

The 1005 Line

The People Who Know Where They Are Going

June / July 2006

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



Local 1005
Minneapolis and St. Paul MN

2006 Legislative Session Results

The MVST Transportation Amendment was passed by the legislature in 2005 as part of a larger transportation bill and survived the Governor's veto (which killed the rest of the 2005 bill). If it passes, it would be the first constitutionally dedicated source for transit in Minnesota history.

Significantly, the language passed last year would provide "no less than 40% of the funding for transit," allowing for growth as transit demand increases and some insurance for transit in the event of any future losses in general fund appropriations.

Legislative members tried to limit the referendum language so that transit could receive at most 40 percent. Luckily, transit advocates were able to defeat this challenge, and no changes were made.

That referendum would guarantee more than a third of the money needed to double our bus system and build a transit-ways network if it passes. The Transportation Amendment will be the only question on the November ballot. Please help us by spreading the word. President Michelle Sommers will be requesting various forms of help. Passage is an uphill battle. One thing we need to educate voters on is if they choose not to vote on this amendment, that vote will be automatically counted as a "No" vote. For more information visit: www.voteyesmn.org.

Regional Sales Tax

As you may remember, last year the Transportation Choices 2020 Initiative would have institute a new 1/2 cent regional sales tax to double the bus system and to fund rail transit, bicycling, and walking. This year, that proposal became part of a stadium bill in the Senate and was discussed right up to end of the legislative session. In the final days of the session, sales tax language for transit was removed from the stadium bill and redirected to the transportation conference committee. Because a transportation bill never came out of the conference committee, the sales tax idea died.

Metro Transit Operating Funding

MVST revenues are at 95% of projections. Metro Transit had only budgeted for 95% so no new cuts to transit are planned that are known.

Public Transit Bonding Projects

Continued on Page 9

**LOCAL 1005
OFFICERS**

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AGENT**

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SOMMERS**

VICE-PRESIDENT

JERRY EWALD

**RECORDING
SECRETARY/ASST.
BUSINESS AGENT**

SCOTT TOLLIN

**FINANCIAL
SECRETARY/TREASURER**

**CHUCK
GUDKNECHT**

Calendar

EDUCATION

COMMITTEE - 2:30 PM

JUNE 20

JULY 18

**EXECUTIVE BOARD
& UNION MEETING**

JUNE 27 - MPLS.

**JULY 25 - ST. PAUL
10:00 AM / 7:30 PM**

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

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OFFICE@ATU1005.COM

WEBSITE:

WWW.ATU1005.COM

**THE
PRESIDENT'S
CORNER**

Michelle Sommers



Legislation

While the legislative session has wrapped up for 2006, transit supporter's work is just beginning. There is a constitutional amendment on MVST revenue that will be voted on this fall with language specifying that "at least 40% of the revenue must go for transit and no more than 60% of the revenue can be used for highway purposes". Passage of the amendment would not only increase funding, but also guarantee that future legislatures will not be able to take this money away from highways or transit. All transportation advocates will be out this summer and fall working together to educate and build support on how important it is for people to VOTE YES on November 7th for the Transportation Amendment. Some of you may have already heard the radio ads in support of the amendment. These ads are from Minnesotans for Better Roads and Transit. We will be working with many groups this year to build support throughout the state. I will keep the membership informed and be asking for help to get this amendment passed.

MSRS

Minnesota State Retirement System will also have some changes in the future due to bills that passed this session. Contribution rates will increase for both employee and employer beginning July 1, 2007. Currently the contribution rate is 4.00% for each and will rise by ¼ percent each year until the rate reaches 5.00% for each. This increase is needed to get our pension back to being fully funded. Our pension is currently about 96% funded. Another change coming in 2007 is a 5.00% cap per year on future increases to retirees.

Contract Printing

We have received the first draft of the contract from the printer. While we want to get it out as soon as possible, we also must make sure it is right. By the time this issue is printed, the final draft will have been proof read and sent to be printed.



THE AMALGAMATED TRANSIT UNION



OUR STORY...OUR HISTORY

June/July events in Labor History

"Labor is an Ongoing Struggle for Equality"

JUNE:

1877, June 21 - Ten coal-mining activists ("Molly Maguires") were hanged in Pennsylvania.

1904, June 8 - A battle between the Colorado Militia and striking miners at Dunnville, CO, ended with six union members dead and fifteen taken prisoner. Seventy-nine of the strikers were deported to Kansas two days later.

1922, June - Violence erupted during a coalmine strike at Herrin, Illinois. Thirty-six were killed, 21 of them non-union miners.

1924, June 2 - A child labor amendment to the U.S. Constitution was proposed; only 28 of the necessary 36 states ever ratified it.

1938, June 25 - The Wages and Hours (later Fair Labor Standards) Act is passed, banning child labor and setting the 40-hour workweek. The Act went into effect in October 1940, and was upheld in the Supreme Court on 3 February 1941.

1941, June 20 - Henry Ford recognizes the United Auto Workers Union.

1947, June 20 - The Taft-Hartley Labor Act, curbing strikes, was vetoed by President Truman. Congress overrode the veto.

1963, June 10 - Congress passes a law mandating equal pay to women.
June 14 1924 A San Pedro, California IWW hall was raided; a number of children were scalded when the hall was demolished.

JULY:

1835, July 3 - Children employed in the silk mills in Paterson, NJ went on strike for the 11-hour day and 6-day week.

1851, July - Two railroad strikers were shot dead and others injured by the state militia in Portgage, New York.

1877, July 14 - A general strike halted the movement of U.S. railroads. Strike riots then spread across the United States, and within a week, federal troops were called out to force an end to the nationwide strike. At the "Battle of the Viaduct" in Chicago, federal troops (recently returned from an Indian massacre) killed 30 workers and wounded over 100.

