

The news and  
information  
publication of  
**ATU Local 1005**

Prepared and  
distributed by the  
Education Committee



*“Human progress is  
neither automatic nor  
inevitable... Every step  
toward the goal of  
justice requires sacri-  
fice, suffering, and  
struggle; the tireless  
exertions and passion-  
ate concern of dedi-  
cated individuals. ”*  
**Martin Luther King**

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# The 1005 Line

*For The People Who Know Where They Are Going*

**January / February 2008**

## Year In Review

Lizbeth Goldberg

### **International**

*Transition in Pakistan, assassination of former prime minister Benazir Bhutto; Saffron protests in Myanmar (Burma) over government-raised fuel prices; "Harry Potter and the Deathly Hallows" (the seventh and last installment); Ongoing war in Iraq; Chinese- produced tainted products and toy recall; One million Somalis flee homeland due to infighting; UN cites 33 million infected with HIV; Nuclear standoff with Iran; Cyclone in Bangladesh kills 3,300 people; 3,200 killed in South Asia from monsoon flooding rains; Middle East violence; July heat wave in Europe kills hundreds; Earthquake kills 540 people in Peru in August; 172 miners die in a flooded mine in eastern China; Bush's 20,000- troop surge into Iraq; Intergovernmental Panel on Climate Change cites global warming is fact and its cause is Man; New Palestinian government; Northern Ireland's new executive government; Tony Blair steps down.*

### **National**

*Mortgage crises; Virginia Tech massacre; Stem cell breakthrough; San Francisco Giants' Barry Bonds breaks Hank Aaron's record and is indicted for steroid use; Apple i-phone; Windows Vista; Wildfires in California; Presidential campaigning begins; Nancy Pelosi the first female speaker of the House of Representatives; Jena Louisiana Protest; former U.S. Vice-President Al Gore and UN Intergovernmental Panel on Climate Change are awarded the 2007 Noble Peace Prize; Crandall Canyon mine collapse in Utah; Minimum wage raised from \$5.15 to \$7.25.*



Al Gore

### **Here in Minnesota**

*Governor Pawlenty is re-elected; Between Feb 23 and March 2, major snowstorms totaled 12.3 inches; August 1, 35W bridge collapses into the Mississippi River, killing thirteen, injuring more than 100. This unimaginable tragedy placed Minneapolis into the world spotlight; 15.1 inches of rain August 18-19 set state record and resulted in \$67 million in damage in S.E. Minnesota, Ham Lake; Fire on the Gunflint Trail May 5 burned 119 sq. miles in Minnesota and Ontario; Kevin Garnett traded; Idaho R. Sen. Craig arrested at MSP International; MnDOT begins reconstruction on I-35W and Highway 62; Republican National Convention to convene next September at*

**Continued on Page 4**

**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  
February 18th at  
the Union Office**

**Executive Board  
& Union Meeting  
Feb 26 - Mpls.  
Mar 25 - St. Paul**

**10:00 AM / 7:00 PM  
(New pm start time)**

**Union Office  
Phone  
612-379-2914  
email:  
office@atu1005.com  
website:  
www.atu1005.com**

**OFFICER'S  
CORNER**

Michelle Sommers  
President



**Happy New Year!**

As most of you know, we ended the last year with a new attendance program for non-operator ATU members. This new program was grieved by the union and voted to go to arbitration by the membership. An arbitrator has been chosen and a date will be set. We hope to have this issue resolved as soon as possible. We know a lot of members are upset with this new program, so we want to get it settled soon.

In December we also had a snowstorm, nothing new in Minnesota. The union was asked to waive the 30- hour limit for part-time operators, and after some discussion an agreement was reached. The union office received many phone calls from members who were unhappy about our decision. Management also received negative feedback from their side. A meeting was called to talk about the issue and how to deal with it in the future. The decision was made that the contract will be followed in the future and no more waivers need be granted. The union feels that management should be cutting rostered work at no more than 28.5 hours during the winter months. This 28.5-hour limit is based on the maximum a part-time operator was allowed to pick before rostered work came into play. Apparently, once the company started rostering work they forgot that it snows, because they started cutting it at 29.45 hours a week. When you cut work so close to the 30-hour limit, operators are bound to go over it if anything happens, and there is no buffer set in the rostered work schedule.

