5771



Retirements

Congratulations to July Retirees

07/01/11 Ralph Juckel, Hey. Op. 513

07/01/11 Donald Kolodziejczyk, Hey. Op. 9479

07/06/11 Byron Poole, Nic. Op. 625

07/16/11 Mark Miller, Train Op. Rail Op & Maint. Fac. 3005

Congratulations to August Retirees

08/02/11 Robert Horbach, E.M. Op. 2626

08/06/11 Barbara Habermann, Hey. Off. Clerk Typist - Statistical 3172

08/06/11 Danny Kearns, MJR Revenue Equip. Maint. 3705

08/10/11 Joseph Comerford, Nic. Op. 9795

08/19/11 Richard Trettin, Hey. Op. 6403

08/19/11 Bonny Thomason, MJR Op. 66175

08/26/11 Cecelia Blakey, Hey. Off. Data Collector 3125

Crypto Answer
TWO PHYSICIANS ARGUING OVER
A PUZZLING PROBLEM IS A PAIR-
O-DOCS.

Carroll Dingemans FTH Driver #857 Retires

This is a picture of Carroll and his "road" 36" unicycle that he built. He learned to ride a unicycle at age 48 and took up riding the 36" unicycle three years later. In the last ten years, he has ridden it an impressive 12,900 miles, approximately half of them commuting to and from work.

In retirement he has continued to pursue his interest in unicycling, riding an average of 50 miles per week. He is also still building unicycles and has completed his 101st, a child-sized giraffe (a chain-drive unicycle.) Carroll says hello to all the drivers out there - and if you see him on the streets of Minneapolis and St. Paul, honk and wave.



CeCe Retires

Cecelia (CeCe) Blakey was a data collector in the St. Paul region. She retired on August 25, 2011 with 36 years of service. She had a very fun send-off in the Chambers, complete with many gag gifts and humorous stories.

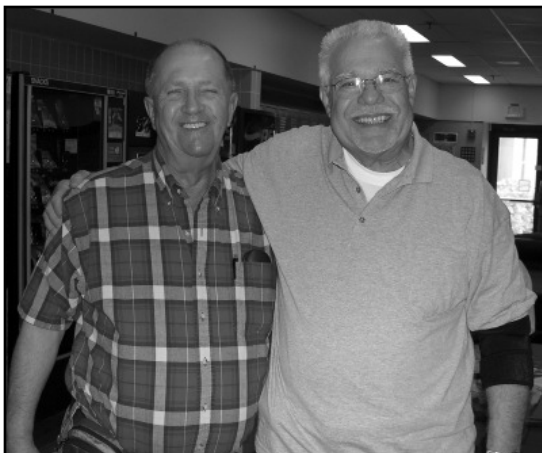
Larry Nezworski #676 Retires



Larry Nezworski #676 retired from MJR on June 3, 2011, with 28 years of service. He was joined by Terry, daughter Jill, wife Sandy, daughter Gina, father-in-law Roy, son-in-law Mark, and grandson Nolan.

Larry enjoys golfing and bowling – and, when his wife retires next year, they will enjoy some winter travel.

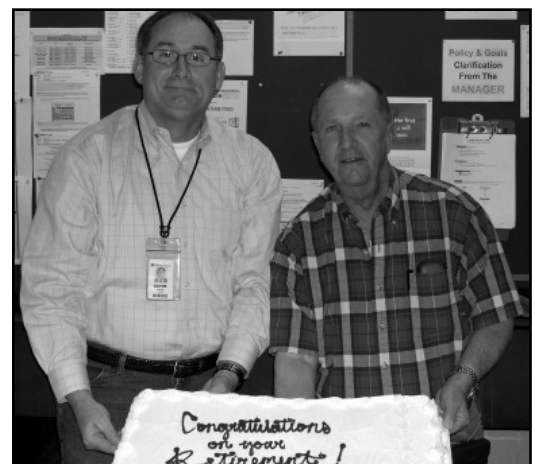
Duane Bennett MJR Driver #8836 Retires June 2, 2011

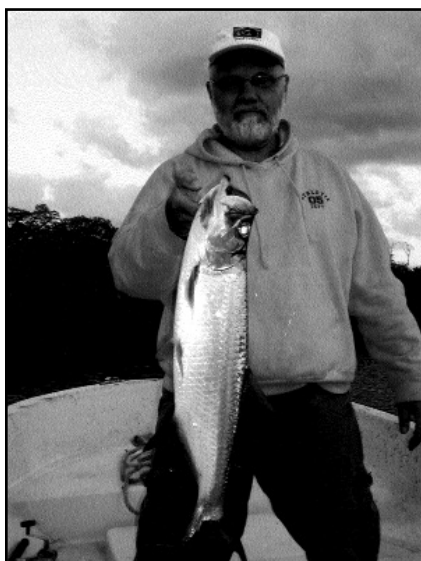


Duane with retiree Tom Newkirk

Duane Bennett is planning to travel a lot with his “fifth wheel.” His current project is cleaning out his basement, which was flooded for the first time in 49 years.

He is also looking forward to international travel to the Dominican Republic for his youngest son’s wedding in November.





Ed Soltau (‘Special Ed’) Nicollet Driver #415 Retires

Ed began his career on January 23, 1984 and retired on September 6, 2011, with 27 years of service.

In his retirement, Ed wants to “do some fishing, do some biking – and do nothing.”



Joe Comerford Retires

Nicollet driver Joe Comerford #9795 said farewell to Nicollet Garage on August 9th. He is a proud veteran who is active in educating other vets about upcoming benefit changes.

Joe was hired as a part-time driver on June 7, 1997 and was promoted to full-time on December 20, 1997. He loves to travel to small-town Bed and Breakfasts around the country.