1893, July 5 - During a strike against the Pullman Palace Car Company, which had drastically cut wages, strikers set the 1892 World's Columbian Exposition in Chicago's Jackson Park on fire, with seven buildings reduced to ashes. The mobs burned and looted railroad cars and fought police in the streets, until July 10, when 14,000 federal and state troops

Education Committee

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DAN ABRAMOWICZ

Continued on Page 6



Government 101

Liz Goldberg

November Gubernatorial Election & The Governors Role in State Government

It is common these days to hear people say that they did not vote during an election because they felt their one vote was insignificant to the final outcome of an election. These people are wrong on several levels.

Voting matters because it is the only way we get to speak and say it straight to the Politicians. Even when the person we vote for loses, our vote matters because it lets the winners and losers know who supports their points of view and also-Politicians notice who is and isn't voting. Example: In the US the highest voter turnout is among seniors, with this in mind Politicians intentionally attempt to address those issues relating to seniors such as Social Security and Medicare in their election propaganda.

Politics are critical to our personal and professional lives because government has and does make the largest impact on our lives.

Minnesota Election timeline: July 18,2006- deadline to file for candidacy, September 12, 2006- Primary elections and November 7, 2006- Election Day.

GOP Candidates: Tim Pawlenty-Incumbent

Democratic (DFL) Candidates: Mike Hatch-Minnesota Attorney General, Steve Kelly- Minnesota State Senator, Becky Lourey- Minnesota State Senator.

Current Partisan Breakdown:

National Delegation: Senators: 1GOP, 1 DEM/ Representatives: 4 GOP, 4 DEM

State Government: Governor: GOP/ Lt. Governor: GOP

State Senate: DEM control (29 GOP, 37 DEM, 1 IND)/ State House- GOP control (68 GOP, 66 DEM)

State Government Structure and the Role of Governor

The Governor is a states chief executive and can serve either a two or four-year term. Thirty-seven states have term limits on the governor.

Specific Roles:

Appointments. The Governor is chiefly responsible for making appointments to state agencies and offices. They have the ability to appoint for specific posts in the executive branch and the ability to appoint to fill a vacancy caused by the death or resignation of an elected official.

Chief of State. As Chief Executive he draws up a budget and has clemency and military powers.

Veto Power. Like the U.S. President, a governor has the right to veto bills passed by the legislature. A two-thirds or three-fourths majority in the legislature can override vetoes. In many states, the governor has the power of a line-item veto (the power of a governor to veto particular lines/ items in budget appropriations bills). In some states, the governor has the power of an amendatory or conditional veto.

States Responsibilities

The U.S. government is federal in form meaning it is a system in which the states and national government share responsibilities. From the Constitution the national government derives express powers (as specified in the Constitution), implied powers (implied in the Constitution), and inherent powers (powers which the national government has to represent in relations with other countries). Article 1, Section 10 of the Constitution puts limits on the powers of the states, which prevents them from forming alliances with foreign governments,

Continued on Page 6

Transit Safety and Security Committee March / April 2006 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

March

Others in Attendance

Christine Kuennen, Acting Asst.
Dir.-Bus Transportation.
Lee Bennett, Asst. Mgr. Street
Ops.
Phil Walljasper, Manager,
Liability.
A.J. Olson, Acting Lieutenant,
MTPD.
Michael Guse, Rail Supervisor.
Larry Kukowski, FTH Op, for
Jerry Larsen.
Chad Loeffler, TCC Supervisor.
Rich Rydmark, FTH Safety
Specialist.
Chuck Wurzinger, Maintenance.

*'For complete details please see the
Safety and Security Board located in
every garage.'*

Phil Walljasper, Manager, gave an overview of the Risk Dept. Nine adjusters process claims. One incident often results in multiple claims.

Questions/comments: FYI - SB 35W around 46th St. is highest volume of shoulder bus collisions. Larry K: Causes and concerns at specific locations may be a more helpful report. Christine: Suggests that the report be limited to Top-10 trouble spots by route. The goal is to prevent accidents by alerting operators to problem intersections.

TCC Report: Chad Loeffler: Right-To-Know classes were a success. This is the first time TCC was directly involved; as a result, there's been

improvement in general information calls. Reports are being developed for MTPD response times; the goal is under 5 minutes from dispatch to on-scene. The silent alarm automatically triggers audible, so TCC can assess situation while dispatching assistance.

Street Operations: Lee Bennett: In response to TSSC concerns of too many buses on SB 4th Ave. S. at 7th St., one Rt. 22 has been diverted to layover at Gateway during the peak of rush hour. Chicago-Lake Transit Center opened on 3/1/06; seems to be working OK. District supervisors are focusing on "Leave terminal on time!" Lake St. detour, phase 2, additional running time was added for Rt. 21 & 53. AVL is having a positive impact. No dates yet for Lyndale and Lowry Avenues in North Minneapolis reconstruction. WB 46th St. E. near-side Hiawatha will be relocated further east; city of Mpls. requires councilperson OK.

Safety: Rick Rydmark: The improved STARS reports are a good idea. Talked about "On-board Falls" prevention: operator awareness is essential - check & recheck mirrors. Experience riders know how to ride, it's newer riders most at risk. Marketing will be approached re: posters with Tips for Operators. Cell-phone use revisited: with the new public service posters on board, some ops are telling customers they cannot use any cell-phone on board - Not True. If direct connect 'walkie-talkie' type conversations are too loud or disrupting, ask customer to turn down volume; if cell conversations are "interfering with transit" and customer will not cooperate, call TCC for assistance.

LRT: Michael Guse: new LRT Manager, was TCC supervisor, came from heavy rail freight line. Four LRT operators were recently promoted to LRT supervisor. Effort to clari-

AT THE GARAGE SOUTH

Contact Liz Goldberg

Remodel Update

Stage one has just been completed with the extensive South Garage remodel with the completion of the new Dispatch area this May. Fall may prove our greatest challenge in the Drivers room with the extension of the building itself. Until then, The South Garden will return and flourish for this season until the new construction.

