

April / May 2006

The 1005 Line

The People Who Know Where They Are Going

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



Local 1005
Minneapolis and St. Paul MN

Constitutional Amendment Will Increase Funding for Roads and Transit. But Only with Your Help!

Gov. Tim Pawlenty vetoed a transportation bill last legislative session that would have provided approximately \$7 billion for highway and transit projects for the next ten years. One item in the bill could not be killed by the governor's veto -- a proposed constitutional amendment to gradually dedicate all proceeds from the state's motor vehicle sales tax to transportation. Voters this November will decide if millions of dollars in state revenues will be dedicated to highway and transit projects.

It's crucial to educate the public about this issue, and several transportation advocates have already gotten together to support the proposed constitutional amendment, among them; ATU Local 1005, Transit For Livable Communities (TLC), Minnesota Transportation Alliance, and the Minnesota Chamber of Commerce. The amendment also has the approval of many advocacy groups, businesses, labor groups and local governments, from the American Automobile Association (AAA) to the Sierra Club, to the Target Corporation. The amendment has the support of a wide range of city and state officials such as State Rep. Frank Hornstein, DFL-Minneapolis and a member of the House Transportation and Transportation Finance committees.

Presently approximately fifty-four percent of the revenue from the motor vehicle sales tax is used for transportation. The remaining forty-six percent goes into the state's General Fund for other non-transit expenses. The proposed amendment will increase the percentage of funding from this source to 63.75 percent in 2008. Every year after the funding level would be raised ten percent until 100 percent in 2012. By then, the expected level of funding should be approximately \$300 million annually. But Hornstein cautions, "No one should be under the illusion that this alone will either make up for the shortcomings in the governor's policy or that it will adequately fund transportation. We need this and more."

Continued on Page 8

**LOCAL 1005
OFFICERS**

**PRESIDENT/BUSINESS
AGENT**

**MICHELLE
SOMMERS**

VICE-PRESIDENT

JERRY EWALD

**RECORDING
SECRETARY/ASST.
BUSINESS AGENT**

SCOTT TOLLIN

**FINANCIAL
SECRETARY/TREASURER**

**CHUCK
GUDKNECHT**

Calendar

EDUCATION

COMMITTEE - 2:30 PM

APR 18

MAY 16

**EXECUTIVE BOARD
& UNION MEETING**

APR 25 - MPLS.

MAY 23 - ST. PAUL

10:00 AM / 7:30 PM

**UNION OFFICE PHONE
612-379-2914**

EMAIL:

OFFICE@ATU1005.COM

WEBSITE:

WWW.ATU1005.COM

**THE
PRESIDENT'S
CORNER**

Michelle Sommers



MSRS - Legislation Conference

On Friday April 7, 2006 I attended an orientation session for new members of the Minnesota State Retirement System Board of Directors. At the meeting there was much discussion about bills in both the Minnesota House and Senate (H.F.2362/S.F.2239). Under these bills, MSRS is proposing contribution rate increases for both employee and employer beginning July 1, 2007. Currently the contribution rate is 4.00% for both and is proposed to rise by ¼ percent each year until the rate reaches 5.00% for both. For a long time MSRS been 100% funded but due to an increased number of retirements in an aging work force, funding dropped to a rate requiring the proposed rate increase. The proposed rate increase, once it has reached its maximum of 5.00%, will be equal to a cost of about \$100 for each \$10,000 earned per employee.

There's another proposed benefit adjustment which would even out increases to retirees benefits. The bill (H.F.2367/S.F.2139) would cap future increases at 5.00% - sharing future investment increases more equitably among retirees. Any money over the cap would remain in the Post Fund to cover any future unfunded liabilities (I hate that term!) or would be used to fund future increases up to the cap.

To finish up talking about MSRS, here's a little statistical update. Since 1982, the average age of active state employees has risen from 38 years to almost 45 years. Public pensions in Minnesota have approximately \$50 billion in funds, 280,000 active participants, 130,000 annuitants, approximately \$2.8 billion in benefits distributed annually, and \$700 million in employer contributions.

In early March this year, I attended the ATU Legislative Conference in Washington, DC. I had the privilege of meeting Rep. Jim Oberstar and discussed with him the importance of transit and workers' rights in general. Congressman Oberstar has been a friend of labor for as long as I can remember. I also met with the aides of Senator Mark Dayton and Senator

Continued on Page 7

Transit Safety and Security Committee November / December 2005 Summary

Members:

Jim Chisholm,
Management Advisor
David Rogers, Chair
Jerry Larsen, Heywood
Mary Vasterling, South
Theresa Collins, Nicollet
Dennis Engebretson, East Metro
James Van Hofwegen, Ruter

Others in Attendance

Jeff Wostrel, Acting Director, Bus
Transportation
Frank Stumpf, Manager Ruter
Christine Kuennen, Acting Asst.
Dir-Bus Transportation
Lieutenant Paul Schnell, MTPD
Mike Conlon, Director Rail &
Bus Safety
Jim Merkl, Ruter
Lee Bennett, Asst. Mgr. Street
Ops
Bill Porter, Deputy Chief
Operating Officer - Bus
Wayne Babcock, , Manager, TCC

January

After serving as the TSSC
Management Advisor for the past
two years, Christine passed the
baton to Jim Chisholm. Christine
will continue attending TSSC
meetings in her role of Acting
Assistant Director - Bus
Transportation.

Theresa reports that the Route 21
and 53 relief points will remain on
Lake at Blaisdell due to bus
volume at Nicollet. To address
relief operators concerns, Transit
Police will regularly patrol to pro-
vide better coverage and security.

TCC: Reports from SmartCom
data continue to be compiled and
refined.

Questions/comments:

Van: How and where are
Homeland Security grant funds
being used for transit? Transit
Police will address to the best of
their ability. What is the time
frame for late buses and service
interruption? Jim reports that the
MDT flags individual buses when
10 minutes late or more.

Street Operations: Intersection of
50th St. E. and 34th Ave. S. is still
being checked for bus stop loca-
tion per TSSC request. Farside
bus stops require city council
action, so it won't be immediate.

Lee submitted an OCR (Operating
Conditions Report) on TSSC
behalf requesting Route 7 be
changed to via Transitway
between 27th Ave. S. / Minnehaha
to better serve Rainbow
customers.

The bus stop on westbound
Broadway nearside Aldrich Ave.
N. was eliminated at TSSC
request (two bus stops on same
short block); customer complaints
site hardship after grocery shop-
ping at Cub Foods.

City of Mpls. has established no
parking zones between Stevens
Ave. and 1st Ave. S. as requested
by TSSC to accommodate buses
pulling into Nicollet via SB Hwy.
35W and 35th St.

Street Ops continues to work on
corner clearance at 36th & Bryant;
city computer model shows
turning radius is adequate. Corner
store is trying to take back the no
parking zones at same time we
want more.

Public facilities will check Route

Education Committee

**SCOTT TOLLIN
ADVISOR**

**CHAIR
MEMBERS ROTATE**

**SOUTH
LIZ GOLDBERG
VICE CHAIR**

**HEYWOOD OFFICE
CECILE CLOUTIER
RECORDER**

**NICOLLET
THERESA COLLINS
STEPHEN BABCOCK
LAYOUT**

**OVERHAUL BASE
TOM CAMPBELL**

**RUTER
OPEN**

**EAST METRO
K.H. RICE
RAY VANDER WYST
JOANN BLOMGREN**

**HEYWOOD GARAGE
JOHN SUTTLES
JOHN VAN HOFWEGEN**

**EDITORIAL BOARD
KEN DOLNEY
DAN ABRAMOWICZ**



Government 101

Liz Goldberg

Decoration Day

"...Fourscore and seven years ago our fathers brought forth on this continent a new nation, conceived in liberty and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation or any nation so conceived and so dedicated can long endure. We are

met on a great battlefield of that war. We have come to dedicate a portion of that field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

But, in a larger sense, we can not dedicate - we can not consecrate - we can not hallow - this ground. The brave men, living and dead, who struggled here, have consecrated it, far above our poor power to add or detract. The world will little note, nor long remember, what we say here, but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us - that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion - that we here highly resolve that these dead shall not have died in vain - that this nation, under God, shall have a new birth of freedom - and that government of the people, by the people, for the people, shall not perish from the earth..."

President Abraham Lincoln and his immortal Gettysburg Address on November 19, 1863 at the dedication of the Soldiers National Cemetery at the site of the Civil War's bloodiest battle-The Battle of Gettysburg.

The Gettysburg Address and Lincoln's Objectives

Lincoln's address was short and simple but yet paid an unforgettable tribute to those who had lost their lives. He expressed his, deepest and most dominant sentiments to the people with simplicity and great care. Most importantly he showed that, "it is only by constructive deeds of living men that the sacrifice of the dead can have value." Lincoln told the world that the United States would continue to fight so that the world, not just the U.S., could enjoy freedom and equality.

Because Lincoln was speaking to an audience divided by the Civil War, he needed to provide common ground and unity in order to effectively persuade his listeners to adopt a mutual goal and resolution. He achieved this by reflecting on the ideals and accomplishments of the forefathers they all have in common, reminding each side of their unified history -rather than their present particular interests. His objective was to persuade the audience to support the idea that we must dedicate ourselves to the preservation of a united nation and a new birth of freedom.

Lincoln provides three arguments in support of this idea.

First, we should honor the dead by dedicating ourselves to preserving the nation so that they did not die in vain. Secondly, this war is a test of the Union endurance and the task of preserving it remains unfinished. And lastly, because the nation is dedicated to the proposition that "all men are created equal and is a government of, by, and for the people" (as put forth in the Declaration of Independence), to preserve it is great and worthy cause.

The American Civil War

In the early days of the United States, loyalty to one's state often took precedence over loyalty to one's country. Neither the North nor South had any strong sense of attachment to the Union. As patterns of living diverged between North and South, their political ideas also developed marked differences. The North needed a central

Brian Lamb - GM - Part 3

This is the final segment of a question / answer session last fall between The ATU 1005 Education Committee and Brian Lamb. Committee members Steve Babcock, Tom Campbell, Cecile Cloutier Advisor Michelle Sommers and guest Marlin Jensen, FTH Operator, participated in the interview.