We started the New Year continuing negotiations with the company. As most of you know, it is the goal of the union officers to have the contract done before the current one expires. We began contract negotiations the first week of December and have made forward progress to this point. If the current progress continues, we should be able to reach the goal we have set.

I would also like to say that negotiations are going well in Rochester. Some new properties take up to a year to even start talking. We already have some tentative agreements (TA's) signed, and we continue to meet.

# Union Meeting Highlights

## December 2007 Meeting

### President's Report

President Sommers reported on the following:

The arbitration regarding payroll employees who lost their membership with ATU 1005 because of their jobs going from Metro Transit to the Metropolitan Council (they are now members of AFSCME) is finished, and we are waiting for an answer.

Because of the snowstorm in early December, the union agreed to waive the 30-hour rule for part-time operators. There were a number of members who were concerned that the rule had been waived. President Sommers said that when the union was first approached by management, the union said no, based on the understanding that there had been a prior agreement that weather would be considered in determining chargeability, and that management had refused to abide by their agreement. Because of the storm, 80 part-timers were over their hours. After meeting again with management, the union agreed to the waiver with the following conditions: a) Any late occurrence on Sat-Tue-Wed (all members) would not be considered a chargeable occurrence; b) Any chargeable accident will go through a review committee consisting of two management and two Executive Board members to determine chargeability. If an agreement cannot be reached within the committee, the issue would then go to the BMS. President Sommers pointed out that the most hours worked by a part-timer during this week were 36:45. She expressed her concern that management is setting the schedules too close to the 30-hour limit. There is no room allowed for any deviation. (The limit used to be 28:30 rostered hours. Now many are rostered at 29:45 hours.)

Northstar Line: There will be a committee created to help determine what/if jobs can be created that can/will be done by Metro Transit union members.

Relief Instructors; The current qualifications are not being met by some of the instructors. After meeting with Management, it was agreed that the qualifications are too strict and will be revised to more closely follow OOA qualifications.

Alec Johnson (Nicollet) and Ryan Timlin (South) spoke to the Executive Board about forming a Mobilizing Committee for internal organizing. They were appointed to the Education Committee and commended on their initiative. Interested members may contact the union office.

Negotiations; The ATU and Management have met six times, and negotiations are moving forward. We are working with a new ATU

Continued on Page

### Education Committee

#### Advisor

Scott Tollin

#### Chair

Members Rotate

#### South

Liz Goldberg

Vice Chair

Ryan Timlin

#### Heywood Office

Iлона Mattila

#### Nicollet

Melanie Benson

Alec Johnson

Curt Botner

#### Overhaul Base

Open

#### Ruter

Scott Lindquist

#### East Metro

Open

#### Heywood Garage

Dorothy Maki

#### LRT

Open

#### 725 Bldg.

Stephen Babcock

Layout

#### Editorial Board

Ken Dolney

Dan Abramowicz

Chuck Feucht

*the Xcel Energy Center; August 31 New Twins Stadium ground-breaking; Slumping housing market and sub-prime mortgage crisis results in massive foreclosures; October 1 Smoking ban in bars and restaurants begins.*

## **January**

Minnesota gubernatorial race between DFL Attorney General Mike Hatch and Governor Tim Pawlenty (R) resulted in Pawlenty being re-elected for another term. 2006 Metro Transit ridership reaches 73.8 million, the highest in 22 years, with a projected 2007 ridership of 75 million.

The Constitutional amendment dedicating 100% revenue from state Motor Vehicle Sales Tax to transportation began with the "Vote Yes" campaign that helped lead to the amendment's approval; MVST funding is to be used to improve transportation with \$100M per year to improve regional transit, increase ridership and reduce the growth of congestion, with full funding after a five-year phase-in period.

Heywood Garage and its annual Black History celebration in February features equal rights champion, Robyne Robinson, Fox 9 TV's senior news anchor. Federal Transit Administration grants the Northstar commuter rail line final design and Metro Transit applies for a federal full-funding grant for a major portion of the \$307.3 cost. Hennepin County, Sherburne, Anoka and the Northstar Corridor Development Authority commit additional monies.

"Access Minneapolis," a ten-year plan to improve transportation within the city (primarily downtown) proposes many dramatic changes.