South Garden 2006

Joy Fuller #440, Dispatcher Ned Swentik, Susan Mitchell #66022 and other "Green Thumbers" have been busy planting early this May with green peppers, geraniums, hostas, tomatoes, bush beans, parsley, marigolds and heather for starters.

Anyone interested in participating by donating cash, seeds, plants, dirt, muscles or just plain digging in the dirt for fun is welcome!

Roadeo Stars

To South Operator #350 Jim Klueckman and Maintenance who recently returned from participating in the 2006 International Bus Roadeo in California this May- "You did a fantastic job and We are proud of you"!

Artist and Angel: Ann Deneen #1274. A special thanks and appreciation to Ann who for many years has contributed her artistic talents, effort, time, money and compassion towards showing South retirees that they are special. Thank you Ann.!

Continued on Page 12

AT THE OFFICE Heywood

Contact
Lance Wallace Dr. # 64434
Our Newest Member of the
Education Committee!

AT THE GARAGE Heywood

Contact
Lance Wallace Dr. # 64434

AT THE GARAGE East Metro

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

We currently have 262 Full
Time Drivers, 54 Part Time
Weekday, and 15 Part Time
Weekenders. That's a total of
331 drivers at our garage.

The garden is proceeding as
planned. We hope to see results
soon. We have enough pots to
start our own green house.

I'm told the new Hastus System
is still a work in progress. We're
hoping it doesn't turn out to be
more work than it's worth.

No progress to report on the
Route 54 run/recovery talks
with South Garage. We hope
progress is being made.

We still have time to up-date
our estimates for the Union
Picnic. So far East Metro has a
total of 34, but we expect that
number to grow. Please help us
order enough food. We don't
want to run out. We expect to
see the usual crowd, and hope
to meet some new people. We
have activities planned, but par-
ticipation is optional. It should
be a lot of fun. Don't miss it!

Government 101 Continued

declare war, coin money or impose duties on imports or exports. The Tenth Amendment declares that states have all powers not granted to the federal government by the Constitution. States must take responsibility for areas such as: Ownership of property, education of inhabitants, implementation of welfare and other benefits programs and distribution of aid, protecting people from local threats, maintaining a justice system, setting up local governments such as counties and municipalities, maintaining state highways and setting up the means of administering local roads, regulation of industry and raising funds to support their activities.

In many areas, states have a large role but also share administrative responsibility with local and federal governments. Highways for example are divided among three different levels, primary, secondary and local level. This system determines whether the state, county or local government must pay for and maintain roads. Many states have departments of transportation, which oversee the administer of intrastate transportation.

Sources: www.Vote-smart.org and www.electionprojection.com

History Continued

finally succeeded in putting down the strike.

1892, July 6 - The Homestead Strike. Pinkerton Guards opened fire on striking Carnegie mill steelworkers in Homestead, Pennsylvania. In the ensuing battle, three Pinkertons surrendered; then, unarmed, they were set upon and beaten by a mob of townspeople, most of them women. Seven guards and eleven strikers and spectators were shot to death.

1892, July 11 - Striking miners in Coeur D'Alene, Idaho dynamited the Frisco Mill, leaving it in ruins.

1903, July - Labor organizer Mary Harris ("Mother") Jones led child workers in demanding a 55-hour workweek

1917, July 12 - After seizing the local Western Union telegraph office in order to cut off outside communication, several thousand armed vigilantes forced 1,185 striking workers in Bisbee, Arizona into manure-laden boxcars and "deported" them to the New Mexico desert. Sheriff Harry Wheeler organized the "deportation". The incident was investigated months later by a Federal Mediation Commission set up by President Woodrow Wilson; the Commission found that no federal law applied, and referred the case to the State of Arizona, which failed to take any action, citing patriotism and support for the war as justification for the vigilantes action.

1918, July 27 - United Mine Workers organizer Ginger Goodwin was shot by a hired private policeman outside Cumberland, British Columbia.

1970, July 29 - United Farm Workers forced California grape growers to sign an agreement after a five-year strike.

Source: *allen lutins*

A.T.U. 39th Annual Black Caucus

The Black Caucus was held in Baltimore Maryland and co-hosted by local 1300. The theme of the conference was:

I am My Brother's Keeper; Sharing the Knowledge.

A.T.U. President Warren George was the first speaker. He spoke on the Teamsters attempt to sign-up Chicago Local 241. The A.T.U and the Teamsters agreed to a no raid agreement set until the year 2010.

Also the international's computers are available to everyone's fingertips with help on past grievances and arbitrations.

Donnie Smalls President of Local union 1535, spoke on New Orleans progress since Katrina. The progress does not sound good. The bus system is running about one-third of the strength; only 80 buses are running instead of 300 and very few trolleys.

Homes are still buried in mud and they are still finding dead bodies throughout the city. They still need a lot of help down there and he wants everyone to know the city is far from being what it used to be.

The guest speaker was, the Honorable Elijah Cummings, 7th Congressional district, City of Baltimore Maryland. He spoke on being a kid in a special education class and was told that he would never be capable of reading and writing and how the bus driver was his best friend. His father used to make fifteen cent a day and his mother made seven cent a day.

His father heard they had union jobs in Baltimore so he moved the family to the city. Thanks to unions his father went from fifteen cent a day to a dollar an hour.

He also spoke on togetherness among people of different races and cultures and the importance of understanding one another. Mister Cummings left a very impressionable memory in my mind. I would like to thank our local for sending Curtis Botner and Tom Crooks and me to this Caucus.

Russell Dixon Sr., Heywood Garage

AT THE GARAGE LRT

Contact
Bob Boyle Or
Mark Ammend

We welcome Preston Larson, our newest Traction Power Maintainer, Mark Aszmann Jr, Clarence Blackmon, and Philip McDowell our three newest Electro-mechanical Technicians and Jeff Couillard our Light Rail Helper. The current fleet is undergoing traction motor, and electro hydraulic unit modifications.