Tom Campbell: My other question is on the ridership goal. Back 10-15 years ago, we came out with charts on the walls with ridership goals. You remember?

Brian Lamb: I do.

TC: And you're well aware of them? The recognition programs that were developed, about eight years ago?

BL: On the maintenance side, you're saying.

TC: Everywhere. It was a contractual agreement we were under. Different recognition program were developed, and in the Mechanical department, they were tied to the ridership goals being met. Goals were met. And then a couple of months, ridership didn't meet the goals and we didn't get the recognition hours. In the last four years, management has not set one ridership goal. At the time we negotiated this agreement they set these goals. One thing that I didn't look into until today, I wasn't even aware is that we haven't set a ridership goal in over four years. And I believe that, if you can shed any light on it, but I believe management has let us down. And not holding up their end of the bargain.

BL: Let me just say that I think organizationally that there is only one measure in my mind that determines our success and that is ridership. To the extent that we all need to be focused on ways to grow ridership, even though not all of the factors affecting ridership are in our direct control.

TC: The goal reflected what we thought we could achieve. Summertime people go on vacation and the goal is lowered for that level of ridership. State Fair was set for another level. But it did fluctuate...

BL: I wish I better understood the mechanics of... no pun intended, the maintenance goals and whether they were figured annually or....

TC: No, quarterly. We just went with the ridership goals that were general information that were used basically for the legislature.

BL: I'll tell you what. I'm better able to give you a quarterly projection or goal now, because I think we have a grasp on our immediate future more so than we've had any time since I've been back at Metro Transit. We have a service plan and we know our annual ridership goal is for both bus and rail. I would not have been able to answer this question last January because I did not know what our budget was going to be or how much service we were going to be able to put on the street. For the first time since I've been back, I can finally point to a direction to the employees of this agency and say, "This is where we need to go." A big part of that message will include a ridership goal. I think ridership is a rallying point. I think no matter where you are in this agency you should understand that.

I don't know enough about what's happened over the last four years to give you a good explanation of why ridership has not worked as part of the recognition program. But I can say that we are better positioned today than any time in the last year to say "We have a ridership goal out there and we all have a reasonable shot at achieving it."

TC: I think that our governor should step up to the plate with this high-energy crisis that's going on. Give up extra funding to lower fares, put more people on the buses. That's what he should do. We're going to the national petroleum reserves, possibly. The president's going to release that. He's at least stepping up to the

plate.

Michelle Sommers: With gas prices as high as they are, today's fare is half-price!" Give us a try. Have some type of a promotion.

BL: First of all, when you believe you have a quality product or service the hardest part is to get your prospective customer to try it that first time. That's why couponing is so big at restaurants, or our special State Fair service is so important. When you carry nearly 900,000 people to and from the State Fair, it gives them an initial taste, and that's when, following the state fair we should see an influx of new riders.

We are in the final steps of developing what I think is a pretty creative marketing campaign, including some transit sales. For example we are planning to have fare sales to increase Saturday ridership and see if whether we can develop that market further. Once you build momentum and show that more people are interested in taking transit, it's so much easier to convince others, including elected officials, to buy into it. And that includes the Governor. If we can increase the number of customers we carry per hour of service it's going to be easier to convince decision-makers to say, "Transit is an important part of the transportation system and needs to be funded."

MS: A lot of park and rides are right across from gas stations. A lot of them. One gallon of gas gets you a ride to work. If you use more than a gallon of gas to get to work, sit down and relax and ride the bus. There has to be something for us to do, right across the street from a gas station.

BL: You're absolutely right. Our real marketing push is geared toward mid-September and later. Right now, with State Fair going on, there's so much activity it is hard to pull together the staff resources to push out a new marketing effort. We do have, and part of the budget is, that we put an extra million and a half, over the next year and a half into marketing. We need to be creative to get people to think about getting on the bus.

Cecile Cloutier: But the problem with the marketing is that you can get the people voting with their feet but many park and ride routes are standing room only or worse, every morning. So you're going to want to get more people on the buses? You're not going to be adding service? I mean, you talk about the balance, but it's really hard to advertise when you don't have...

BL: Capacity.

CC: Right.

BL: And that's the reason why some of the blocks have changed from some of the garages to other garages so that we can better balance those demands. There are certain routes that are underperforming.

MS: And if you have something set up on Saturdays, trying to build up ridership, keep in mind that an extra 98 or two out there, an extra call driver at Heywood or East Metro [will help]. Because if you're going to give drivers work, routes are going to get bombarded and late and have issues. If you actually want to build the ridership, have some buses ready to fill. I mean, be prepared for it.

CC: One of my big questions is that you've seen this agency being run on its own, Metro Transit as a discrete organization, and also as part of Metropolitan Council. Do you think our relationship with Met Council has actually helped us to be productive or makes a lot of sense functionally?

BL: I'm a firm believer that Transit works better in certain environments than it does in other environments. Transit is more effective when it operates in higher density areas. The Metropolitan Council works with individual communities to set community development plans so this region can accommodate an additional million people in the next twenty-five years. How that growth is going to occur is very important to our long-term success. So I think there's a real synergy there in the Council encouraging higher density growth and then matching that growth with increased transit service. That is also true with sewers and roads. A more compact development plan yields a more cost-effective infrastructure.

Have we realized that potential? The fact is, no. The Council itself wrestles with whether it should be trying to

Interview Continued

influence development, or whether it should try to have a more direct control over development. Even with the change in the last administration, you can see a significant philosophy change on that influence versus control question. But many communities have made progress in the past few years. We can see expansion of condominium and townhouse development throughout the region, and many first and second ring suburbs are starting to create their own downtown districts. That helps create a better transit service environment for the future. That is one major reason why I think it does make sense to link development planning with transit service. Have we fully achieved that vision as a Council? I'd say no, we're not there yet. I think one of the challenges with the Council is that it's an appointed body. And so as an appointed body, is that you're more susceptible to major shifts in policy direction, and ultimately their effectiveness working with local government ebbs and flows.

TC: People have been able to live out in Buffalo, buy cheap land, build a house and drive to work. Now with high energy costs, the people are going to move back in and the density is going to increase.

BL: More people are starting to realize that commuting an hour, an hour and a half, even if they could afford the gas, but just for the congestion reasons, [they think] 'There has to be a better way'. And maybe it's not a bad life to live in an urban environment. That is one reason that the number of people who live in the downtown Minneapolis district has grown to more than 30,000 in the past few years. Even in the less densely populated areas there are ways to create density, namely large park and ride lots. When we have 500-1,000 car lots, we can provide good, frequent service. And in the next few years we will see more of these major park and ride lots come on line, that will serve the Transit environment very well.

TC: We both agree it's going to happen, can we survive in an organized fashion? (End of interview)

The Education Committee would like to extend a "Thank You" to Brian Lamb for meeting with us. That concludes our series on the interview.

President's Colum Continued from Page 2

Norm Coleman. Upon returning home, Jerry Ewald and I distributed the ATU State Legislative Agenda booklet to all state representatives and senators.

As everyone knows, the operator's recognition program has been increased from 12 to 16 hours each year (8 hours for part-time operators). This will begin with the 2006 awards and then become semi-annual in 2007. The union and company will be meeting to negotiate the terms of the program. Meetings are happening in the Maintenance Department to negotiate an achievable recognition program.

AT THE OFFICE Heywood

Contact Cecile Cloutier

Gary Thompson retired as a Shelter Maintenance Mechanic

Clarence Maloney transferred from Heywood Janitor to LRT helper

Laquanda Jarrett, Steven Ladeau, Samantha Link-Lavoie, Iona Mattila, and Tammy Weise were hired as Transit Information Representatives.

AT THE GARAGE Heywood

Contact

John Vanhofwegen # 64282

In addition to drivers, the following employees joined the ranks at Heywood this quarter:

Paul Anderson, farebox repair
William Humphries, Heywood mechanic
Dennis Johns, revenue equip. electronics tech

These employees transferred to other jobs this quarter:

Alan Howell, #2196, Heywood operator to revenue equip. maintainer
Kenneth Grigsby, Heywood skilled helper to revenue equip. maintainer
Robert Davis, #64024, Heywood operator to train operator

"Don't complain about something you permit."

Authors unknown

AT THE GARAGE SOUTH

Contact Liz Goldberg

February kicked off the start of the extensive \$1.5 Million year-long remodel for South. The new Dispatch area is currently under construction and is scheduled for completion in May.

The remainder of the Drivers room is and will be a challenging and ever changing obstacle course for Southsiders throughout the construction process.

Jim Odland, PT Operator #7022, recently retired after twenty-two years of service this past February. With the candles still smoking from his retirement party held at South, Jim had successful surgery for a defibrillator implant March 16th. Jim, a well known personality throughout the agency with his easy going style and smile, began in 1979 as a Driver. He then went into Dispatch for twelve years, and retired in 1995, returning as a part-time Operator. Jim, our very best wishes to you for a speedy recovery and a joyful second retirement."

*"Remember,
small actions
can have big
results."*

Authors unknown

The funding would not only be for transit. It would also be shared with the Minnesota Department of Transportation (MN-DOT) for highways and road projects. MN-DOT estimates that by 2030, they will need an additional \$1.7 billion annually for projects to support Minnesota's population increase. So it's important that we speak up and not get drowned out by competing needs.

If the amendment is passed, the dedicated funding for transportation would make it easier for Minnesota to compete for federal funding on new transit projects. It has been shown that states with dedicated funding receive more federal dollars. Currently, the Legislature must approve every individual transportation project. That makes transit and transportation vulnerable to whoever's in the Legislature or Governor's mansion, and makes it difficult to do "day-to-day" business.

How do we get down this road of dedicated funding?

In Minnesota, for a constitutional amendment to pass, the majority of voters, who show up to vote, must actively select "Yes". A "No" vote may be someone against the amendment, but it could also be a voter who didn't understand the issues involved. And, someone skipping the item altogether and not voting all is counted as a "No" vote. Because of this, it is crucial to get Minnesota voters to understand the amendment and cast their vote as informed citizens.

Do we leave it to others? Hell no! This amendment directly affects you. It is not going to be easy, but the odds are stacked against us. It's hard to get someone to vote for a tax increase when all other taxes are increasing.