Big Lake Retirement - Tom Martinson #68218

Tom Martinson retired the night of September 1st. He did the grilling, and the second and third shifts had a potluck. The food was excellent.

His daughter is looking forward to going fishing with her dad like she did long ago.



He enjoyed his time at Big Lake.



Tom with his daughter, Cati Holker, and Luke Holker

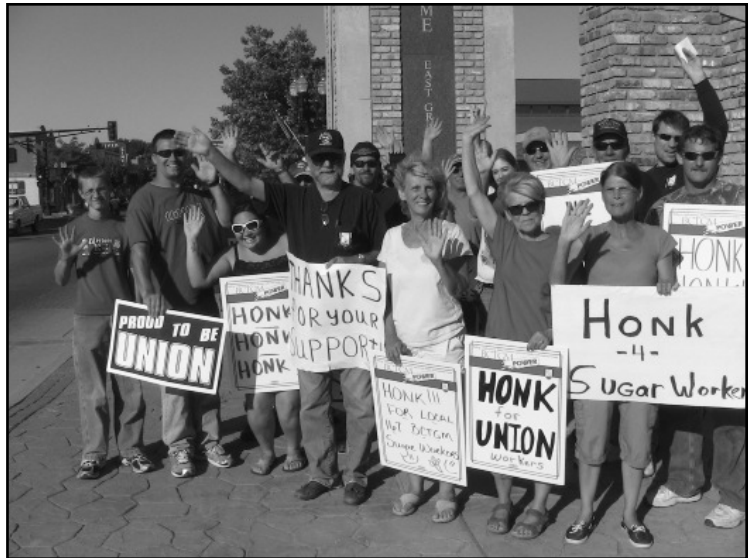
“How Sweet It Isn’t - American Crystal Sugar”

Ilona LaDouceur #60048

The first meeting between the union and American Crystal Sugar since the Aug. 1 lockout of 1,300 workers appears to have made little progress, according to accounts from both sides.

This lockout affects union workers at facilities in Moorhead, East Grand Forks, Crookston and Chaska, Minnesota; Hillsboro and Drayton, North Dakota; and Mason City, Iowa.

John Risky, president of the Bakery, Confectionery, Tobacco and Grain Millers Union said the company refused to budge from earlier positions: “We came to the table in good faith with proposals that addressed many of the company’s concerns including changes to health coverage and expanding upon the company’s substance abuse policy,” Risky said in a statement. “Unfortunately, the company ignored our ideas and stubbornly offered the same proposal that 96% of our membership rejected.”



Union members were locked out of American Crystal Sugar after they overwhelmingly rejected a contract proposal at the end of July that they said increased health care costs and threatened union jobs. According to the company, the union offered to talk about health care benefits cuts desired by the company only if American Crystal Sugar dropped language it has been demanding in the contract since its final offer in late July. “[American Crystal Sugar] responded by expressing disappointment with the lack of any real proposal from the union,” according to the company’s statement. “The refusal to respond to the Company’s important proposals was not good faith bargaining.”

“BCTGM remains committed to negotiating a contract that is fair to workers, the company, farmers, and the Red River Valley community,” Risky said. “We continue to call on American Crystal Sugar executives to end this lockout, let us get back to work, and continue negotiations.”

A representative from the office of U.S. Rep. Collin Peterson, who is a big booster of the sugar industry in Congress, told the Minnesota Independent that the congressman was optimistic about the meeting. “While Mr. Peterson has not been part of any meetings on either side of the issue, he has been talking to labor, growers and management, and encouraging both sides to get back to the table and work out their issues.”

What about the communities?

For decades, young people have been graduating from the high schools of the Red River Valley and getting jobs at American Crystal Sugar plants. These workers have married the sons and daughters of sugar beet farmers, who own the Moorhead-based company that became a co-op in the early 1970s.

The farmer/owners and the plant workers go to the same churches, celebrate the community’s births and mourn its deaths. They’ve stood together for federal laws that have protected the industry from being undercut by foreign imports. They’ve worked together on the farm bills that have made the industry prosperous. And now it is in danger of unraveling.

At midnight on Sunday, August 1st, the contract between plant employees - members of the Bakery, Confectionery, Tobacco Workers and the Grain Millers union - and the American Crystal Sugar management expired. The company followed through on its pledge to lock out the 1,300 workers who turned down - **with 96**

percent support - the company's last contract offer. Replacement workers, from Strom Engineering, a Twin Cities company, have been hired to replace workers.

By contract, union workers did not have to teach their replacements how to do their jobs, but they were shadowed by them on the job last week. "Our workers didn't have to talk to them," said Mark Froemke, who for years worked in the plants but now is a field rep for the AFL-CIO. "But it was a difficult situation that we handled with great dignity. These replacements — we call them transient workers because they're all brought in from the outside — were looking over our shoulders." And on Monday, the replacements took over the plants, with the union workers on the outside, looking in.

Over and over, Froemke and other members of the union point out that this is not a strike. It's a lockout. The union members wanted to keep working, to extend the old contract. No, said Crystal Sugar executives.

Company 'shocked' by contract rejection

The company has insisted its last offer was good. "Shocked and surprised," a vice president, Brian Ingulsrud, has told reporters of the company's reaction to the rejection of the company offer. "We offered what we thought was a terrific contract."

On the surface, the offer didn't seem so bad — given the times. There was a 17% increase in wages offered over a five-year period. Froemke admitted that when people in the region, which is not heavily organized, saw the 17% increases, there were a lot of raised eyebrows. How could workers spurn the offer?

"But, like Paul Harvey used to say, 'Now, let's hear the rest of the story,'" Froemke said. Included in the 17% figure was a one-time \$2,000 bonus. However, changes to the health insurance benefits meant that virtually all of the wage increases would be chewed up by higher health costs. There also is language in the contract that would allow more and more "contract workers" to come into the plants.