Reliability continues to increase as issues are being resolved. The newest three LRVs are nearing preliminary completion in Mexico and in about a month will be on their way to New York for final assembly.

AT THE GARAGE OHB

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

Scholarships

The deadline to apply will be June 15th, 2006. The drawing will be held at the June 27th, 2006 Union Meetings held in Minneapolis. The first four names drawn from qualified candidates will receive \$2,500 scholarships

CRYPTO by PAT KELEHAN

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

Z A Y B Y X X B C W D V G T F S C Z J W S Z F B Y B C W
O W B Q Z X Z W S X Y Q W G B. Z B G W W K W S H Z J W
T H H Y X B C W T F Z K T H G M W Q W T X Q T Z S Y X K W.

(Answer on page 15)

Meet the Executive Board Members

Howard Tappe - MJR Maintenance

Howard was born in Minneapolis and grew up in North East Minneapolis. He graduated from Edison High School and was hired under the old "Twin City Lines" right before this place went public. People told him that this is a good place to work and at that time he didn't know if he was going to be drafted (VietNam) but if he was, he would keep his seniority and that mattered to him. He hired on as a cleaner in 1970 at the old Nicollet garage and stayed there for ten years. Through the years he worked himself up to his present position as a second shift mechanic at Ruter garage. His favorite bus over the years was the "New Look GMC's" because they were easy to work on.

There was no compelling event that was a watershed mark that encouraged him become interested in union activities. He started going to union meetings and gradually became more involved. Bruce Tesmar was the union steward before him and he had decided to leave. People encouraged him to run and he became a union steward in 1988. Working the second shift he is easy to get a hold of. He comes in early to talk to the day shift and stays late to talk to the night shift.

He has lived in Fridley since 1981 and has railroad tracks going through his backyard. He has never married and in his spare time he works on his antique car collection, '67 to '72 ford trucks and a '54 Chevrolet car with 48,000 miles.

The most difficult aspect of his position is sometimes having to tell people what they don't want to hear, "no matter what you do, someone is going to be mad. If you want to know something other than rumors, attend a union meeting." He is starting to think about retirement but it maybe several years off in '08.



Ken Dolney - East Metro Transportation Dispatcher

He was born in St. Paul, brought up on Midway Parkway between Como park and the State Fair grounds. The State Fair was always a major event in his life. He never missed going.

Shortly after graduating from Cretin High School he got married and started raising a family. Their oldest son is a driver at Heywood, their second son is also a dispatcher at East Metro. His daughter drove for a few years but decided it wasn't for her. When the company began hiring part-time drivers, his wife drove for 16 years until she hurt her knee while driving. She had a knee replacement and had to stop driving. Ken and his wife still have a fourteen year old son at home, maybe he will decide to join Metro Transit also.

His hobbies, other than raising a family, is collecting "limited editions" of paintings, cartoon cells and baseball and football sports memorabilia. He is also a member of the Men's Club and coached his son's baseball and basketball teams. He was a boy scout leader for his son's troop. During this time he found time to get a 2 year college degree and continue on to 3+ years of college.

Ken was working at American Can as an inspector and was laid off. The benefits were structured so he could get his base salary for two years and try another job. If he didn't like it, he could go back to drawing benefits at American Can. His cousin who also works at Metro Transit, encouraged him to put in an application and Ken was hired as a driver on May 10th, 1976. He had always been interested in union affairs to a point, several other drivers encouraged him to run and he has been a Board member ever since. (Old Snelling and East Metro)

Ken also is involved on the Editorial Board for the union newspaper. He feels that the membership doesn't always appreciate the union. He wishes they would take more pride in what we have as a union. "Come to the meetings and get involved in some of the functions. Don't take the union for granted by using it only when you are in trouble."



2006 Legislative Session Results Continued

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Regional Transit Capital Bonds - \$31.5 million. This bonding passed as part of the tax bill. It was hoped that the Met Council would request authority for more bonding for bus facilities, but they didn't. These bonds are issued by the Metropolitan Council every other year to purchase buses and maintain or construct transit shelters and park and ride facilities. (So now you know why we are running 2300 / 300 series Gilligs)

Northstar - \$60 million. This was the final state installment needed for construction of the state's first commuter rail line and should allow the state to secure federal matching funds for construction. The line should be up and running by 2009.

Central Corridor - \$7.8 million. This funding did not come from bonding; but instead was redirected from funds being held to build a new bus garage in St. Paul's Midway area. There is a new bus layover facility that is currently under construction in downtown St. Paul. TLC and Ramsey County advocated for \$50 million, the Governor and the House proposed \$2.5 million, and the Senate proposed \$5 million. However, the Met Council was frustrated that they did not get \$2.5 million in GO bonding for the Central Corridor.

Cedar Avenue Busway - \$5 million. This is the final installment for the first implementation phase of the project. The total estimated capital cost of the system is approximately \$135 million in 2006 dollars. The project improves bus service and provides for the construction of stations on 16-mile corridor connecting the Mall of America with Burnsville, Eagan, Apple Valley, and Lakeville. This funding will also be used to construct park and rides and bus shoulder lanes along Cedar Avenue.

Union Depot - Bonding funding of \$3.5 million will begin to match a \$50 million federal grant was passed. The Union Depot in St. Paul will serve as the major transit hub for the east metro area. Federal, state, and local funding will go toward purchase of the concourse from the US Postal Service and rehabilitation of the structure.

Red Rock Commuter Rail - \$500,000. This 30-mile commuter rail corridor, running along Highway 61 between Hastings and St. Paul, needed a state financial commitment in order to continue planning efforts and to stay in line for matching federal funds.

I-35W Bus Rapid Transit - Bond funding of \$3.3 million of the \$8.3 million requested will pay for some portion of the 46th Street and 82nd Street stations and/or park and ride facilities south of I-494.

Greater Minnesota Transit Facilities \$2 million. This funding will provide for construction of bus garages, maintenance facilities and bus shelters in smaller cities outside the metro area.