Let's start with the people we know-family, friends, and tell them how important this amendment is. Do we want to be out on strike again because Met Council doesn't have the funding to give us a living wage increase? Next, we have to talk to and convince our fellow voters / customers to vote for this amendment. Talk to your passengers. "Without dedicated funding, the service level will be affected. Again."

Next, hit the road on behalf of the amendment by volunteering for phone banks, assisting in mailings, and donating money. Pass on that Lotto ticket, turn off the TV and do your part. This time we can't leave it to others. Your job depends on it. If the state funding amendment goes down, your own funding goes down.

This amendment is a stopgap measure because of the failure of our past legislatures to step up to the plate and provide funding for transit. If the constitutional amendment doesn't pass, transportation funding won't simply be back at square one. It will be worse off because the perception will be that the public really doesn't support transportation funding. The lack of adequate funding also will pose a serious threat to the future development of all present and future transit projects. It is not a "Democrat thing", a "Republican thing" or an "Independent thing" thing, it's a "money thing". **Wake up and get involved!**

Submitted by Stephen Babcock
Source: www.swjournal.com



THE AMALGAMATED TRANSIT UNION



OUR STORY...OUR HISTORY

This April/May in Labor History

Most citizens of the United States take for granted the labor laws, which protect them from the evils of unregulated industry. Perhaps the majority of those who argue for "free enterprise" and the removal of restrictions on capitalist corporations are unaware that over the course of this country's history, workers have fought and often died for protection from capitalist industry. In many instances, government troops were called out to crush strikes, at times firing on protesters. At times, strikers retaliated with like violence. Presented below are a few of the many incidents in the often-overlooked tumultuous labor history of this country.

April 27, 1825

Carpenters in Boston held the first strike for the 10-hour workday.

April 29, 1899

When the Bunker Hill Company refused to hire union workers, members of the Western Federation of Miners dynamited the \$250,000 mill at Wardner, Idaho, destroying it completely. President McKinley responded by sending in black soldiers from Brownsville, Texas with orders to round up thousands of miners and confine them in specially built "bullpens."

April 17, 1905

The Supreme Court held that a maximum hours law for New York bakery workers was unconstitutional under the due process clause of the 14th amendment.

April 18, 1912

The National Guard was called out against striking West Virginia coal miners.

April 20, 1914

The "Ludlow Massacre." In an attempt to persuade strikers at Colorado's Ludlow Mine Field to return to work, company "guards," engaged by John D. Rockefeller, Jr. and other mine operators and sworn into the State Militia just for the occasion, attacked a union tent camp with machine guns, then set it afire. Five men, two women and 12 children died as a result.

May 19, 1920

The Battle of Matewan. Thirteen managers of the Stone Mountain Mine hired detectives from Baldwin-Felts, arrived to evict campaigning miners and their families from the mine's camp in Matewan, WV, despite efforts by Mayor C. Testerman, and Police Chief Sid Hatfield to protect the

AT THE GARAGE LRT

Contact
Bob Boyle Or
Mark Ammend

Welcome to our newest operator Dwight Stiles # 64234, He along with others are replacing four operators; Ron Fontaine, Mike McNamara, Nick Hensgens, and Derrick Cain. The four have accepted transit supervisory positions.

We also welcome Clarence Maloney our newest helper.

We congratulate John McKay and Rick Carey on their promotions to maintenance supervisory positions. Management is currently interviewing replacements for them.

Congratulations are also in order for Mark Ammend #9217 on his rail relief instructor position.

The three additional LRVs are scheduled to be leaving Mexico by late June, to New York for final assembly, and arrive here in December or January.

*Truth is so hard
to tell, it some-
times needs
fiction to make it
plausible.
Francis Bacon*



Meet the Education Committee: Cecile Cloutier

A series on Education Committee Members

As most of you know, I don't have too much of a problem writing about other people or events. Or even giving my own opinion. But when it comes to actually talking about my own life, I have a writer's block. Still, every one on the Committee but me has done the "This is your life" profile, and it's not fair that I get to dodge it, even if this is my last issue as a member of the Education Committee.

My hobbies/vocations/favorite timewasters are: freelance music writing (I contribute occasionally to City Pages, and helped them cover the strike when, well, I was on strike), needlework, swimming, accumulating records (I used to be a college DJ), reading, watching perhaps too much TV, and cooking.

I was born in 1961 in Houghton, MI, home of Michigan Tech University and the "Hockey Huskies", and am the oldest of five girls. After graduating high school, I attended MTU for about a year and a half. I was looking for transfer credits for a Lower Michigan school, but ended up meeting my husband there. And he grew up just 20 minutes from me. We celebrate our 25th anniversary this June.

After we got married, we bounced from Chicago to Ann Arbor, MI, where we got our undergraduate degrees from a weird crazy quilt of schools. (Hooray for transfer credits!) We eventually ended up in Marquette, MI. I was working at a public radio station as a student intern, and we decided to move to Minneapolis for the reason most "Yoopers" move there - there was work. After a couple of false starts, I ended up temping at the Metropolitan Council - Environmental Services (then the Wastewater Commission) in the Diversity Department (then Affirmative Action) for three weeks that eventually turned into two years. I worked in Environmental Services' HR department for another couple of years and got transferred to HR at Metro Transit in a 1995 reorganization where I've been until now.

I'm being transferred back to Met Council to work in the Learning and Organizational Development Department as this goes to press. I'm very excited about the opportunity to work in a new department, but am sorry to leave Transit, especially the ATU. Still, you'll probably talk to me on the phone when you register for LOD classes. And I imagine I'll be over at Transit more than you think for meetings and whatnot. Take care, everyone. It's been a lot of fun.

Jim Klueckman to compete in "2006 International Roadeo"

On April 30, 2006, South Operator #350, Jim Klueckman will compete in the "2006 International Bus Roadeo" in California, accompanied by our "Best Wishes" and South ATM, Barb Keener.

The annual International Bus Roadeo features Bus Operators and Mechanics from transit systems across North America who participate in separate competitions showcasing skills in safe driving and vehicle maintenance.

This year the 2006 Roadeo will be held together with the "Bus and Paratransit Conference" in Orange County, California from April 29- May 3, 2006. Among the new events this year are the (trial) "Customer Service Competition" (which will allow bus Operators to test their customer service skills in typical customer interface scenarios) and the new "Pre-Trip Inspection Event".

Jim: We're Proud of You - Good Luck!!!

government to build an infrastructure of roads and railways, to protect its complex trading and financial interests, and control the national currency. The South depended much less on industrialization and federal government and therefore felt no need to strengthen it. Many Southerners also feared that a strong central government might interfere with slavery. These contrasting social, economic and political points of view gradually drove the two sections farther and farther apart, but each tried to impose its own interests on the country as a whole. Although compromises had kept the Union together for many years, in 1860 the situation was explosive. Abraham Lincoln's election as President was viewed by the South as a grave threat to slavery and therefore a threat to the entire way of life. The only feasible course of action then was secession and war. So in 1861, seven states (South Carolina, Mississippi, Florida, Alabama, Georgia, Louisiana and Texas) seceded from the Union. Not long after Virginia, North Carolina, Tennessee and Arkansas joined them. These states made up the Confederacy. The secession of these eleven states, and the subsequent tension, shots being fired on the Federally-held Fort Sumter in 1862, led to the bloodiest war ever to be fought on U.S. soil, The American Civil War.

For over two years, control shifted back and forth between the North and South, neither ever having clear dominance over the other. The war appeared headed towards stalemate until July 1, 1863 and the 3-day Battle of Gettysburg. This battle was considered, by most military historians to be the single most decisive turning point in the Civil War. In an effort to gain foreign recognition, lessen pressure on confederate forces at Vicksburg, obtain much needed food and clothing, and increase Northern war-weariness, General Robert E. Lee boldly led his troops into Gettysburg, PA, well within Northern-held territory. Here Lee encountered Union troops led by General George G. Meade. In a decisive Union victory (mostly due to their occupation of Cemetery Hill) the battle ended on July 4, 1863. However both sides suffered heavy casualties totaling nearly 50,000, split almost equally between North and South. This horrific battle gave the divided states some common ground. The extensive loss of life, whether it Confederate or Union, was all American and the pain of it shared by all. It began to open their eyes to a much larger mutual goal.

Soldiers' National Cemetery

Located 50 miles northwest of Baltimore, the small town of Gettysburg, Pennsylvania was the site of the largest battle ever waged during the Civil War. Fought in the first three days of July 1863, the Battle of Gettysburg resulted in a hallmark victory for the Union "Army of the Potomac" and successfully ended the second invasion of the North by General Robert E. Lee's "Army of Northern Virginia".

Historians have referred to the battle as a major turning point in the war, the "High Water Mark of the Confederacy". It was also the bloodiest single battle of the war, resulting in over 51,000 soldiers killed, wounded, captured or missing. Soon after the Battle of Gettysburg, Pennsylvania governor Andrew Curtin charged David Wills, a successful judge, with cleaning up the horrible aftermath of the battle. Wills acquired seventeen acres of the battlefield for purposes of establishing a national cemetery for the soldiers who gave their lives at Gettysburg. He then invited venerable Edward Everett, the nation's foremost rhetorician, to give an oration at the dedication ceremony. He also asked President Lincoln to speak briefly, who accepted the invitation.

While Everett's two-hour oration has been long forgotten, Lincoln's two-minute speech became one of the most memorable and effective of all time. On February 11, 1895, congressional legislation was signed to establish Gettysburg National Military Park as a memorial dedicated to the armies that fought this great battle. Gettysburg National Military Park incorporates nearly 6,000 acres, with 26 miles of park roads and over 1,400 monuments, markers, and memorials. The cemetery contains more than 7,000 interments including over 3,500 from the Civil War.

The Origin of Memorial Day

Memorial Day, originally called Decoration Day, is a day of remembrance for those who have died in our nation's service. There are many stories as to its actual beginnings, with over two dozen cities and towns laying claim to being the birthplace of Memorial Day. While Waterloo, New York, was officially declared the birthplace

Page 12 Government 101 continued

of Memorial Day by President Lyndon Johnson in May 1966, it's difficult to prove conclusively the origins of the day. It is more likely that it started with separate beginnings. Every planned or spontaneous gathering of people to honor the war dead in the 1860's tapped into the general human need to honor our dead. Each contributed honorably to the growing movement that culminated in General Logan giving his official proclamation in 1868.