Metro Transit announces, fol-

lowing the operator/bus hijack last November, that on-board police presence will increase 150% in 2007, along with additional police hires.

## **February**

Metro Transit Twinkle Bus decorated with 20,000 lights to appear in the Vulcan Victory Torchlight Parade.

The Northstar project is specifically mentioned in President Bush's \$9.4 billion budget for transit programs as one of two dozen rail, subway and bus transit projects recommended. (Northstar is a \$309M rail service along 40 miles between Big Lake and downtown Minneapolis adjacent to Highway 10 and scheduled to open late 2009.)

The \$930 million light-rail line will link downtown Minneapolis with downtown St. Paul, traveling through the University of Minnesota and along University Avenue and is projected to open in 2014 and carry 43,000 weekday riders by 2030.

Heywood's Black History Celebration theme: "Continuing the Legacy of Equality, Success and Justice in 2007" Organizers: Valerie Robinson, Chuck Robinson, Tracey Jackson, James Cushenberry and Traci Williamson.

25% of Met Council's 3,504 employees represent minorities: 21 percent African American, 6 percent Asian, 4 percent Hispanic/Latino, 3 percent American Indian and the balance other minorities.

## **March**

12.3 inches of snow, which began Feb 28th and again March 2.

March 8 - A 34-year-old man was shot in the chest while trying

to calm a loud group of men at 7:12 p.m. on a Route 5 bus in North Mpls. The victim survived. March 12 - On a Route 10 bus near SE 5th St./Central Ave, a 47-year-old man confronted a 60-year-old man who was swearing at the bus driver. He punched the older man, knocking him backward out of the bus onto the pavement, killing him.

Miller Brewing Company's Tenth anniversary of the "No fares - No blarney" free rides promo on St. Patrick's Day.

New Park and Ride opens at Bottineau Blvd and 63rd avenue. Metro Transit plans to retrofit 240 buses with high-tech digital camera systems that have five cameras per bus. The agency also released to the public the images of men involved in one of the shootings, which resulted in arrests.

East Metro celebrated an accident-free week March 23-29. March ridership was up 5.1%

## **April**

The Republican National Convention to be held in 2008 in St. Paul will use non-union buses brought into Minnesota. Teamsters representatives notified convention organizers that non-union buses may be stopped at the Minnesota border.

A fatality resulted from a shooting on the 74 route in St. Paul, the third violent act in two months. (Teen responsible was later sentenced to 32 years in prison.)

Metro Transit completes purchase of Sparkling Wash and now owns six acres of Ragstock and Sparkling Wash for a bus expansion facility to house 166 buses. Governor Pawlenty vetoes transportation bill that would have raised \$165M per year through a 1/2 cent regional sales tax.

Go-to Card finally ready to launch.

MJR accident-free April 18-28.

April ridership up 6% over last April.

## May

Construction of rail station on 34 Ave/American Blvd to begin 2008.

Central Corridor light-rail transit line (est. cost \$932M) on University Ave progressing ahead with preliminary engineering plans.

Metro Transit releases four-point security plan worth \$2.4M to improve bus security (more police presence and digital bus cameras at approx \$5,000 per bus).

Jack Berner #8927 FTH Op places fifth place in International Roadeo.

South Garage \$1.25M renovation plus 3,200 sq. ft. addition to begin in June.

Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul, a new book authored by Aaron Isaacs and John Diers, retired Metro Transit employees, is published by the University of Minnesota Press.

Agency's new policy: No political advertising to be used on buses or rail.

Legislature proposes creation of "County Joint Powers Board" to allocate new transportation revenues. This would bypass the process of the Met Council. (In June, the proposal is not passed, however.)

## June

First phase of the "Northwest Metro Transit Restructuring Plan" with the second phase of changes scheduled for early 2008. In 1998, the agency divided the Twin

Cities into nine geographic sectors and has been restructuring service one sector at a time with the goal of making service more effective with existing resources.

Route changes beginning with phase one of Northwest Sector Restructure plan.

International Rail Rodeo June 2 in Toronto - Metro Transit places fifth among 20; Rail Op. Mark Ammend #9217, Chris Anderson Electro-mechanical Foreperson, Technicians Steve Cobb and Vern Goble.

Bus ridership up 7.5% for June compared to June 2006.