And so it was that a stunning 96 percent said, "No."

In terms of total numbers, this lockout isn't huge. But at its base, this is a conflict with major implications. Crystal Sugar seems to be betting that this will be another loss for labor and the American work force.

"I think Crystal believes that across the country labor has been taking it on the chin," said Froemke. "Why not strike while the iron is hot? Why not destroy the union and a 70-year relationship?" Froemke believes, however, that attitudes across the nation are changing. Middle class workers are ready to say enough.

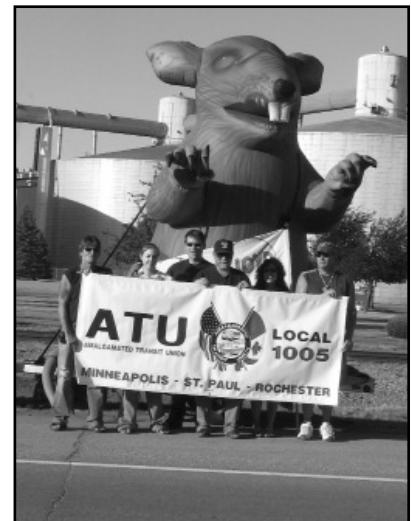
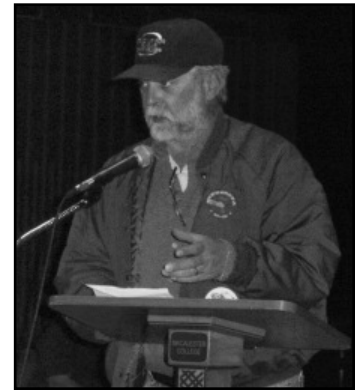
"Maybe we're finally getting to the point that working people are finally going to say, 'How far do we have to drop before we've lost everything? I do think things are beginning to change. There's movement.'" He points to the pushback in Wisconsin against the policies of Gov. Scott Walker and similar rallies opposing efforts to undercut worker rights in Ohio. Perhaps, he acknowledges, that pushback hasn't reached a tipping point among a majority. But there is movement.

Labor groups lending their support

Certainly, he said, there have been waves of support for the sugar workers from Minnesota's AFL-CIO and even national labor groups. Workers got a huge boost when the Teamsters said their drivers will not cross picket lines that have been established since the lockout.

That won't stop farmers from hauling the beets to the processing plants. But the finished, packaged product often is hauled away by Teamster drivers. "A great morale boost," said Froemke of the Teamster support.

As this unfolds, the main job of the locked-out workers, he said, is "to



appeal to the better angels” of the people in the Red River Valley. This apparently means holding down the traditional union rhetoric when dealing with the local population. Froemke says it is the job of the union membership to explain the workers’ positions to all who ask. Most in the media, he said, have been receptive to at least giving the union side of the story.

But persuasion also means explaining the issues to the people in church and in local cafes, not to mention to the farmers who own the plant. Once the farmers understand, Froemke said, he believes they will start to put pressure on management to end this dispute. Froemke is always careful to speak kindly of the farmers who own Crystal Sugar. He says that it was the farmers, who purchased the company in 1973, who put Crystal Sugar “back on its feet.” The blame for this, he says, falls on the shoulders of the executives who run the company.

Company provides 15% of nation’s sugar

American Crystal Sugar has plants and warehouses in four Minnesota cities: Moorhead (where the company is headquartered), East Grand Forks, Crookston and Chaska, plus Hillsboro and Drayton, N.D., and Mason City Iowa. The company produces 15% of the nation’s sugar and 38% of the country’s sugar produced from beets.

Those 5-pound bags of sugar at your local grocery likely came from a Red River Valley plant. Even those bags of sugar that don’t carry an American Crystal label likely came out of one of those plants. More than 30 different labels are used at the American Crystal plant.

It’s not just the grocery stores receiving the Red River Valley product. The 25-, 50- and 100-pound bags are shipped to bakeries. Additionally, there are railroad cars filled with 263,000 pounds of sugar sent to U.S. candy manufacturers.

Processing is hot and stinky work. The beets are poured into hoppers, cleaned and sliced. Next, the sugar is extracted from the sliced beets in liquid form. It’s filtered and then moves through a process that boils it into a molasses-type thickness and then spins it into crystals. It’s dried and, by the end of the three-day process, the sugar is ready for packaging.

Workers laugh about the odor. It isn’t sweet, but it does have staying power. When some of those who work the late shift want to stop for a beer on the way home, they can walk into the most crowded bar and suddenly find they have space as the crowd gives them room, Froemke said.

That’s the good news. The bad news? Because of that odor, he says, “At the end of the night, you’re going to go home alone.”

Plants seen as good places to work

These plants long have been considered good workplaces. There’s not the “blood and guts” of a packing plant. Wages now typically run to about \$20 an hour. “This is the kind of place you could work, buy a home, help your kids pay for college and retire with dignity,” Froemke said. He believes all of that is on the line.

By all accounts, these are very good times in the sugar industry. Prices for wholesale sugar are 15% higher than a year ago, 35% higher than two years ago. Yields, too, are at all-time highs.

It is because of the good times and because it wanted to avoid the lockout, that the company offered “such a lucrative contract,” Ingulsrud said in a television interview. There is constant denial from the company that there is any effort to “bust” the union. In a phone interview, Ingulsrud insisted the “union busting” charge is wrong. “It’s never been the philosophy here, and it hasn’t been since Day One,” the vice president said. “I don’t know what else to say.”

There is new contract language on manning issues. The language says that no contract employee can be hired to replace a union worker doing his or her job. But it does allow the company to hire contract employees to do jobs that current employees don’t do. Ingulsrud said, however, that the company has a long history of training its workforce to do new tasks created by new technology. That training would continue, he said. “The fact is, no employee would ever lose their job,” he said. “They’re saying you could demote us and put us in a worse job; a job that doesn’t pay as much. That’s not true either. We can only subcontract in very specific situations.”