There is also evidence that organized womens' groups in the South were decorating graves before the end of the Civil War. A hymn published in 1867, "Kneel Where Our Loves are Sleeping", by Nella L. Sweet, carried the dedication "To The Ladies of the South who are Decorating the Graves of the Confederate Dead". It is not important who was the very first, what is important is that Memorial Day was established.

The first officially observed Memorial Day was proclaimed on May 5, 1868 by General John Logan, national commander of the Grand Army of the Republic. On May 30, 1868, flowers were placed on the graves of Union and Confederate soldiers at Arlington National Cemetery. The first state to officially recognize the holiday was New York in 1873. By 1890 it was recognized by all the northern states. The South refused to acknowledge the day, honoring their dead on separate days until after World War I, when the holiday changed from honoring just those who died fighting in the Civil War to honoring Americans who died fighting in any war. It is now celebrated in almost every State on the last Monday in May (passed by Congress with the National Holiday Act of 1971 to ensure a three day weekend for Federal holidays). Several southern states have an additional separate day for honoring the Confederate war dead: January 19 in Texas; April 26 in Alabama, Florida, Georgia, and Mississippi; May 10 in South Carolina; and June 3 in Louisiana and Tennessee.

National Poppy Movement

In 1915, inspired by the poem "In Flanders Fields," Moina Michael replied with her own poem:

*We cherish too, the Poppy red
That grows on fields where valor led,
It seems to signal to the skies
That blood of heroes never dies*

She then conceived of an idea to wear red poppies on Memorial Day in honor of those who died serving the nation during war. She was the first to wear one, and sold poppies to her friends and co-workers, with the money going to benefit servicemen in need. Later, Madam Guerin, a Frenchwoman, was visiting the United States and learned of this new custom started by Ms. Michael. When she returned to France, she made artificial red poppies to raise money for war orphaned children and widowed women. This tradition spread to other countries. In 1921, the Franco-American Children's League sold poppies nationally to benefit war orphans of France and Belgium. The League disbanded a year later and Madam Guerin approached the VFW for help. Shortly before Memorial Day in 1922, the VFW became the first veterans organization to nationally sell poppies. Two years later their "Buddy Poppy Program" was selling artificial poppies made by disabled veterans. In 1948 the US Post Office honored Ms. Michael for her role in founding the National Poppy movement by issuing a red three-cent postage stamp with her likeness on it.

Timeline of American Wars

Since America was united as one nation, this great country surrendered its bravest to liberate the oppressed and ensure freedom for its citizens and future generations. Battle lines were drawn and blood was spilled on U.S. soil and foreign lands. These were the sacrifices made in America's wars.

American Revolution (1775-1783)

Where: Eastern seaboard of North America

How It Ended: The Treaty of Paris was signed on Sept. 3, 1783

American Casualties: 4,435 (approx.)

Continued on Page

Lost & Found

Theresa Collins

Have you ever been interested in what kind of items have been left on buses? I have been a driver for the past 17 years and I have turned many articles into Lost and Found, mostly keys, umbrellas, gloves and hats. Once on the 21 line I found a checkbook with IDs and about \$90.00 in it. I called the owner of the checkbook and she was so grateful and wanted to give me a \$10.00 reward. I said, "No thank you, that this is part of my job". I did get the best reward afterwards: she sent a two-page letter to the General Manager about what a wonderful, honest driver I was. Another time, I found a purse with \$800. I did the right thing and turned it in to Lost and Found, but never even received a thank you from the owner. Still, as drivers it is our responsibility to turn articles into lost and found. We need to be honest. I am a firm believer of what goes around comes around.

An interview with Customer Relations staff brought up some interesting facts. In 2005, 16,851 items were turned into Lost & Found at the FTH Garage, not counting items like mittens, keys or umbrellas.. When it rains in the AM, or drizzles all day, the department can get anywhere from 20 to 30 umbrellas, while in the winter an equal number of gloves are turned in.

The Customer Relations staff also listed some of the more unusual finds for me, such as:

* **A human skull** in a velveteen box , left by a U of M student who had borrowed it from the school for a project. He was so happy to find it!

* **An electric wheelchair** left behind when a lift quit working mid-route. The customer could walk short distances, so they alighted with assistance. The bus was taken to maintenance who fixed the lift. Then the bus was driven to Lost & Found so the wheelchair could be returned. The power on the chair was depleted that it had to be plugged in. The customer arrived to claim it just after it was recharged.

* **A wallet** turned in with cash and foreign passport identification. When Customer Relations couldn't find the owner, they contacted the consulate of the country and after a search, managed to locate the passenger and return the wallet.

* **A diamond watch** dropped down the elevator well at a Rail transit station. The (very relieved) passenger was reunited with her new watch the very next day.

* **Tax returns** and other financial papers tend to get left on buses and trains, especially around April 15.

Customers are more than happy when they are retrieved.

* **A diamond earring** lost in the coin slot of the farebox. The money room staff located the earring among the coins and turned it over to Lost & Found for another successful return to a thankful customer.

* **A bike** left on the bus for three consecutive days. The customer had decided to bike to the bus stop instead of drive. But, this being a change in his daily habits, he would forget his bike each day, and then be impressed that Lost and Found would always have it waiting for him.

* **Dentures** left in a bag on a bus seat. When the customer called, the Customer Service Rep had trouble understanding him and thought he was saying "feet". But once the correct body part was clarified, TCC \ contacted the operator who turned in the bag. A very happy customer came the next day to claim his "teeth".

* **A lost baby blanket** a young boy couldn't sleep without. It was reclaimed the next day by a very tired mom.

* **Laptop computers** from out of state visitors. Customer Relations boxes them up, labels them and waits for their owners to send Fed Ex to pick them up.

Other things that have caused the staff in Lost and Found to scratch their heads in wonder: A plastic bag with white powder that came in during the anthrax scare and turned out to be Bisquick; a small bag with green hay like substance that was dried herbs; and cell phones that are called for and claimed, but no one ever picks them up.

Thanks to Linda Bechtold and Customer Relations staff

AT THE GARAGE Nicollet

Contact

Theresa Collins #1378 or
Stephen Babcock (stores)

Award winners Elite operators:
Dave Blumberg # 97
Leo Andrews # 1331

25 year Safe Operators:
Renee Stafford # 603
Darrell Johnson #1041
Patricia Parnow #1412

Way to go!

Congrats for retirees:
Richard Hall #1495
Don Renneberg #1027
Mark Raab #1508
Bob DeFrance #1428
Enjoy!

Remember the garage sale when
spring cleaning. We have start-
ed taking donations. The money
we make helps pay for all our
extras here at Nicollet Garage.

Thanks to the employee who put
the potpourri in the bathrooms -
- it smells great and is a nice
touch. Now that's great Nicollet
spirit!

Thanks to the Maintenance
crew that did the wonderful
cookout.

AT THE GARAGE OHB

If you have information you
would like to share contact:
Tom Campbell

TSSC Continued

18 & 542 ridership at NB Nicollet
Ave. S. at American Blvd. and EB
American Blvd. at Nicollet to
evaluate for a shelter, per TSSC
request.

Questions/comments: Lee: When
Route 18 buses would use 1st
Ave. S. in the area of 46th St./48th
St., when the correct routing is via
Stevens? Theresa reports road-
work on Stevens caused detour;
pull-ins may erroneously shorten
turnaround. Service Development
declines to add 18A blowup on
operator map at this time.

Jim: How are layovers deter-
mined? Specifically Route 22
downtown on 4th Ave. S. between
6th & 7th St. Lee says Service
Development saved a bus daily by
shortening route at 4th Ave.
instead of terminating near hospi-
tals. This translates into thou-
sands of dollars saved annually.
Through buses (Rt. 14 & 19) stop
to discharge, even though there is
a bus stop around the corner on
7th St. between 4th & 3rd Ave. S.
Route Info will be issued to
clarify.

Van (& others): What can be done
re: the hazard light sounders?
Using during layovers in high
traffic areas is recommended, but
the sounders are irritating to oper-
ators and passersby. Bill Porter:
Next bus order will not have audi-
ble signals; also will have heated
mirrors and electric wipers.
Maintenance will explore shutting
sounder off.

Theresa: Would like to see 'No
Right-turn' for westbound St.
Anthony at Hamline; when NB 21
makes bus stop, St. Anthony traf-
fic cannot see northbound
Hamline traffic to safely turn.

Dennis: Bus stop on WB 46th St.
E. at Hiawatha near Walgreen's

for Rts. 74 & 84 - some operators
are concerned re: leaving stop to
merge into traffic crossing
Hiawatha - eliminate! Some oper-
ators use bus stop to justify using
right turn lane to avoid 'left-
turn/through lane' back up. It's a
dilemma. Lisa Johnson, St Ops,
East Metro, is aware and check-
ing.

Safety: Reports East Metro Safety
Specialist offer should be made
week of Jan. 9-13. He's happy to
see "Yield Law" finally displayed
on bus; neighbor commented to
him that they were unaware!

Questions/comments: Van: Asks
again about Homeland Security
grant funds - regional, not just
Metro Transit. Transit Police can
better address upon their arrival.

Van: New York City is the model
for security; other transit proper-
ties have visited to learn!

Jim: District supervisors need
more discretion re: interior lights
violations for PO/PI via highways
in addition to freeways. MJR
buses on Hwy 252 not in service;
lights out is clear message to cus-
tomers.

Dennis: What should operator do
with lost & found items offered
from shelter / bench / sidewalk?
Are they obligated to take these
items?

Christine said operator should
exercise discretion: harmless
items - accept & turn in; suspi-
cious items - thank donor, assure
them you will report, call TCC for
police or supervisor pickup.

Jerry: What's the status on right
turns on red with artics?

Mike isn't sure, Brenda will report
at next meeting.

TSSC Continued

LRT: Pedestrian gates at 46th St. Station are a possibility with TRB grants funds. Fritz Coulter plans to key LRT entrance to match restroom key for Route 8 restroom access. Done - see Route Info #22058, 1/12/06.