Robert Street Transitway Planning - \$500,000

First time funding for this newly identified corridor will pay for a feasibility analysis of transit options between downtown St. Paul and Inver Grove Heights.

St. Louis County N.E. Rail Initiative - \$ 500,000 This provides funds to study a commuter rail transit option connecting Duluth and St. Paul.

Source: Transit For Livable Communities - TLC

AT THE GARAGE Nicollet

Contact

Theresa Collins #1378 or
Stephen Babcock (Stores)

Andy Klein # 40 retires June,
Nicollet will never be the same!

Howard Nelson # 7019 Retired
again in May.

As of June 1st these drivers
have 30 years of service at
Nicollet:

Renee Stafford # 603

Ron Peterson # 604

Patty Wright # 611

Now that's Nicollet spirit!

Keep bringing in donations for
the Nicollet garage sale. All
items are being stored until the
sale. The money we make helps
pay for all our extras at the
garage. The sale will be held on
Sat. Oct 7th. Keep that day
open to volunteer and to shop.

Thanks to the Nicollet
Maintenance Crew for the ter-
rific cook out. Always a good
job! Good Luck to Moe on your
tour of duty.

Mary Greene is now out of the
hospital and recuperating at
home. We wish her a speedy
and full recovery.

We were all saddened by the
death of Laura Johnson 3rd
shift maintenance. She will be
missed.

Pension buy-back

The deadline for buying back pen-
sion time from the 2004 strike is
approaching. You must contact the
MSRS @ 651-296-2761 before
July 26th, 2006 to be eligible.

Job Tips

Theresa Collins

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

Dan Aaserude # 6352, Nicollet sent me these tips.

1. Engage the parking brake while customers are loading their bicycle on the bike rack, as a safety precaution.
2. Engage the parking brake at bus stops, and red lights. This greatly reduces fatigue and strain on your right leg.

Delegate Election May 17th Results

International Covention:
Russel Dixon, Position #1
Tom Campbell, Position #2
Tommy Bellfield, Position #8

State Convention:
Mike Rossini, Position #1
Lisa Callahan, Position #2

Alternate International:
Lisa Callahan, Position #1

June 7th there will be a runoff election for State Convention, Position #3, between Tom Campell and Tom Crooks and International Convention, Position #4 Dorothy Maki and Mike Rossini.

Peer support

We all need someone to talk to

By Theresa Collins

I am currently taking the peer support classes through Metro Transit. The classes are very informative, and I am learning a lot. I have driven a bus for many years and have had several traumatic experiences occur on my bus and to myself as a driver. I have never asked for peer support after these situations because I felt I would look weak and unable to do my job. However, after taking these classes and realized just how important peer support is to me and everyone else. My attitude has changed, I now feel peer support is a must.

Peer support was started in 1993 and is a valuable resource available to Metro Transit drivers. Those who have experienced violent assaults, either personally or against customers, or as a witnessed involved in accidents resulting in serious injury can benefit. There are 21 peer support people and another 11 currently taking the classes which will bring the total to 32.

Support during the first 24 hours following traumatic incidents is crucial to the recovery process. The Peer Support Program's major goal is to help operators recover emotionally from serious work-related incidents. Peer support persons have been trained to listen, to help assess the situation or to help find options to resolve a problem. They can help calm the tension and stress level following a serious incident.

What makes the peer support program so successful is that it can make a difference. Peer support volunteers understand what you are going through because in most cases, they have been through similar situations and understand how you are feeling and help you through the healing process.

Peer Support volunteers must always observe confidentiality except in cases where it is life threatening, against the law or child/spouse abuse.

Getting someone from peer support does not make you weak it can make you stronger. The next time you are involved in a serious situation you can request peer support, it may help you to cope with the stressful job we as operators face on a daily basis.

RUSH HOUR

By Liz Goldberg

Hungry metal growlin	more
Whoshin all around me	DING. One more gone,
The whine of diesel howling	DING. three more on
Rush Hours symphony	
Machine and man in frantic race	DING- pull over. wait. Your Stop-
Chrome and steel without a face	I smile
Grim faced metal monsters see	DING- no time for you this next
Battle scars -past strategies.	mile
	DING. Where's my rear end, am I
Brass and cymbal, horn and drum	safe?
Red light green light engines hum	Quick whirl round and over take
Neon glowing headlights stare	
Grills in toothless grimace- dare	RED LIGHT hits just like an anvil
	Stop and hold our breath till I will
Red light-	Beat you devils in this chase
Green light	till rush hours end and clocks
now its yellow	erase
Steely steed good trusted fellow	
Metal monsters pant beside us	Green light red light now to yel-
Through the haze of exhaust and	low
dust	Steady now good faithful fellow
	The downtown end is almost here
Seconds hours we sit till just	Now rush hour over and then I
Red turns green and loose we bust	hear-
Green Light GO NOW- "Seventh"	DING!
I sing-	Sir I'm sorry but you see-
Beat ya! Ha! another- DING!	My steed and I have come to be-
Open the door and wait some	Out of Service
	...call TIC

AT THE GARAGE Ruter

Contact Dan Abramowicz #6225
dan6225@comcast.net

At MJR, we received three new leather recliners paid for through the funds earned from Route H. They are red in color and are very comfortable. We also took delivery on a new custom made cabinet for storage of cooking utensils and supplies used for potluck meals in the garage. Lastly, satellite television has returned to MJR. Other items are forthcoming, including a new microwave oven.

The team at MJR is saying goodbye to another operator. Lorraine Wussow, 9135, is retiring in June after 15 years of service and will be missed. Good luck, 'Rainy!

If anyone at MJR has anything they would like to see printed in this column, please contact Dan Abramowicz, 6225 (e-mail listed above).

Improved Website Design - www.atu1005.com

If you haven't visited the re-formatted website, you are missing a lot of information.

Home Page: The first thing you will see is a "News" banner on what is happening. This month it is the elections for delegates. Also the home page now has a **news button** that will give you an internary of future meetings. The day after it will give you the results of those events, actions, motions and anything else that is current.