Why have the new language at all? “Up in this area, we don’t like change,” Ingulsrud said. “But the business has changed dramatically in recent years. It’s a highly technical workplace. We have to make sure we’re able to stay competitive. ... But there’s an impression [among the workers] that there’s a huge boogeyman in this. There isn’t.”

Company officials admit times are robust but say it must be prepared to compete when prices come back to more “normal” levels, Ingulsrud has said. There is an admission that workers will have to pay more for health coverage, but the company says the health plan being offered to the union is no different from the one non-union workers have. The company says the plan still is far better from the plan most U.S. workers have.

No rush to settle?

No other offers are forthcoming, the company has said. Froemke is not surprised that Crystal Sugar isn’t in a rush to end the lockout that he believes the company has been planning since January. One of the things he learned from his father, Froemke said, is “to put yourself in the other guy’s shoes.”

What does he think when he slips on the shoes of Crystal Sugar executives? “I would say, ‘If I was them, play hardball for a couple of weeks and see if the union collapses,’” Froemke said. “I believe that’s what they think is going to happen.”

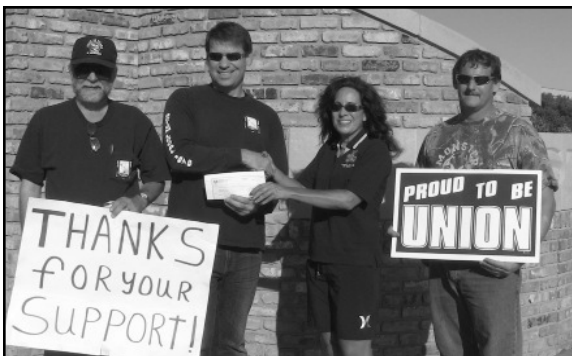
Pressure, on both sides, obviously will grow in coming weeks. This is a maintenance and repair time at the production plants. Some sugar is being produced from stored syrup and packaging continues with sugar stored in huge silos. But beets won’t start arriving until late this month and peak production time doesn’t start until October.

The key, for both the union and management, is how the owner/farmers will come down on this issue. Froemke believes that ultimately they will understand that this is playing havoc with the communities they all share.

So, union brothers and sisters, this again confirms and proves that we are only as strong as our members. We must take a stand on stopping underhanded union busting. This affects all of us now, and certainly our futures.

Data was obtained from Minneapolis StarTribune, AFL-CIO, MinnPost.com, Minnesota Independent

ATU 1005 Members Help Out



The membership voted to give \$5,000.00 to the hardship fund of the Crystal Sugar Workers. Dorothy Maki, Vice-President, drove up on Friday, August 26th to present the check to Mark Froemke; John Risky, President BCTGM 167G; and Earl Sonny Collison, Vice-President.

Do you want to donate?

On Friday, September 16 at 7:30 a.m. the workers had a demonstration in front of STROM Engineering's headquarters in Minnetonka. If you would like to donate to the Sugar Beet workers fund that will help workers during the hardship faced while being locked out, make checks out to: Minnesota AFL-CIO, 175 Aurora Ave., St. Paul, MN 55103. In the memo line, print: " BCTGM lockout 2011"

Postal Workers

Crushing postal workers and slashing service will not solve the U.S. Postal Service's financial crisis, Postal Workers (APWU) President Cliff Guffey said in response to the announcement today that the Postal Service will seek congressional support to cut 120,000 jobs, break its labor contract signed earlier this year and withdraw from the federal health and retirement plans.

"Congress created this mess and Congress can fix it," Guffey said.

The USPS economic crisis is the result of a provision of the Postal Accountability and Enhancement Act of 2006 that requires the Postal Service to pre-fund the health care benefits of future retirees — a burden no other government agency or private company bears.

The legislation requires the USPS to fund a 75-year liability over a 10-year period, and that requirement costs the USPS more than \$5.5 billion per year.

Guffey also pointed out that "the federal government is holding billions of dollars in postal overpayments to its pension accounts."

Congress must address the cause of the Postal Service's financial crisis so that postal workers can continue to serve the American people and the USPS can continue to act as an important engine of the U.S. economy.

Guffey added that the APWU "will not allow the hard-working men and women of the U.S. Postal Service to be made the scapegoats for the outrageously poor judgment of Congress.

From *AFL/CIO website*.

American Public Transportation Association

A new report by the American Public Transportation Association finds that nearly 80 percent of public transit systems have already implemented fare increases or service cuts in 2010 or are considering them for the future because of flat or decreased local and/or regional funding.

Entitled "Impacts of the Recession on Public Transportation Agencies," the report found the top three causes of stress in operating budgets among public transit systems were local/regional funding, state funding and increasing fuel prices.

Some 71 percent of responding agencies saw flat or decreased local and/or regional funding, and 83 percent saw flat or decreased state funding. These decreases are on top of an already stagnant funding situation in 2010.

Larger agencies particularly have faced challenges due to the lack of state, local and regional funding. Six in 10 (63 percent) larger agencies implemented or approved hiring freezes, more than the number from the previous 2010 survey (54 percent). Seventy-five percent of larger agencies reduced the number of positions and 46 percent of larger agencies reported implementing or approving layoffs.

85 percent of transit agencies have seen flat or decreased capital funding. This results in nearly one in three (31 percent) delaying vehicle acquisitions and 20 percent delaying capital maintenance. APTA says the phasing out of the federal government's American Reinvestment and Recovery Act (ARRA) has increased stress on state and local budgets. The association notes that ARRA provided a needed boost for state and local infrastructure projects.