Police Report: The holiday detail successfully sent message that cops could be posing as bus riders. MOA platforms & LRT are heavily staffed by Transit Police, along with Airport & Bloomington police, especially on lookout for terrorism on rail. Focus on Airport to/from MOA, but all jurisdictions may remain on board into Minneapolis stations.

Camera upgrades are being explored for rail and bus. Customers' perception of safety: 311 or 4-midnight less safe. Transit Police planning a survey to operators (reporting or as victim), customer victims and perpetrators to evaluate response: time, quality etc. Goal is ETA under 10 minutes from TCC call to on scene.

Questions/comments:

Dave: Reports operators like plain clothes details on their bus.

Theresa: What's the status of cameras in employee parking lots? Lt. Schnell will check with Fritz Coulter.

Theresa: Asked if Transit Police identified themselves as plain-clothes when disembarking as planned. Lt. Schnell said decision was to hold off on announcements to maximize effect.

Christine: Survey respondents primarily identified themselves as Caucasian. We need to liaison with people of color and immigrants; outreach to Cedar-

Riverside community, Mad-Dads.

Jerry: What's the procedure for fare compliance on rail from seniors & ADA customers when using TVM. Lt. Schnell said valid IDs are requested.

Dennis: Can the Trespass list with pictures be updated monthly to TSSC with larger pictures? Lt. Schnell explained that Trespass can be between 30 days to 12 months, available on Intranet. Since operators don't have access, Trespass will be distributed to TSSC for posting at garages.

Van: What about the Homeland Security funding? Lt. Schnell will report more fully next month; he knows the primary concern is Improvised Explosive Devices (IED).

Maintenance: Concerned about short-arm mirrors on curbside of bus. Dave will talk to Tom Humphries re: mirrors. Marketing: Jim C. spoke with Bruce Howard re: wrap buses. Bruce had schedule conflict, but reports three options in order of preference: leave first right window bare, more porous wrap material, wrap below window only. Bruce will report on revenue dollars next month. Lt. Schnell stated Transit Police hope for optimum visibility.

Other Business: Jim Merkl introduced James (Van) VanHofwegen #934, newly elected representative for Ruter Garage. The committee thanked Jim Merkl and wished him well as he approaches retirement, possibly this fall. Following adjournment, interested members and visitors were invited to tour the TCC.

February**Others in Attendance:****AT THE GARAGE
East Metro**

Contact Kim Rice #5975, Ray Vander Wyst or E-board reps Ken Dolney, Chuck Feucht

Our new union service representative at East Metro is Chuck Feucht #5355. We know he'll be filling some big shoes, so we wish him well.

Our new representative on the Safety & Security Committee is Dennis Engebetson #3821. I think you'll find him respectful, friendly, and cooperative.

A big THANK YOU to our building maintenance staff for the great clean-up job they did for us during & after the recent snow storms.

Our concerns about running/recovery time on Route 54 will be discussed in a special SAT meeting at East Metro. We share this concern with South Garage, so they will participate. We'll keep you posted.

East Metro has a current driver compliment of; 263 Full Time, 59 Part Time Week Day, and 16 Part Time Week-End people.

Remember that we need to log in for MDT fare transactions too. The normal default will not always be the correct. The procedure to follow is outlined in our training manuals; if we go to the fair page and use the fair set type we'll keep our records straight. Most of the time it will be #1, #2, #3, or #4.

Our regular East Club Spring Event will be announced soon. Look for the fliers.

Page 16 **TSSC Continued**

Chad Loeffler TCC Supervisor;
Frank Stumpf, Mgr Ruter;
Christine Kuennen, Acting Asst.
Dir-Bus Transportation;
AJ Olson, Acting Lt., MTPD;
Brenda Himrich, Mgr Rail & Bus
Safety;
Dan Bullock, Com. Sys. Mgr;
Lee Bennett, Asst. Mgr. Street
Ops; Sheila Miller, Bus Stop Co;
Bill Porter, Deputy Chief
Operating Officer - Bus;
Dennis Dodge, MJR Safety;
Scott Tollin, ATU;
Sheri Gingerich, Rail Trans.;
Chuck Wurzinger, OHB;
Don Colberg, Manager Maint.
OHB;
Kathy Casey, ATM South Garage

TCC: Questions/Comments: Van:
How is Bus Operator going to
know what to do in event of
Emergency and Radio system
fails? Who is the Authority? Do
we test back up systems? Dan:
All buses will link to DNF talk
group and be able to communicate
on open radio talk groups. Even
if one tower fails, there are still 4
others to use.

Christine/Sheri: There is an
Incident Commander at TCC.
TCC can be run out of District
Supervisor van if necessary. TCC
and RCC are each other's back-
ups. Backups tested all the time in
operational mode.

David: Can a radio speaker be
put in the restroom at
Hennepin/Warehouse?

Sheri: No speaker can be put in
there; however, a shelf will be put
in by the end of the week for
portable radios to be placed on.

Mary: Can photos of TCC
Supervisors be at Garages?

Theresa: TCC Supervisors, dis-
patchers, managers as well?

Similar to East Metro Garage.

Christine: Will check into it
again. Belief is that Wayne
Babcock at TCC is positive
towards idea. Jim C will discuss
with Wayne in regards to TCC
photos at Garages.

Van: Concerned about Bus bunch-
ing, can a follower who catches
up to leader run hot to help?
Answer is No.

Street Operations:

Questions/Comments: Scott: Are
we concerned about operators
arrive late at terminals, or just
with leaving terminals late?
Christine/Jim: Reports show
arrival and departure times of ter-
minals.

Van: 9-10 hour runs, operators
need time to eat/break.

Theresa: Recovery Time versus
Break Time. Christine: Text mes-
saging about customer surveys to
continue.

Van: There still is a concern about
Routs 781/782 at 11th St/2nd Av.

Lee: Street Operations continues
to check. Also, 4th Ave. S/7 St is
still a problem between 4:05 PM
and 4:10 PM with too many buses
at location.

Safety: New Safety Supervisor at
East Metro Garage is Brian
Motari. Right to Know Training
receiving good feedback. Being
safe on road with bikes info will
be distributed through safety peo-
ple.

Ventilation: Nicollet garage con-
trollers will all be replaced begin-
ning this month. Also, new tem-
perature controls will be installed.
Heywood garage ventilation sys-
tem will be upgraded to reverse
flow, retrofitting the system so

that it is similar to East Metro
Garage.

Graphs/Charts show accident
types and amounts at garages.
Heywood, East and South were
under their goal. Nicollet and
MJR were slightly above their
goals.

Questions/Comments:
Mary/Theresa: Concerned about
having to start bus while people
are still in the aisle and not seated
yet, more running time is needed.

Dennis: Is there a correlation
between falls and detours?
Separate hand straps to increase
placed to hold onto. Wheelchair
strap problems - there is difficulty
getting wheelchairs in. Van:
Should magnetic display boards
be placed at garages to show what
type of accident happens where?

Brenda: Phil will talk about
STARS next meeting.

LRT: Rail may get a fence at
Government station. Also, in the
March pick, all trains will be 2-
car trains.

Police: Fewer serious incidents.
Recent incidents to note: Sleeper
on Rail platform spit at MTPD
officer. Minor driver assault in St.
Paul, operator had Orange juice
thrown at him by 2 females. LRT
incident - suspect damaged cab
door. MTPD officer used his taser
on suspect. Suspect charged with
a felony and brought to jail. Other
details include Lake/Blaisdell,
Midway area. Routine checks
continue at BCTC including
undercover officers. MTPD now
has officer on Minnesota Gang
Strike Force.

Questions/Comments: Mary:
Onboards? Some evening Rt. 5
operators report Police only ride
bus from BCTC to Osseo Rd, ops

are wondering if police can stay on till Downtown. Officer Olson to have LTs mention at briefing.

Van: MJR Operators think Police doing A+ job. What happened to report on Homeland Security funding?

AJ: Will continue to work on. Cameras will be upgraded on Rail platforms and Nicollet Garage. Only garage without parking surveillance is MJR.

Theresa: Can better photos of trespassers be placed at Garages?

Dennis: On boards in St. Paul, why do police only ride from 5St/Minn to 7St/Wacouta?

Christine/Jim/AJ: St. Paul on boards are going to concentrate on routes 16 and 21. Operators should talk to garage managers about setting details for particular routes other than those.

Maintenance:

Questions/Comments:

Dennis: Concerned about mirror arm lengths on Gilligs not all being the same, some are too short to adequately see.

Van: Mentioned wiper blade length.

David: New contract states heated mirrors will be used.

Chuck: Heated mirrors will be with new purchases only, no retrofits will be done. Chuck will walk through East Metro next week to look for different length mirror arms.

Jerry: Stay away from design of mirror similar to bus 901. Note: UST shuttle buses have mirrors that are part of the frame, something to consider.

Van: What will the new length of

the mirror arm be? Chuck will be getting samples soon. 15 new Artics coming in May/June of 2006.

Theresa: Is there a delay on 800-1000 series buses with the doors closing after using the lift?

Chuck: Maintenance familiar with problem and currently working on solution. Bus 800 has been retrofit @ Heywood. Problem is with door solenoid. Gillig is authorizing retrofit, replacement starting soon. Chuck would like to cut road calls for problem.

Theresa: Status of run boxes?

Christine: Street supervisors/Scheduling do not request them anymore. Bill Porter will be checking with Julie Johanson on status.

Chuck: All new orders will not have run boxes.

Theresa: Anyway to quiet the 4-way flasher beeping, maybe have it beep every 2-3 minutes?

Chuck: Change would require a computer change on Artic. Gilligs are hardwired and change may not be feasible. Possible change on future orders. Chuck will talk with Gillig about softer noises next time they meet.

Marketing: No Smoking message in new TAKE OUT. Non-pick edition of TAKE OUT can get info in such as this. Wrap Bus Update: Bruce has gathered information and will present to Julie Johanson. Julie will then confer with Wostrel, Pellegrin, and Lamb. Info includes the following: 2005 Sales revenue = \$1,053,368 which is split with Viacom. Metro Transit's take is about \$632,000, which is 25% of all revenue for advertising. This is an increase from 2004's Transit

revenue which was about \$418,000.