Executive Board Page: Infomation on who and where our officers and Board members are.

Education Page: Meeting info, members, past issues of 1005 paper, other info the committee is dealing with, such as the picnic and scholarships.

Know Your Union: Philosophy, order of business, how a union works.

Retiree / Deaths: Information on members that have past away, information on the various retirement clubs, meeting dates.

Retiring Soon: What, where, when and who is retiring. (Party info)

Photos: Taken at union events or sent in by members. (send to jewald@atu1005.com)

Leg / Org: Other union links, emails addresses of legislatures etc.

Political Action: (Currently we need volunteers to get involved)

FYI's: General infomation, do not buy lists, DOR.

Transit Comm.: Address locations and reports.

What a great tool for communicating info quickly to our members! Check it out, contact Jerry Ewald with suggestions.

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fy Bus Bridge operations: how and what RCC and TCC communicate and direct. Bi-directional signals to be installed so speeds can be maintained in either direction. Construction: 28th Ave. P&R, new station at 34th Ave., new mixed use development at Bloomington Central Station (condos, retail, park).

Maintenance: Chuck Wurzinger: Hazard beepers - still some concern from Safety, but since not all buses are equipped with beepers, Maintenance will proceed with toning down or disabling. Artic w/s wiper arm extensions: will cost \$10,000 to 14,000 to retrofit fleet; could reduce to about half if right-side only done. Malfunctioning / slow front door closure after using lift - linked to a bad valve. Gillig will retrofit 800 series and newer; Metro will retrofit older buses. Heated mirrors - checking with manufacturers; MVTA has some heated/remote adjust mirrors. Broken mirrors harder to replace, glass is more costly on 8x8 mirrors. Larger (9½ x10) mirrors are easier to change out. Committee likes bigger is better, but concerned that larger mirrors might get broken more often, hitting sign poles, large vehicles nearby. Next 15 New Flyers will be equipped with heated / remote mirrors; if cost isn't prohibitive, we'll get some of each (8x8 & 9½ x10) to evaluate (May/June). Run boxes are being removed at OHB. Chuck & Don Colberg walked through FTH bays after February TSSC meeting and confirmed discrepancy of mirror arm length. One fear is increase in holes punched in upper left rear of bus when longer mirror arms encounter parked bus.

Police: Lieutenant A.J. Olson: No major incidents recently; two operators clearly escalated situation by pursuing further than advisable. In case of short or no-pay fares, remind once and proceed. If chronic fare abuser, call TCC for assistance. MTPD officer assigned to Minnesota Gang Strike Force having positive effect. Details continue at Midway,

Lake/Blaisdell, P&Rs; undercover officers in addition to routine checks at BCTC. Initiative to improve customer perception of safety - new foot beat 3-11 PM on Hennepin and Nicollet Mall is cooperative effort with Mpls. PD and Hennepin Co.; 6 officers are funded for 3-month program. Cameras at facilities and parking lots (including Nicollet employee lot) can be monitored from Asset office. All cameras are checked daily for obstructions. Distributed Trespass List with photos; anyone on list has been served with notice and expiration date; they are not to frequent any transit property. Reported on Homeland Security funding. By law, all trash containers on LRT platforms must be blast-resistant. MTPD hopes to expand to other sensitive transit locations. PIMS (Police Information Management System) is funded by the FTA.

Other: Aerosol Training is being offered for part-time to full-time classes. Brian Lamb will be invited to TSSC meeting in the near future

<u><i>April</i></u> <i>Others in Attendance</i>
Jeff Wostrel, Acting Director, Bus Transportation.
Linda Bechtold, Manager, Customer Relations.
Bob Gibbons, Director, Cust. Relations & Marketing.
A. J. Olson, Acting Lieutenant, MTPD.
Brenda Himrich, Manager, Rail & Bus Safety.
Lee Bennett, Asst. Mgr. Street Ops.
Sheri Gingrich, Rail Operations Supervisor.
Chad Loeffler, TCC Supervisor.
Chuck Wurzinger, Maintenance Supervisor.
Jan Dietrich, Senior EEO Consultant.
Don Colberg, Manager, Maintenance.
Christine Kuennen, Acting Asst. Dir-Bus Transportation.
Bob Elmers, Captain , MTPD.

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

Street Operations: Lee Bennett: "Non-Adherence Timepoints" (NAT) two-week test on limited routes, primarily outbound express trips to the suburbs and some U of M routes. Route Information bulletins have been issued listing specific timepoints operators should disregard during the trial period. This test is similar to the policy for inbound buses terminating downtown: operators are not expected to hold at timepoints within the DT Zone, both to get customers to their destinations without delay and to avoid DT gridlock.

Questions/comments: Mary: Rt. 27 detour at Cedar & Lake needs bilingual "Buses don't stop here" signage. Spanish & Somali? EB 28th St. to south Cedar needs corner clearance due to construction and vehicles. Potholes the length of 28th St. between Chicago and Cedar need attention along the right curb lane. Also pothole on SB 2nd Ave. S. at Washington Ave. Theresa: Why are Routes 21 & 53 detoured off / on Lake St. to 31st St. via narrow 21st Avenue? Conflict between WB buses turning left from Lake and EB buses turning right from 21st Ave. She recommends 22nd Ave. for one direction at least. Sheila reported that she's heard the city of Mpls. won't allow us via 22nd Ave.; will forward to Christy Bailly. SB 21st Ave. farside Lake St. has length of barwire-like fencing hazard. Dave: 38th St. Station - will bus ops please discharge riders at designated bus stops only! Dropping off in street or driveway invites transferring customers to unsafely dash across tracks, putting them and rail operations at risk. 46th St. Station has a similar problem. Lee will reissue the cautionary bulletins for both Transit Stations.