"Public transportation systems are currently experiencing decreases in their funding during a time when many are serving increased number of riders," said APTA President William Millar. "Systems are forced to continue to freeze positions and lay off workers, which makes providing necessary transit service even more difficult."

Source: *www.busride.com*

Disability Management and You

Doug Barton #68273

Last month we discussed the general procedures for calling in for an injury or illness. This issue we'll talk about disability management. Below you will find the policy of the disability management process and the responsibilities of the employee and management.

PROCEDURE - Disability Management

I. Policy:

The disability management process at the Council will return an employee with an occupational or non-occupational injury or illness to work in a timely and effective manner, without risk to the health or the safety of the employee or any other employee.

An employee may be medically disqualified from a position and employment terminated in accordance with established procedures, bargaining unit contract provisions and/or applicable State and Federal law; if the employee is not able to return to work with or without a workplace adjustment.

Responsibilities:

A. Responsibilities of the Employee:

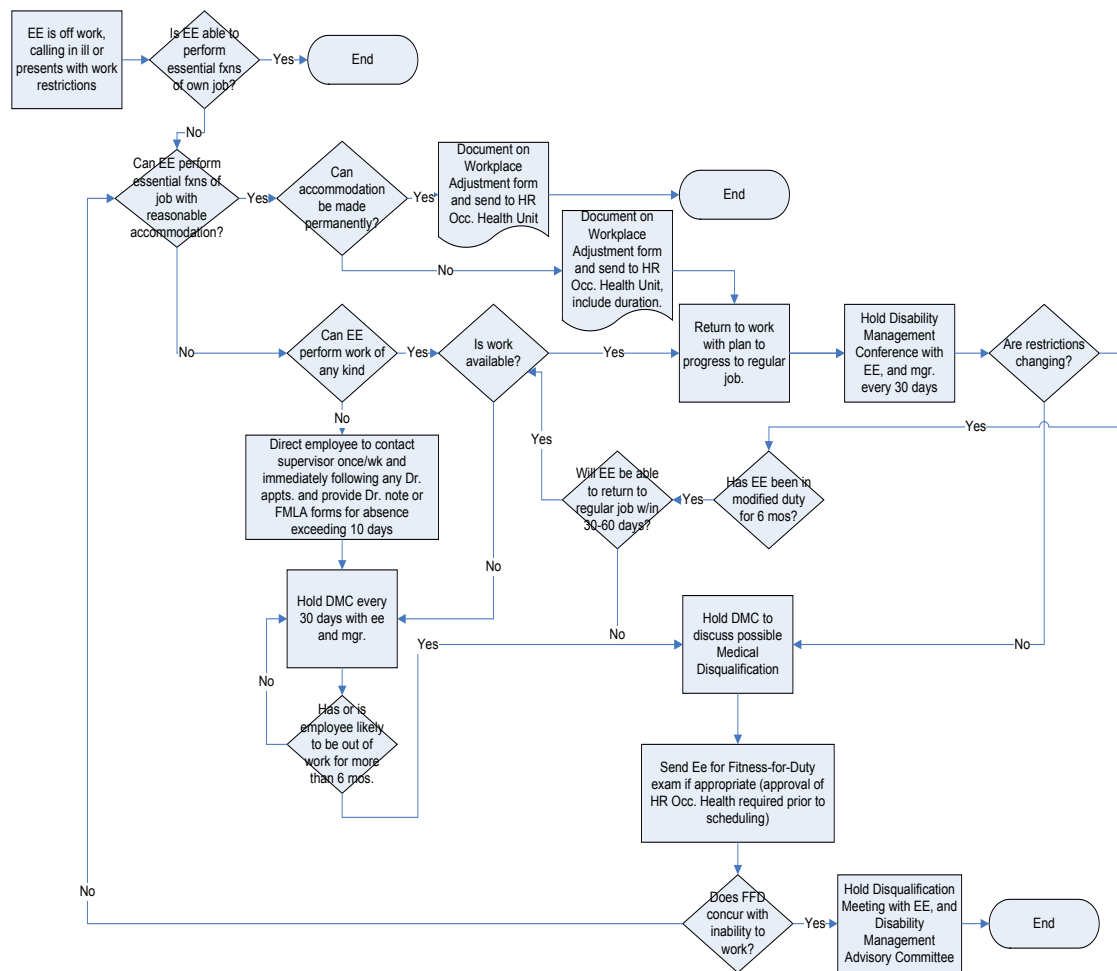
1. Participates and cooperates fully in the disability management process.
2. Maintains weekly contact with his/her immediate supervisor as instructed by the supervisor.
3. Attends meetings as scheduled.
4. Provides required documentation in a timely manner.

B. Responsibilities of the Employee's Supervisor/Manager:

1. Participates fully in the disability management process and directs the employee to do likewise.
2. Provides employee with appropriate paperwork for the employee's leave, including FMLA packet and the Medical Leave Status Report form.
3. Tracks employee use of FMLA.
4. Directs the employee to maintain regular weekly contact during their period of absence and if not eligible for FMLA informs the employee that they may be required to provide a doctor's note to verify the need for time off work beyond ten (10) days.
5. Every 30 days of the employee's absence or modified duty, holds a Disability Management Conference with the employee, including appropriate departments as needed e.g. Human Resources Occupational Health Unit, a Division Representative and, as appropriate, the Office of Diversity and Risk Management. After 90 days of the employee's absence, the Disability Management conference may include discussion of the absence leading to a possible medical disqualification.