National trend is to wrap more buses. What some other agencies are doing: Atlanta, CTA, Wash DC = NO Wraps. Cleveland, PACE, Dallas, San Bernardino, NYC, SF = Yes to Wraps Options for Wraps: Do Nothing. Remove wrap from front window near door - moderate effect on revenue, may lose some advertisers. Change level of wrap - levels are 50/50, 60/40, 70/30. 50/50 is the easiest to see through. Advertisers prefer 70/30. Changing to 50/50 may lose some advertisers. Remove all wraps on windows - decent loss of revenue.

David: Pass around new TAKE OUT with No Smoking message on it.

Questions/Comments: AJ: Police would like no wraps on windows. Dennis: Can Operator request a no wrap bus? Answer: Yes, if it's a night run. No choice for Rail. TSSC Committee recommends no wraps On Windows.

Other: Cell Phone Use Update: Sheila Miller brought examples of SWMT's placards. Metro Transit Placards already done, John Levin photo. Should be on Buses soon.

Jerry: Can a Route Info be created to let operators know? Sheila will take care of Route info.

Sheri: Will these be put on Trains too? Yes as far as Sheila knows.

The End

AT THE GARAGE Ruter

Contact Dan Abramowicz #6225
dan6225@comcast.net

Ruter employees recently decided on how to spend the \$8,000.00 awarded us from the Route H study conducted throughout Metro Transit. The committee voted to purchase some new recliners for the operators room as well as have the existing furniture professionally cleaned. New microwave convection ovens were also approved, one for the operators room and one for the mechanics break room. Satellite TV service will return to the operators room for approximately one year, just in time for the Vikings first game of the season on Monday Night Football, on ESPN starting this year. The mechanics will be getting a turkey fryer and some peanut oil to use in it. A new VCR/DVD player will be purchased along with a vinyl cover for the propane grill. The last "big ticket item" approved was a custom made cabinet on casters which will be used to store cooking utensils and supplies for various potluck meals. The remainder of the money will go towards those various potluck meals.

The operators and dispatchers would like to extend their best wishes to Jon Avery, (#88), who is retiring on April 17. Jon is leaving us with 38 years of service and a wonderful sense of humor. We will all miss him!

We would also like to welcome back Glenn Murschel (#327) back to Ruter. Glenn is returning to Ruter with the beginning of the next dispatcher's pick effective April 15.

SHOP TALK

By John Van Hofwegen

There are many aspects to the transportation business hidden to each of us. Maybe this is because of our own personal duties and responsibilities. Or perhaps because a lot of us seem to have an attitude of, "It doesn't matter. I don't have to do it. That's their job."

Operators are concerned with having a good clean bus with everything working properly. Having real heat where BOTH feet are warm, is essential. (TIP: if the bus is equipped with a driver's fan on the left of the instrument panel, turn it on low, point it at the farebox at about 45 degrees down, and it will keep the hot air out of your face and circulate the air better to both feet).

In winter, windows and mirrors often frost over to the point where you need a heating torch to defrost them each time you move back into traffic.

There's air conditioning in the summer that actually cools the bus down a bit, and maybe an adjustable seat that really can adjust to fit drivers' specific requirements. Not to mention microphones that are voice adjustable. Maybe one that does not need to be held in place with rubber bands and doesn't swivel and smack you in the head every time you make a left turn? (Have you found one?)

These are all considered "mechanical" problems. **But before these problems can be fixed, operators need to tell them they are broken.**

I was told most mechanics drive buses only 10-20 minutes a day, and most of that time is in the barn back and forth from the bays to the shop area. Now, most of these guys are pretty sharp and can "feel" if something is amiss in a bus rather quickly, otherwise they would not be working on a diesel bus (or at least not working on Metro Transit's buses because of the high standards required of them). But the four or five minutes it takes to move a bus from one bay to another, at under 10 mph, might not be enough to get a good feel if something is wrong. So it's up to the drivers to let the mechanics know what needs to be repaired. We need to fill out those bad order reports **every time** something is not working properly.

Did you know that every time you get a bus change on the street it goes as a "bad" mark against the Maintenance department! That's right. If something is already wrong or goes wrong on your bus and you need to make a bus change, they are the ones that get written up. And many times the reason you have to make a bus change is because the LAST DRIVER didn't write up a bad order slip on it.

Sometimes everything will be working fine on my bus, and then something will suddenly go bad. The farebox usually jams, or something like that. Other times I have taken a bus out, and have driven to my first staging point only to find that every time I hit a small bump in the road, the inside mirror falls down. You try to adjust it and the nut is stripped. Now you know the last driver had the same problem. They just didn't write it up. So I have to hassle control, get a new bus and the mechanics

get blamed! The same thing goes with everything on the bus. If it is broken or loose and you can't repair it yourself, **WRITE IT UP and it WILL get fixed.**

Then there is the safety and the time issue, Transit Control Center is the mainstay for that. They are continuously monitoring the routes and drivers, looking for reoccurring problems, from a simple "driver running late" to a major equipment problem that can happen at any given moment. When you put in any call to TCC, it's a BIG plus to know that they will be responsive and attempt to help you as needed. During rush hour virtually EVERY bus and driver is on the road. So unless you have major problems, don't bother TCC during rush hour, because with that many drivers on the road, believe me, control is quite busy.

Perhaps if all the drivers were a bit more conscientious and complacent, we would have a better working environment. At least it might be worth a try.

Job Tips

Theresa Collins

We would like to have a new column for the 1005 line called "Transit Tips". We would like tips from drivers to make our jobs easier out on the bus line. Please send your ideas to Theresa Collins # 1378, Nicollet Garage or email me at theresa.collins@metc.state.mn.us. This can be a fun and helpful column if all our union brothers & sisters send me their ideas with their name, employee # and work location.

1. Carry a needle-nose pliers in your work bag to pull a transfer out from a jammed TRIM unit
2. When you're involved in an accident/incident, pop up a transfer. You can use the information on the transfer for date, time, bus number, direction and other information to fill out reports later.
3. When passengers have a free ride coupon, always give them an express transfer for better customer service.
4. When approaching a stop with lots of passengers waiting for the bus, pop up several transfers ahead of time to make boarding the passengers faster and easier.
5. When someone is digging for their fare and holding up the line, kindly ask them to step aside until they have their fare ready.
6. When approaching a bus stop with many passengers waiting, ask your passengers on the bus to exit from the back of the bus.

Some of these tips may seem like common sense to some people, but people do not always think of these things on their own unless another employee shares their experience.

CRYPTO by PAT KELEHAN

Each letter stands for another. If you think X=O, for example, it would equal O throughout the puzzle. Clue: K=O

Z A Z A X B A Y C Y W X D S A T X V F Z B Y V Y H X C

Y T K C Y K B Z M Z P R S A C Y B H C F X L Q K B C P K K Q A.

Y ' T R S A C M K K U Y B H L K Q V M K A S Q X.

(Answer on page 24)

Page 20 **OUR STORY...OUR HISTORY Continued**

miners' UMW organizing drive. A gun battle ensued, resulting in the deaths of seven detectives, two miners and Mayor Testerman. Baldwin-Felts detectives assassinated Sid Hatfield fifteen months later, sparking off an armed rebellion of 10,000 West Virginia coal miners at "The Battle of Blair Mountain," dubbed at the time "the largest insurrection this country has had since the Civil War."

April 14, 1930

Over 100 farm workers were arrested for their unionizing activities in the Imperial Valley, California. Eight were subsequently convicted of "criminal syndicalism."

May 4, 1931

Gun-toting vigilantes attack striking miners in Harlan County, Kentucky.

May 1934

Police stormed striking truck drivers in Minneapolis who were attempting to prevent truck movement in the market area. **More details at the end of this timeline, 1934 Trucker's Strike.**

May 26, 1937

The 'Battle of the Overpass'. Walter Reuther and a group of UAW supporters, fresh from having organized General Motors and Chrysler, attempted to distribute leaflets at Gate 4 of the Ford Motor Company's River Rouge plant, and were beaten up (along with bystanders) by Ford Service Department guards.

May 30, 1937

Police killed ten and wounded thirty during the "Memorial Day Massacre" at the Republic Steel plant in Chicago.

April 1, 1946

A strike by 400,000 mine workers in the U.S. began. U.S. troops seized railroads and coal mines the following month.

April 8, 1952

President Truman ordered the U.S. Army to seize the nation's steel mills to avert a strike. The Supreme Court ruled his act to be illegal on June 2.

April 1, 1963

The longest newspaper strike in U.S. history ended. The nine major newspapers in New York City had ceased publication over 100 days before.

Source: Allen Lutins, About.com



THE LABOR UNION MOVEMENT IN AMERICA 1934 Truckers' Strike -- Minneapolis, Minnesota

This strike, also known as the Minneapolis Teamsters' Strike and, sometimes called "a police riot," was one of the most violent in the state's history, and a major battle in the state's "civil war" between business and labor in the 1930's. A non-union city, Minneapolis business leaders had successfully kept unions at bay through an organization called the Citizens Alliance. But by 1934, unions were gaining strength as advocates for improved wages and better working conditions. By early May, 1934, one of the worst years of the Great Depression, Local 574 of the International Brotherhood of Teamsters (IBT) had organized 3,000 transportation workers of the trucking industry into an industrial union. When employers refused to recognize the union, or its right to speak for its members, union leaders called a strike. Trucking operations in the city came to a halt.

The police and National Guard were called in to guard trucks, and the Citizens Alliance activated the local militia, strike leaders countered with "flying squads" of pickets. The union also sought farmers' cooperation. Strike leaders published a daily newspaper to keep workers informed of developments and educate the public about the strike's aims. The conflict escalated daily throughout May. It reached its peak in late May in a clash at the city market, where strikers battled police who were trying to open the market for farm produce to be brought in.

The battle raged on violently for two days, with the police force being increased by reinforcements. Many women union supporters joined the strikers and were severely beaten, while hundreds more strikers were arrested. 35,000 building trades workers struck in support of the truckers.. The strike ended May 25, when the union was recognized and their demands met. Its toll: 200 injured and four dead. The strike marked a turning point in labor history. Legislation was passed to protect workers' rights.