Safety: Brenda: Distributed 'Accident Graphs' for posting; A more detailed report (hot spots) is still being developed. Intoxicated falls are not counted for garage statistics. Each garage has individual 'accident' goals based on total miles & type of service and past experience rates. South & MJR

have extended freeway PO/PI; Nicollet, and to some extent, FTH & East Metro, are often in service sooner. Hybrid Electric buses present unique hazards for emergency crews. Special stickers will be installed to alert emergency responders to those areas needing special care (don't hack into the battery compartment).

Questions/comments: Chuck Wurzinger: Metro has 2 hybrids currently; the next purchase of 76, 40-foot buses may include 20 hybrids for delivery in 2007. Cost is an issue; hybrids cost about \$500,000 versus \$300,000 for regular 40-foot buses.

LRT: Sheri: Three openings due to promotion of four rail operators to supervisors; 20 candidates face agility tests. Seniority of the candidates range from 2-22 years. Half have been hired since 2004; available shifts and days off offer little incentive for high-seniority bus operators to take the leap. On July 7, 2006, Mort Sturdevant, #56, will become the first LRT operator to retire. Three rail operators have begun Peer Support training; Mark Ammend, Maria Rios and Dave Rogers (TSSC Chair). TSSC member Theresa Collins, # 1378 Nicollet, is also in the Peer Support class. On behalf of LRT operators and support staff, thanks to all supporters following the March accident with vehicle. Driver remains in hospital; 9-year old son OK after 3-day hospitalization; family dog left accident scene and ran home. DT customers leaving the NCAA tournament were largely unaware of the interruption until transferred to the 'bus bridge'.

Police: Lieutenant A. J. Olson: Distributed incident statistics. Proposes that stroller policy be revisited. Generating numerous complaints to Customer Relations & MTPD. Transit Police will write tickets for non-compliance, but will not remove customer (just for stroller issue). Difficult to enforce policies without prior input. Deploying lift is time-consuming; stroller-heavy routes should be identified and allowed

more running time. Jan Dietrich is tracking stroller-user complaints, as it is disproportionately impacting Afro-American females. To date, there have been 96 SSRs since June 2005, 65 complaints and ½ dozen injuries to stroller users.

Questions/comments: Christine: Complaints from disabled & elderly community, issues and impact were studied. Policy driven by poor etiquette: strollers driven over toes & service animals, and aisles blocked with disregard. Linda: All policy changes generate complaints. She's created a special code to identify stroller complaints.

Christine: It's a good policy and needs more time for public acceptance and operator buy-in. Dave: the problem is implementation. Linda: We're receiving secondhand complaints; 'driver mean to stroller customer'; 'driver doesn't enforce'; 'driver too harsh enforcing'. Jim: TCC needs clarification - call the Transit Police every time? Evaluate case-by-case? Encourage operator discretion? File SSR's to provide documentation for Customer Relations to avoid filed complaints. Sheri: Stroller policy should be like fare policy; advise once and let go - avoid confrontation. Van: Operators need to know they have discretion to make decisions and that TCC is available to advise.

Maintenance: Chuck Wurzinger: The new remote-control mirrors will be slightly larger than originally proposed. The front-door valves (to correct slow / non-closing doors) are being replaced. The windshield wipers on Artics are a work in progress. Retrofit update: Visors are going forward; beepers can't be disconnected.

Questions/comments: Dennis: Wheelchair tie-downs don't work on mobility scooters, unless modified. Make best effort. Jim: Will find and send specifications to TSSC members. Brenda: Agency is looking for single-belt system. Respectfully submitted, Sheila Miller, Interim Recording Secretary



Delores Lennon Paterson

Passed away on April 28, 2006. Delores originally hired Sept., 1978, retired from full-time bus driving in the late 1990's, but was re-hired as a part-time operator Feb., 2001 and retiring again May, 2004.

She was active in the union and attending several conventions as a delegate. Delores was active in the ATU Int'l. Women's Caucus and is one of the founders of the Local 1005 Women's Caucus, now inactive.

Other Members that have recently passed away:

Gordon Schmidt
(Retiree)

Laura Johnson
Skilled Helper Nicollet

Marjorie Mueller
(Retiree)

Retirements

Congratulations to these employees who retired in March

Langren, Duane E, #1225 Ruter Operator
Kantor, Larry G, #5445 South Mechanic Hall, Richard A, #1495 Nicollet Operator
Shinn, Richard E, # 8963 East Meto PT Operator

Congratulations to these employees who retired in April

Waggoner, James L, #74 Heywood Operator
Avery, Jon B, #88 Ruter Operator
Wicklund, Donald D, #178 Heywood Operator
Howard, Connie, #331 Heywood Operator
Hofecker, Barry W, #405 East Metro Operator
Green, Bonnie P, #644 East Metro Operator
Hall, Roger L, #1560 East Metro Operator
Colbert, John A, #3030 East Metro Operator
Delamater, John O, #9755 Nicollet Operator

Anniversaries

Congratulations to these employees celebrating Anniversaries

June

5 YEARS

6/25/2001, 3702, Mark A Jessee, Stockkeeper

10 YEARS

6/15/1996, 9694, Adam Hernandez, Helper II
6/17/1996, 9682, Scott A Glendenning, Op. PT. Day
6/17/1996, 9675, Rosalind Y White, Op. FT.
6/22/1996, 9696, Michael S Crosby, Op. FT.
6/29/1996, 7601, Lucia Barenson, Op. PT. Day
6/29/1996, 7602, Danny W Magnan, Op. FT.

15 YEARS

6/5/1991, 3440, Barbara Bilyk, Schedule Maker II
6/17/1991, 9143, Lisa R Benson, Op. FT.
6/17/1991, 9137, Shawyn D Mattox, Op. PT. Day
6/17/1991, 9138, Gnia, K Vu Op. FT.

25 YEARS

A6/22/1981, 628, Steven M Satre, Op. FT.

30 YEARS

6/1/1976, 604, Ronald C Peterson, Op. FT.
6/1/1976, 603, Renee P Stafford, Op. FT.
6/1/1976, 611, Patricia A Wright, Op. FT.
6/21/1976, 5406, Thomas E Martin, Mech.