6. Implements return to work plans with employee. Works with Human Resources Department and the employee to set-up fitness for duty exams, if appropriate, with the Occupational Medicine provider. If employee has an accepted workers' compensation claim, coordinates return to work with Risk Management Department.
7. Works in coordination with Human Resources Occupational Health Unit, to determine whether employee's restrictions may require a job modification. The Office of Diversity may serve as an additional resource for job modifications. Provides completed *Request for Workplace Adjustment* forms and appropriate documentation to the Human Resources Occupational Health Unit when job modifications are necessary.
8. Confers with Divisional Representative and Human Resources Occupational Health Unit to schedule a Medical Disqualification Meeting, as needed.¹

Disability Management Procedure



End part two – Next month - FMLA.

¹ Source: Metropolitan Council Policy on Disability Management – Revision # 1 – 9/9/08.

Federal Transportation Funding in the Balance

09/13/2011

From Dave Van Hattum, Policy and Advocacy Program Manager, Transit for Livable Communities

As with most federal programs, future funding of transportation faces great uncertainty. The latest indications are that the House and Senate have agreed on a six-month, stop gap extension of the federal transportation bill that includes the necessary extension of the federal gas tax. Unlike previous years, however, funding levels will be determined by the federal appropriations process and could lead to significant cuts in funding (\$3.1 billion per year or nearly an 8% cut). Also, the federal Budget Super Committee is charged with cutting \$1.5 trillion in spending with a report due by the end of November, and transportation is by no means immune to further cuts.

Many analysts (ASCE, Reuters, Hamilton Project, Brookings) confirm that the U.S. is falling behind in transportation infrastructure investment. This is not surprising, given that the federal gas tax (18.3 cents per gallon) has not been increased since 1993, making its current inflation-adjusted buying power only 11 cents gallon (a 39% decrease). Simply maintaining the current gas tax is not enough, however, given the backlog of repair needs and decreasing revenues from the tax due to declining rates of driving (typical in a down economy) and more fuel efficient vehicles (a good thing, but ...).

A new federal transportation bill, which now appears to be a year off at the earliest, presents the opportunity to invest in our nation's roads, bridges, transit systems, and non-motorized options. But strong advocacy for transportation projects is paramount. Transportation investment creates jobs, contributes to long-term economic growth, and, with better performance metrics*, will spur local economic vitality and improved quality of life. We need a federal transportation bill that identifies additional funding independent of general revenues and that clearly demonstrates quantifiable benefits.

Transportation for America, the U.S. Environmental Protection Agency, the GAO, and the Brookings Institution all have put forward thoughtful proposals to increase the return on investment from federally-supported transportation projects.

Transportation for America: Measuring Performance in the Federal Transportation Program

EPA: Guide to Sustainable Transportation Performance Measures

GAO: Statewide Transportation Planning

Brookings: Fix it First, Expand it Second, Reward it Third: A New Strategy for America's Highways

The Twin Cities has begun a critical transition to a 21-st century transportation system, one that is in sync with changing demographic patterns and the need to hold down fuel costs as a hedge against rising gas prices. New and planned transitways, better bicycle and walking accommodations, complete streets, and transit-oriented-development all contribute to this new transportation system. Twin Cities' residents broadly support this approach, as seen both in polling and in daily travel choices – both transit ridership and bicycling are up substantially. Continued federal support for these local investments, however, is critical. Fifty percent of the capital costs of future LRT lines is expected to come from the federal New Starts program, but this program would be seriously constrained if federal transportation spending is reduced. Similarly, bicycle and pedestrian projects typically rely on the federal Transportation Enhancements program, which could be a casualty of budget cuts.

China plans to invest \$1.27 trillion by 2015 on LRT and subways, plus, another \$300 billion on intercity high speed rail this decade. The U.S. has a more mature transportation system than China, so commensurate investment is not needed. Increased investments through a new federal transportation bill, however, are critical to our nation's economic future and to getting people safely and efficiently where they need to go.



Officers present were :

ILCATU President: Antonio Vargas
Vice president: Wilson M. Rios
Recording Secretary: Corina DeLaTorre
Western Region: Ricky Romero
Midwest Region: Herman Reyes
Northeast Region: Juan Orta
Southeast Region: Victor Torres
Southwest Region: Juan Fernandez Sr.
Northwest Region: Sergio Garcia
Canadian Region: William Fowlie
General Counsel: Marisel Hernandez
Treasurer: David Benavides

The 22nd Annual Latino Caucus held in San Francisco, California, was presided over by the new President Antonio Vargas. (Jose Guerrero was the previous president for 14 years.)

Several topics were discussed: Increasing membership and attendance for the conference; fundraising with more participation in the booklet; a new web page; membership involvement in union fights; forming committees on how to mentor our members to get involved.



An announcement was made that Canadian Transit workers in the Toronto region are now considered essential employees, so they are not allowed to strike.

There was a presentation on sexual harassment and professionalism in the workplace, and one on organizing by Mary Rodriguez (pictured at left) a strategist/organizer and Saturday's guest speaker. What a firecracker!

One of the speakers was Roberto Hernandez, whose idea it was to create a commemorative stamp of Cesar Chavez. He spoke mainly about the immigrants who came here from Mexico and the union that they formed so they would be protected in the farm fields.

THE 22nd ANNUAL LATINO CAUCUS
September 9-11, 2011
by Deb Sievers

The meeting opened with the presenting of the flags by the Navy Color Guard.



Racheal Miranda, Local 1555 (Oakland, California); Debbi Sievers, FTH Garage; Dorothy Maki, Local 1005 V.P at Latino Caucus Conference September 8-11th.



Jose Guerrero (Left) and Antonio Vargas (Right)

He said: "I was walking picket lines with my Papa since I was a baby." His father was an organizer for Cesar Chavez, and when Roberto turned 12 his Papa got a sleeping bag and put him on an old stinking bus. Down Hwy 101 they went towards Fresno and Salinas, and by the time he got to Delano he was sweating and angry. Angry and pissed off at his dad. Angry because his dad had sent him down to Delano for the summer to volunteer.