Women's Health Resources on the Internet

Although it's been nearly a year since ATU Board member and MJR dispatcher Dan Abramowicz attended the ATU International Women's Caucus in Orlando, FL., he brought back a list of women's health websites compiled by the organizers of the caucus that is very timely for National Women's Health Week on May 14-20. Celebrate "Check-Up Day" (May 15) by checking into some of these very helpful and informative websites:

American Cancer Society
Toll-Free 1-800-ACS-2345 (1-800-227-2345)
www.cancer.org

College of American Pathologists
www.myhealthtstreminders.com
Set up a date and time for your own health screening appointments, and this site will send you an email reminder.

Community of Labor Union Women's (CLUW)
"Websites We Like On Women's Health"
www.cluw.org

[A detailed list of support groups, informational sites and other resources.](#)

The CLUW also has several health initiatives of its own:

CLUW HIV/AIDS Project
www.laborcares.org

CLUW Contraceptive Equity Project
www.cluw.org

Cervical Cancer Prevention Works
www.cluw.org

National Breast and Cervical Cancer Early Detection Program
Call 1-888-842-6355
www.cdc.gov/cancer/nbccedp/index

National Cancer Institute's Cancer Information Service
Toll-Free: 1-800-4-CANCER (1-800-422-6237)
www.cancer.gov

National Women's Law Center
This organization has detailed reports on the state of women's health care in the U.S., available at:
www.nwlc.org/details

Other sites of interest:

Many autoimmune disorders, most notably lupus, attack women at a disproportionate rate. A good FAQ sheet is at:
www.4woman.gov/faq/autoimmune

Minnesota Women's Health
A site of particular interest for Minnesota women full of useful online tools and first-person stories is:
www.healthymnwomen.org

And something important to remember while you're surfing the internet looking for information: No matter how many times you visit these sites, not one visit will substitute for a visit to a medical professional.

War of 1812(1812-1815)

Where: Canada, Eastern seaboard of the United States, Great Lakes and Lake Champlain

How It Ended: The Treaty of Ghent was signed on Dec. 24, 1814. Unaware of the treaty, Gen. Andrew Jackson engaged and crushed the British at New Orleans on January 8, 1815.

American Casualties: 2,260 (approx.)

Mexican War (1846-1848)

Where: Mexico and southwestern United States, including modern-day Texas, California and New Mexico.

How It Ended: The Treaty of Guadalupe Hidalgo was signed on Feb. 2, 1848.

American Casualties: 13,283 (approx.)

Civil War (1861-1865)

Where: Primarily in the Eastern half of the United States (east of the Mississippi River)

How It Ended: Robert E. Lee surrendered to Ulysses S. Grant at the small settlement of Appomattox Court House in southwestern Virginia on April 9, 1865.

American Casualties: Union forces 646,512 and Confederate forces 133,821 (approx.)

Spanish-American War (April 25-Aug.12, 1898)

Where: Mainly in the Spanish possessions of Cuba and the Philippines

How It Ended: The Treaty of Paris was signed on Dec. 10, 1898.

American Casualties: 2,446 (approx.)

World War I (1914-1918)

Where: The Atlantic Ocean and Europe

How It Ended: Treaty of Versailles was signed on June 28, 1919.

American Casualties: 116,708 (approx)

World War II (1939-1945)

Where: Europe, North Africa, Asia, Australia, and Pacific islands including Hawaii, Atlantic and Pacific Oceans

How It Ended: Japan was the last Axis power to surrender on August 14, 1945, after the U.S. bombing of Hiroshima and Nagasaki

American Casualties: 407,316 (approx)

Korean War (1950-1953)

Where: North and South Korea

How It Ended: The war reached a stalemate in June 1951. An armistice was finally reached on July 27, 1953.

American Casualties: 36,512 (approx.)

Vietnam War (1954-1975)

Where: Southeast Asia

How It Ended: The U.S. withdrew after a ceasefire in 1973, the war ended in a North Vietnamese victory in 1975.

American Casualties: 58,193 (approx.)

Persian Gulf War (August 1990- April 1991)

Where: Iraq and Kuwait

How It Ended: After a four-day ground war, an American-led coalition declared victory. A cease-fire agreement was signed on April 9, 1991.

American Casualties: 148 (approx.)

War on Terrorism (Oct 7 2001- Conflict continues)

(War begins with U.S.-led Operation Enduring Freedom, in Afghanistan, after the terrorist attacks against the United States on Sept. 11, 2001.)

Where: An effort to combat terrorism world- wide begins in Afghanistan.

American Casualties in Afghanistan: 183 as of May 9, 2005

(Approximately 3,000 civilians and members of the military died as a result of the attacks in New York, Washington and Pennsylvania.)

Iraq War (March 19, 2003- Conflict continues)

Where: Iraq

American Casualties: 1,606 as of May 9, 2005

Memorial Day Observance Today

The traditional observance of Memorial Day has diminished over the years. Many feel that Americans nowadays have forgotten the meaning and traditions of Memorial Day. At many cemeteries, the graves of the fallen are increasingly ignored and neglected. Most people no longer remember the proper flag etiquette for the day. While there are towns and cities that still hold Memorial Day parades, many have not held a parade in decades. Some people think the day is for honoring any and all dead, and not just those fallen in service to our country.

There are a few notable exceptions. Since the late 50's on the Thursday before Memorial Day, the 1,200 soldiers of the 3rd U.S. Infantry place small American flags at each of the more than 260,000 gravestones at Arlington National Cemetery. They then patrol 24 hours a day during the weekend to ensure that each flag remains standing. In 1951, the Boy Scouts and Cub Scouts of St. Louis began placing flags on the 150,000 graves at Jefferson Barracks National Cemetery as an annual Good Turn, a practice that continues to this day. Since 1998, on the Saturday before the observed Memorial Day, "The Luminaria Program" has Boy Scouts and Girl Scouts placing candles at each of approximately 15,300 gravesites of soldiers buried at Fredericksburg and Spotsylvania National Military Park on Marye's Heights. And, in 2004, Washington D.C. held its first Memorial Day parade in over 60 years.

To help re-educate and remind Americans of the true meaning of Memorial Day, the 2000 "National Moment of Remembrance" resolution asks all Americans at 3 p.m. on Memorial Day to voluntarily and informally observe in their own way a moment of remembrance and respect, pausing from whatever they are doing for a moment of silence or listening to Taps.

Many feel that when Congress made the day into a three-day weekend in with the National Holiday Act of 1971, it made it all the easier for people to be distracted from the spirit and meaning of the day. As the VFW stated in its 2002 Memorial Day address: "Changing the date merely to create three-day weekends has undermined the very meaning of the day. No doubt, this has contributed greatly to the general public's nonchalant observance of Memorial Day."

On January 19, 1999 Senator Inouye introduced Bill S 189 to the Senate, which proposes to restore the traditional day of observance of Memorial Day back to May 30th instead of the last Monday in May. On April 19, 1999 Representative Gibbons introduced the bill to the House (H.R. 1474). The bills were referred the Committee on the Judiciary and the Committee on Government Reform. To date there have been no further developments on the bill.

How to observe Memorial Day

- Visit cemeteries and place flags or flowers on the graves of our fallen heroes.
- Visit memorials
- Fly the U.S. Flag at half-staff until noon
- Fly the 'POW/MIA Flag' as well (Section 1082 of the 1998 Defense Authorization Act).
- Participate in the "National Moment of Remembrance": at 3 p.m. and urge that Taps to be played.
- Renew a pledge to aid the widows, widowers, and orphans of our fallen dead, and to aid disabled veterans.
- Consider adding your voice in support of the efforts to restore the traditional day of observance of Memorial Day to May 30th (instead of "the last Monday in May) -- not to honor war, but honor those that died in conflicts and wars.

Sources: American War Timeline- <http://www.historychannel.com/>

Origin of Memorial Day/ National Poppy Day/ Current Observance/ How to Observe Memorial Day
www.usmemorialday.org

Sound Advice

Hearing loss is a serious issue and too often we fail recognize the hints of danger. Warning sounds like sirens, horns and encroaching cars must be safely discernible from auditory clutter.

Our ears perceive sound as "loudness." Sound pressure levels are measured in decibels and are compared on a logarithmic scale. Each increment of 10 dB is a power of 10 in sound pressure level, like the Richter scale. The "loudness" piles up fast. In the 1940s, sound studies done by the Occupational Safety and Health Administration culminated in accepted guidelines for the work place. If we review this data, we can see that sound pressure levels and duration are intimately related. We see that OSHA standards dictate that for every 5 dB increase, at levels greater than 90dB on the A-weighted scale used by OSHA, the duration of allowable exposure is half. A-Weighted Sound Level / Maximum Allowable Exposure per Day

A-Weighted Sound Level / Maximum Allowable Exposure per Day

90 dBA	8 hours
92 dBA	6 hours
95 dBA	4 hours
97 dBA	3 hours
100 dBA	2 hours
102 dBA	1 1/2 hours
105 dBA	1 hour
110 dBA	1/2 hour
115 dBA	1/4 hour or less

Independent of sound pressure levels and duration of exposure is frequency. Frequency is the 'pitch' of a particular sound. High-pitched sound will often seem 'louder' or more painful at the same intensity as lower pitched sound.

Dr. Mary Wade, Au.D., advises that what is safe for one set of ears may not be safe for every person or every ear. One problem with protecting our hearing is the fact that we enjoy some sounds. We need to differentiate between 'good noise and bad noise.' The constant rush of wind noise is a bad noise and is responsible for masking other sounds that we need to hear.

Wind noise, up to 40 mph, is usually not a problem; our ears are still operating within their design envelope. As wind speed increases past 40 mph, wind noise rises at a much faster rate. Our ears quickly become overwhelmed.

Dr. Wade points out the "boy noise" factor. We like noisy toys, but tests show that is one of the biggest dangers. We can't pretend it doesn't bother us. Ear protection is the answer. Let's use those earplugs. They do work, and that's sound advice.

Sources: www.aosafety.com, www.ridermagazine.com

K.H. Rice

ATU Local 1005 - Education Committee

Driver #5975 - East Metro Garage

Answer To CRYPTO: AS A SENSITIVE BUS MECHANIC I GET EMOTIONAL ADJUSTING THE FRONT DOORS. I'M JUST LOOKING FOR CLOSURE.