6/23/1976, 5407, Thomas M Klute, Mech.
6/23/1976, 1552, Daniel R Stout, Mech., Bldg. Maint.
6/28/1976, 5410, Robert D Boyle, Electro-Mechanical Foreperson
6/28/1976, 5411, Dennis E Peterson, Mech. Bldg. Maint.

35 YEARS

6/21/1971, 2547, Kenneth R Day, Op. FT.

July

5 YEARS

7/16/2001, 3705, Danny R Kearns, Electronic Farebox Tech.
7/16/2001, 2374, Paul E Kottke, Op. FT.
7/16/2001, 9385, Nora E Kurkowski, Op. PT. Day
7/16/2001, 2376, Marla D Rush, Op. FT.
7/21/2001, 2379, Henry Bridges, Op. FT.

10 YEARS

7/1/1996, 3554, William Goodermont, Schedule Distr.btn Coordinator
7/8/1996, 7604, Robert W Bruce, Op. FT.
7/8/1996, 7605, Rodney W Johnson, Op. FT.
7/8/1996, 7606, Lue Xiong, Helper III
7/15/1996, 3556, Janice R Brumlow, Electronic Revenue Equip Dept Clerk
7/22/1996, 7628, Bonnie J LaBarre, Op. PT. Day
7/22/1996, 7626, Alton L Thornton, Op. PT. Day
7/27/1996, 7641, Robert M Brevig, Op. FT.
7/27/1996, 7643, Stephen N Karanja, Op. FT.
7/29/1996, 7647, Linda M Bueno, Op. PT. Day
7/29/1996, 7651, Carl W Gscheidmeier, Op. FT.
7/29/1996, 7655, Trinity J Jensen, Stockkeeper
7/29/1996, 7653, Richard S McGinnis, Op. FT.
7/29/1996, 7649, Robert L Molumby, Op. FT.
7/29/1996, 7654, Christine M Radimecky, Op. PT. Day

25 YEARS

7/6/1981, 641, Charles E Ricard, Janitor

30 YEARS

7/1/1976, 5413, Jeffrey A Zabel, Sen. Mech.
7/8/1976, 5414, Dennis L Conley, Sen. Mech.
7/12/1976, 3236, Georgia T'Kach, Timekeeper Computer Operator



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

39TH Annual A.T. U. Black Caucus

I was a delegate for the 39th Black Caucus that was held in Baltimore, Maryland. Local 1300 co-hosted this event and I feel they did one hell of a job. My hat goes off to A.T..U. Local 1300 President, D. Bridges and his Executive Board.

There was a guest speaker by the name of Elijah Cummings. He is Congressman for the 7th District in Baltimore. He spoke about unions and discrimination in America. He takes pride in unions and this country and talked freely about what the unionization meant to his family's history. Right after this man made one of the best speeches that I have ever heard in my life about problems of racism and poverty in this country, this caucus made his speech void.

Local 1005 sent by-law amendments to every caucus within the International requesting everyone try to use union hotels and vendors whenever possible. Like I said "WHENEVER POSSIBLE". This by-law proposal should make sense to any union employee. How can unions give gatherings at non-union hotels and use non-union vendors?

When it was time to bring this proposal to the floor the president of the Black Caucus and the Financial Secretary made a point of giving the delegates from Local 1005 a piece of their mind about our by-law proposal. Needless to say it was not nice. They showed their dislikes and basically told the members of the caucus to vote our by-law change down. They were obviously waiting for this moment to tear into us like starving dogs on a steak. Curt Botner then gave the details of the proposal.

The President then stated, "let's hurry up and vote this down so we can get on with our business". He then made it a standing vote challenging people to vote against it. Curt Botner, Tom Crooks and myself felt so out numbered that if there was a hole to crawl into we would have. Why should we be ashamed to request that if available, our fellow union brothers and sisters use union hotels and vendors?

This caucus made this personal and almost racist. I was never so embarrassed in my life. Here we are fighting for the same thing and it seemed to me to be reverse discrimination. I feel we need to push this proposal into the international by-laws. If union hotels are available, it seems hypocritical that union officers are staying in and patronizing non-union establishments. I think we need to boycott this caucus and others that fail to use this by-law.

How can we say don't shop at Wal-Mart and use non-union vendors because they are cheaper. Maybe I am wrong, but I can't sing two songs at the same time. The Congressman would have been pissed if he had any idea this was going on right after he left. If I was a betting man, he probably hadn't made it to his car before this fiasco started.

I am proud to be a union employee and we should always use union goods WHENEVER POSSIBLE. By the way, the Financial Secretary is one of the organizers of the A.T.U. Women's Caucus and we weren't invited.

Russell Dixon Sr.

Answer To CRYPTO: I GOT OFF THE BUS AND HIKED INTO THE PETRIFIED FOREST. IT SEEMED LIKE ALL OF THE ANIMALS WERE AFRAID OF ME.

The 1005 Line



Laura Johnson

Skilled Helper #5348 at Nicollet Maintenance Department, passed away May 8, 2006 due to a fatal single car accident.

Laura, Age 47 of Ramsey, MN, had over 25 years of service, coming to Metro Transit August 25, 1980. Laura was hired as a Bus Cleaner, advancing her career, becoming one of the few female skilled helpers working in the Maintenance Department.

Laura will be sadly missed by all. Memorials preferred to family for Laura's children; Rachel and Sam's education fund. 612-825-2435

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 - games, food, family fun and **lots of prizes!** **Union Apparel, Gift certificate for one night stay in Embassy Suites Hotel in St. Paul. Must be present to win....Can't win if you are not there!** Employees and retirees - bring Dad, Grand-dad, and all your relatives! Volunteers are needed and welcome as we need your ideas and help! Bring a dish to share, dogs, burgers and chilli will be provided, Bring your own Beverage.

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.