In Delano, the bus pulled in front of an old, old church. Inside the church was a large hall, and they were told to pick a spot on the floor where they would sleep for the summer. "I was thinking in my head 'I don't know why I am doing this'... But you know when parents do something they do not always give you an explanation... and my Papa was one of those parents. I thought I was poor. But after that summer, I appreciated the fact that I had a bed to sleep on. That I had running water. That I had food to eat. That I had a roof over my head. There were soooo many things that I appreciated after that summer. I got fed. I got fed. I got fed that summer. I got fed in my soul, in my spirit, in my heart and in my mind." When he returned from that summer, the first thing he did was ask his dad when was the next picket line, because he - at the age of 12 - was angry. "I was angry to see that for pennies and for a few dollars a day, people were sweating and their bodies were aching."

Roberto got to know Cesar Chavez and Cesar encouraged everyone to read because reading would create knowledge and that knowledge would help in organizing their community. Cesar didn't graduate from high school, but did graduate from the 8th grade. At that time his father got hurt and Cesar and his brothers had to quit school to work full time to make ends meet. He had relatives from Salinas to Delano. Cesar counted 183 cousins his age spread out through this area working in the fields.

In 1968, Cesar decided for the first time to do a fast. Martin Luther King and many people around the world came to visit him during that fast. Cesar started to connect with other unions like the lumber union, Carpenters union who donated wood. Carpenters would also come and train the workers how to build housing and burial coffins. The United Farm Workers (UFW) helped build housing for farm workers, and build wages (back in the late 60's the average farm worker made \$1,350.00 a year when poverty level for our country was \$3,100.00). Because of the unions, now the workers have water out in the fields. Now they have toilets out in the fields. They get breaks. But the fight is not over! Governor Jerry Brown promised to sign a farm workers bill during his campaign, and has not followed through.

Another thing Cesar taught was how to save money. Even with the small wages. He started a credit union for the farm workers.

Roberto spoke on the issues of immigration. "The fight is not over, especially today with the issues of immigration. A lot of people talk about 'them immigrants who are illegally here. The only illegal alien I know is ET and he went home. You talk about those illegal immigrants that are taking jobs from Americans....how many Americans would go out to the fields and pick grapes? How many Americans are willing to out and work for those wages? The growers today complain there are not enough people to work. But yet it's those growers that after a season of working, will tell you to go back to Mexico, or where ever you came from. There are a lot of lessons to be learned in these times. Racism.... Discrimination.....How we treat human beings....How we treat Mother Earth.

Roberto said, "When Cesar died there was a sea of people that marched in his funeral procession. Afterwards I was heading home and my Volkswagen car broke down. I pulled over and it was next to a field of grapes. Cesar had taught me how to meditate and pray and be patient. I was there for three hours, and in that time I prayed and meditated, because to be in a struggle you have to



Holding the Cesar Chavez stamp collection

have patience....you have to believe.....and, most importantly, he taught us not to be violent. Because as I go back to that anger at age 12 it grew and grew on me to see the injustice take place. Cesar taught us how to meditate and forgive. And that was hard! That was a huge lesson to forgive those people who mistreated farm workers. In those three hours I had a vision/idea to create a stamp for Cesar Chavez.”

After jumping through many hoops of 10,000 signatures and a five-year waiting period, a Latino artist from Chicago was assigned to do the artwork and a stamp honoring Cesar Chavez was created.

Mary Rodriguez was a mighty speaker on power. Webster’s dictionary says power is the ability to act. Most people defined power as influence, authority, control.

POWER

VICTIM:

I’m old, poor,
overweight, uneducated,
female, Mexican, blind (glasses)



AUTHORITY

OFFICIALS
INFLUENCE
CONTROL

ABILITY TO ACT

SOURCE OF POWER = ORGANIZED PEOPLE + \$\$\$\$

Mary used herself as an example of how she could look at herself to create a victim. “I can’t have any power, because those in power are victimizing me. How many people talk like that in America? Everybody! They wear me out! The other way is to say is, I want to be responsible and fight for some of that power.”

“I’m here because I want more transit on the streets. The neighborhoods I work in are getting screwed. You are passive participants with the people who are screwing these folks. You are allies with them, partners with them and I want you to stop being that. You are allies and partners in your silence, and you’re waiting for someone to come save you, instead of organizing ourselves like labor first did.”



They call this the 'F' line. It's packed all day long and goes along the pier and Fishermans Wharf. Pier #39 is popular because of the shops/restaurants/sea lions/Alcatraz tours.



Our hotel was in these foothills. South San Francisco is considered the 'Industrial City.'



Hardship Program

Amalgamated Transit Union 1005



Working Partnerships
Greater Twin Cities United Way

Funded BY Union members,
FOR Union members!

Each fall all Met Council members receive a flyer with many ways to give to United Way.

DONATING TO WORKING PARTNERSHIPS

can be a small help to members in need due to: death in the immediate family, injury that prohibits all work, terminated and voted to arbitration, catastrophic incident (tornado, fire, earthquake, flood), homelessness due to violence or financial emergency.

LOOK FOR:

GREATER TWIN CITIES UNITED WAY

Designee: WORKING PARTNERSHIPS (you must fill in)



- Funds are tax deductible
- Automatic payroll deductions
- Administered by: Working Partnerships

312 Central Ave Suite 524
Mpls, MN 55414

612/379-8130

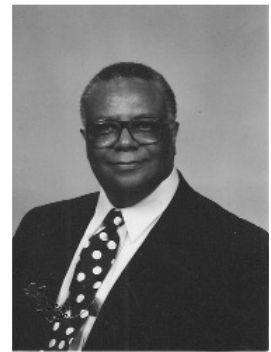
612/379-1307 Fax

www.workingpartnerships.org

\$1.00 a check can mean so much to members in need.