Retirements

Congratulations to the following employees who Retired in January

Christensen, Terry L, #209 South Operator
 Solum, Sharon M, #1040 East Metro Operator
 Clancy, James R, #3050 East Metro Operator
 Craven, Ronald K, #400 Heywood Operator
 Thompson, Gary D, #5171 Mechanic, Shlt. Maint.
 Raab, Mark L, #1508 Nicollet Operator
 Defrance, Robert C, #1428 Nicollet Operator
 Schmitt, Thomas R, #25 Ruter Operator
 Demulling, Bruce C, #170 Ruter Operator
 Rhodes, Robert W, #307 Ruter Operator
 Labiak, Jerome G, #532 Ruter Operator
 Talvitie, Dennis W, #858 Ruter Operator

Congratulations to the following employees who Retired in February

Plathe, Myron C, #200, South Operator
 Schoenberger, Bruce L, #711, Ruter Operator
 Cooper, Jeffery P, #9089, Nicollet Operator
 Sullivan, Kathleen A, #1634, East Metro Operator
 Sutherland, Steven, #5122, OHB Motor Builder

Anniversaries

Congratulations to the following employees who had Anniversaries

April

5 YEARS

April/21/2001, #3699 Barbara K Knutson, TIC. Rep
 April/23/2001, #3697 Nancy A Carpenter, Transit Store Cashier Mpls
 April/28/2001, #2360 Dennis A Jones, Bus Op. FT
 April/28/2001, #2359 Nancy M Martin, Bus Op. PT. Wkend
 April/28/2001, #2365 Slavko Partalo, Bus Op. FT
 April/28/2001, #2363 Bobby Redd, Bus Op. PT. Wkend
 April/28/2001, #2361 Delphine Wilson, Bus Op. PT. Wkend

10 YEARS

April/22/1996, #9653 Gregory A Granger, Bus Op. FT.

15 YEARS

April/15/1991, #9113 Allan G Daley, Bus Op. FT.
 April/15/1991, #9110 Donald R Hills, Bus Op. FT.

April/15/1991, #9117 Mark C Montillon, Bus Op. FT.
 April/29/1991, #9130 Tommy L Bellfield, Gen. Dispatcher
 April/29/1991, #9126 Raymond L Golding, Instr.

25 YEARS

April/06/1981, #513 Ralph M Juckel, Bus Op. FT.
 April/06/1981, #527 Rebecca Lynch, Bus Op. FT.
 April/07/1981, #5527 Michael E Vance, Skilled Helper

30 YEARS

April/05/1976, #550 Elroy E Math, Bus Op. FT.
 April/05/1976, #557 James H Merkl, Bus Op. FT.
 April/05/1976, #545 Bernadine Woodards, Bus Op. FT.
 April/12/1976, #583 Stephen T Lischalk, Bus Op. FT.
 April/12/1976, #2573 Ronald J Parent, Bus Op. FT.

35 YEARS

April/08/1971, #3172 Barbara A Habermann, Confidential Payroll Clerk

May

5 YEARS

May/05/2001, #2368 Thai Chang, Helper II
 May/21/2001, #5605 Michael T Williams, Mechanic

10 YEARS

May/20/1996, #9655 Charles R Finn, Bus Op. FT.
 May/20/1996, #9664 David S Tolbert, Bus Op. FT.
 May/20/1996, #9662 Mary L Vasterling, Bus Op. FT.
 May/20/1996, #9656 Steven R Washington, Bus Op. FT.
 May/28/1996, #3551 Colleen Kane, TIC. Rep

15 YEARS

May/28/1991, #9134 Michael J Terry, Bus Op. FT.
 May/28/1991, #9135 Lorraine R Wussow, Bus Op. FT.

30 YEARS

May/10/1976, #2641 Kenneth N Dolney, Gen. Dispatcher
 May/10/1976, #2636 Jay N Kerkvliet, Bus Op. FT.
 May/24/1976, #2661 Ronald R Forsblad, Bus Op. FT.
 May/24/1976, #598 Louis P LaClare, Garage Coordinator

35 YEARS

May/03/1971, #3001 John C Christensen, Garage Stockroom Coordinator

2006 Black History Month Celebration



Above, Speaker Natalie Johnson Lee and Julie Johansen at the Black History month event.

Operator Randy Robinson, #9364, shown right, sang wonderfully for the event

2006's Black History Month Celebration may have been one of the best yet. Natalie Johnson Lee gave a stirring speech about the Black History Month's importance and relevance that had everyone clapping and cheering. The food was beyond bountiful, with grilled chicken, ribs, hotdogs, greens, gumbo, "dirty rice", salads and many other delicious taste treats. Driver #9364, Randy Robinson wowed the crowd with several songs that showcased his powerful gospel voice.



ATM Anthony Harris, shown right was MC for the event

Art was on display from the Agape Gallery, and Knight Train closed out the event with a cool set of mellow jazz. Kudos to the entire event committee for a job well done, especially since they put together the event in just a matter of weeks.

Thanks for all your hard work!



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 Scott Tollin at: stollin@atu1005.com

Governor Pawlenty-Of-Crap

Most of us agree that Governor Pawlenty-Of-Crap doesn't deserve a second term as governor. But what about our elected representatives in Congress at the national level?

Among a thousand other wrongs we have a White House that doesn't want to take the time to consider alternate strategies in Iraq, deliberately leaked the name of a former CIA agent to the press to drum up support from the American people for the Iraq War (or the "main theatre in the global War on Terror" as the neo-cons like to refer to it), and, most troubling of all, has pushed for Congressional bills that undermine the American worker in every way they can.

And where does Congress—the branch of government that represents the people—fit into this picture? Oh, they go right ahead and, for the most part, do what Bush asks of them. In the summer of 2004, in the middle of a presidential campaign, Congress and the Bush Administration actually had the nerve to make it illegal to pay overtime to millions of American workers, such as nurses and police sergeants. Instead of a bump in pay these hardworking American workers got a title change to "supervisor." The really scary thing is that Bush was still able to garner enough votes to win reelection after signing this bill into law. If they were able to legally stop

Continued Next Page

paying overtime to certain workers you can logically assume they'll eventually try to get rid of overtime altogether. That should not be welcome news for any of us ATU members.

From a new bankruptcy law that does nothing but make it easier for multi-billion dollar credit card companies to make more money to tax cuts on dividend and capital gains taxes (that basically only help wealthy investors with millions and billions of dollars at their disposal) to the new overtime regulations the national government has needlessly caused the American worker to suffer grievously for the last five years. And now in the president's latest proposal he wants to further cut government money provided for student loans and funding for Medicare so that even less people from working-class families will have the opportunity to go to college and Medicare recipients will be forced to pay higher premiums, higher deductibles, and higher co-pays. Oh, and what about health insurance? The money that has been stolen from American taxpayers is all in the bank of insurance scam artist companies like United Health and multi-billion dollar drug companies like Pfizer.

This Congress has done nothing for American workers other than giving us rising costs of living while simultaneously helping to lower our quality of life. American workers can't afford to live for 8 years under the shadow of a right wing administration and a corrupt Republican-controlled Congress. We need to vote for progress again and not greed. True, Bush might veto every piece of legislation that a Democratic-controlled Congress might send to him, but it's better than signing bills into laws that do nothing but harm American workers and their families.

Jeffrey Couillard, Employee #64056.

Social Questions

Living together in communities or groups, of/or typical of such a way of life, of/or in society, an informal social gathering. These definitions are only a clue to the significance of human bonding. We are social beings, but we're not always sure what that means or how important it is. Do we need to belong? Should we follow or lead? Do we have direction and/or purpose?

The answers are not very easy, but in our American society, we are encouraged to look at these issues and decide for ourselves. We are the proud & productive employees of Metro Transit, a division of the Met Council. Chartered by the State of Minnesota, we are a public service agency lead by political appointees. Political leaders are usually caretakers of specific social agendas. If we agree with a particular view then we usually support these people. We also reserve the right to respectfully disagree. It shouldn't, matter who's in charge. It is more important to be productive and progressive.

That is why we need to be mindful of our own gifts & limitations. That means we need to be realistic and reasonable. This is a difficult & challenging issue. Our Union leaders know how important it is for them to be a voice for craft employees. We are on the front line. We provide the service that the greater Metro Region desires & requires. They are a reminder to our support services that we need cooperation more than anything else. Productive labor relations are built on trust & realistic expectations. It's an ongoing process.

Kim H. Rice
ATU Local 1005 - Education Committee,
Driver #5975 - East Metro Garage

Past Issues

Previous issues of the ATU 1005 newsletter, The 1005 Line can be accessed online at http://www.atu1005.com/education_committee.htm If you have an idea for an article, please send it to Office@atu1005.com, attention Education Committee in the subject line.

Corrections: We would like to apologize to Gary Rosenberger for the mis-spelling of his name in our "Thank You" to him. Also for the mis-spelling of Mary Vasterling, in the "Women Who Make a Difference".

The 1005 Line



Robert Anderson

It is always hard losing a Union Brother or Sister. It is extremely sad to lose "Jasper". Robert Anderson, a helper on late nights at East Metro, passed away April 3, 2006. Jasper worked for Metro Transit almost eleven years. He was the graffiti removal expert at East Metro. He took pride in his work and did an excellent job of keeping the graffiti to a minimum at all times.

Jazz always was kind, always friendly. Everyone, and we mean everyone, liked Jazz. He was a great Domino player, he could beat the best.

Our thoughts and prayers go out to the family and friends.

UNION PICNIC

MARK YOUR CALENDARS

After a long absence, the ATU Picnic will be held on Sunday, June 18, 2006, from 11 a.m. - 4 p.m. at Battle Creek Park in Maplewood. Battle Creek is a beautiful park with a large, shaded pavilion and a water park. On the agenda so far - games, food and family fun. A dunk tank, too. Employees and retirees - bring Dad, Grand-dad, and all your relatives! Volunteers are needed and welcome as we need your ideas and help!

Please contact Education Committee Theresa Collins, #1378 at the Nicollet Garage with suggestion or if you're interested in helping.

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 Officer (MRO), copies of: the Litigation Package* of the initial test (this will tell you how your test turned up positive); the Confirmative (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 the 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.