A Tribute to Booker T. Henry
(June 10, 1932 -June 12, 2011)
by Melanie Benson, Driver 854



"A man is what a man does." This was one of the favorite sayings of Booker T. Henry. We honor this man for his contributions to our Education Committee and to our local union, itself."

I met Mr. Henry in 1976. At the time, he was a bus driver for the Chicago Transit Authority (for whom he drove for 31 years, two million miles without a chargeable accident), and a member of the ATU Local 241. In 1979, I started going to every ATU 1005 union meeting (both morning and evening), because I realized how many benefits I enjoyed from belonging to a union, and I wanted to do something to help contribute.

For years, I kept going to meetings, wishing there were more that I could do. On one of my trips to Chicago, I shared my frustrations with Mr. Henry. In his deep, mellow voice, he suggested forming a committee. "Benson, in our union, you can have a committee on what time the sun rises every morning if you want to." To show that this committee only wanted what was best for the local, we decided that it should be proposed as an Education Committee.

That next February, I submitted a by-law proposal that read:

There shall be an Education Committee which shall consist of members interested in working in the following areas:

- 1) *Encouraging attendance at local union meetings by distributing information about the meetings and soliciting possible speakers and/or programs that would be of interest to the membership.*
- 2) *Developing good public relations with community groups and organizations.*

(...followed by organizational language)

The Education Committee has been functioning ever since, for around 30 years, primarily putting out a bi-monthly newsletter, which has gone from one double-sided piece of paper (in the beginning) to the magazine format we have today.

If it hadn't been for the willing assistance and warm encouragement offered by Mr. Henry to a new and inexperienced union member, we might not have the committee or the newsletter - so we hereby pay tribute to a wonderful, talented, dedicated man who was beloved by his family (his wife of 59 years, Bobbie Lee Henry, children Bruce A. Henry and Brenda Dorsey, and his grandchildren and great-grandchild); admired and respected in his church (Maple Park United Methodist Church); and known as a mentor and philosopher by untold numbers of friends.

The following "Bookerisms" were included in the program of the Homegoing Celebration of his Life:

"Don't deal in negatives, just look straight ahead."

"If a friend calls you, drop what you're doing immediately and go see about them. That's what they need and that's what you should do."

"There's no business like your business. Nobody can do your business like you. Do your business at the speed of business."

"When you walk out of your door every day, have a Plan. If you let the first fool you meet dissuade you from your purpose, you are no better than a fool."

Booker T. Henry will be missed by many, but our local union carries part of his legacy, and for this we say, "Thank you."



Letters To The Editor

Submissions for Letters to the Editor are subject to approval of the Editorial Board and space considerations. Letters to the Editor are solely the opinion of the author and do not represent endorsement by ATU Local 1005 or the Education Committee. If you have an editorial to submit, please contact a committee member or our advisor Dorothy Maki at: dorothy@atu1005.com. ***No Editorials Submitted***

The answer to Bingo's riddle on page 18 is: There are twelve seconds in a year: January 2nd, February 2nd, etc.



Canadian Speed Controls

Speed controls being used in Canada ... How's this for effective speed control? Employee lays down a photo cut-out of a pothole.

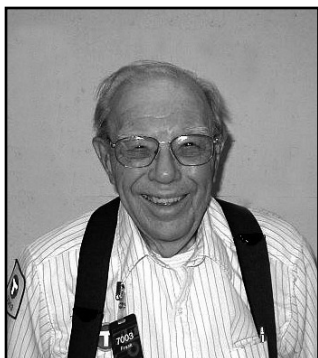
People slow down and actually try to "straddle" the hole.



In Memoriam

Gerald (Jerry) A. Smith, retiree (Driver #2830 and husband of Joann Smith, former ATM). Jerry was hired August 11, 1975 as a full-time driver and retired at least 10 years ago.

Lavonne Birnell (retiree), age 85, of Minneapolis, passed away on May 9, 2011. Until her retirement many years ago, Lavonne was a Transit Information Representative, and she was a 43-year member of ATU Local 1005. Her husband Andy Birnell was the most senior driver out of Nicollet Garage for many years. Lavonne had many friends at the different facilities and used to stop by to visit. Her smiling face and her good humor were always welcome. She will be missed by all those whose lives she touched.



Frank Eckert (retiree), age 84, of Bloomington, Minnesota, passed away July 22, 2011. He will be deeply missed by his family. He was preceded in death by his wife, Miriam. He is survived by daughter, Carolyn; sons, Tom (Caterina) and Mark (Brenda); four grandchildren, Lindsey, Lauren, Kyle, and Sydney. Frank was a veteran of WWII, a member of the Shriners, Masons, and a patron of the Eastern Star. Frank was hired on June 14, 1999 as a part-time operator and left service on May 31, 2006. After retiring from the MTC, Frank enjoyed retirement by reading and spending time with his family.

Union Picnic Photos



DRUG TESTING RIGHTS

If you do not use the specific wording when you request results from a positive drug test, the agency has no obligation to comply. All they are required to do is give you a paper stating the results are positive. Every employee has the legal right to request, in writing to the Medical Review Officers (MRO), copies of: the Litigation Package* of the initial test. (this will tell you how your test turned up positive); the Confirmation (breaks results down into specific levels); the Threshold levels (baseline of all tests)

The Litigation Package can be nearly 100 pages of technical data, which cannot be analyzed or understood by a layperson, including union officers. Professional interpretation is available at member's expense, starting at about \$50 minimum.

WEINGARTEN RIGHTS STATEMENT

If disciplinary action is suspected, read this statement to your foreman: I request to have a union representative present on my behalf during this meeting because I believe it may lead to disciplinary action taken against me. If I am denied my right to have a union representative present, I will refuse to answer accusational questions and any I believe may lead to discipline.