## July

2nd Annual ATU 1005 Union Picnic July 8th at Battle Creek Park - a huge success.

Changes to MSRS general pension began this month, raising contributions 4.25% in 2007, 4.5% in 2008, 4.75% in 2009 and finally 5% in 2010.

MJR accident-free week July 12-19.

Duane Lundgren #289 FTH Op finished 2nd place at the 2007 Minnesota Bus Roadeo July 21 in Willmar, Minnesota.

07/07/07 The (Hiawatha) Love Train carried couples to wed at MOA.

## August

At 6:05 pm Wednesday, August 1, during evening rush hour, the main spans of the I-35W Mississippi River Bridge collapsed, falling into the river and banks. Thirteen people died and one hundred more were injured. The bridge was an eight-lane, 1, 907-foot steel truss arch bridge, completed in 1967, and was Minnesota's fifth-busiest, carrying 140,000 vehicles daily. President Bush visited the wreckage during rescue and recovery, and there

was worldwide news coverage. Metro Transit added 25 extra buses and designed several new routes to assist traffic due to the bridge disaster.

Minnesota to receive \$133M grant to improve transit and ease traffic congestion in the Twin Cities metropolitan area. State Fair ridership up 4.6% over last year.

## September

University of Minnesota workers on strike.

Minnesota History Center, St. Paul exhibit "Right on Lake Street" features a Route 21 bus on a dimensional Lake Street through March 2008.

15 New Flyer articulated buses expected April 08.

## October

Rochester City Lines votes 35 to 9 to affiliate with ATU Local 1005.

Jack Berner FTH Op #8927 for the eighth time won first place at Metro Transit Operator Roadeo. Duane Lundgren FTH Op #289 took second and Darell Hanson Nicollet Op #9289 took third. Rookie of the Year- Jim Warner So Op. #64398.

There will be 314 new 40 ft buses between now and 2011: 164 clean diesel (\$356,604 per), 150 hybrids (\$556,534 per) and an option for 300 more buses in the next five years.

Three new rail stations will begin with a 34 Ave/American Blvd station to be completed by 2009.

39 new Operators hired in October.

The design unveiled for Northstar locomotives features interlocking arcs of color on a blue background leading to a yellow star.

### November

Metro Transit parades 17 of its 19 "Go Greener" Hybrid buses on Nicollet Mall. During the next 4 years, 150 more will be added to the fleet. They get 22% better fuel mileage and release 90% fewer emissions. Coupled with the commitment to soy-based biodiesel, they will reduce the agency's dependence on fossil fuel and will improve air quality.

On-line applications for Met

Council positions now available at: [metrocouncil.org/jobs/employment](http://metrocouncil.org/jobs/employment)

Greenway Bridge now open which crosses Hiawatha Ave and the Hiawatha light-rail line.

### December

The year ends with 77 million rides for 2007- up 5% from last year.

Signing of the full-funding grant agreement (FFGA) in ceremonies December 11.

Customer Service Representative Bonnie Olson retires after 32 years of service.

ATU Local 1005 members hope for a healthy, happy and successful year ahead.

Sources:

Minnesota events: [WCCO.COM](http://WCCO.COM)

National/International:

[CNN.COM](http://CNN.COM)

The 1005 Line

Insights - Thanks to Sam J.

## Bonnie Olson's Retirement Party

On Tuesday, December 18th, close to fifty people showed up to help celebrate the retirement of Bonnie Olson, who drove for the MTC from June 1975 to November 1988 and worked in (and actually helped to create) the Customer Relations Department from November 1988 to October 2007. Speakers included Brian Lamb, Linda Bechtold, Julie Johanson, Jerry Ewald and others. Bonnie's two sons, two grandchildren, a daughter-in-law and her sister also attended. All of the speakers, including people in the audience, praised Bonnie for her professionalism and her concern for others, noting that Bonnie "leads with her heart."

An image projected overhead gave the following statistics in describing Bonnie's career at Customer Relations:

- 288 Personal Commendations
- 202,472 Customer Calls
- 42,469 Written Customer Inquiries
- 5,648 Driver Commendations Written
- 3,748 Limited Mobility Applications



No one will ever be able to take her place - but she holds a very special place in the hearts of those she has helped. We'll miss you, Bonnie - and we'll hope to see you around.



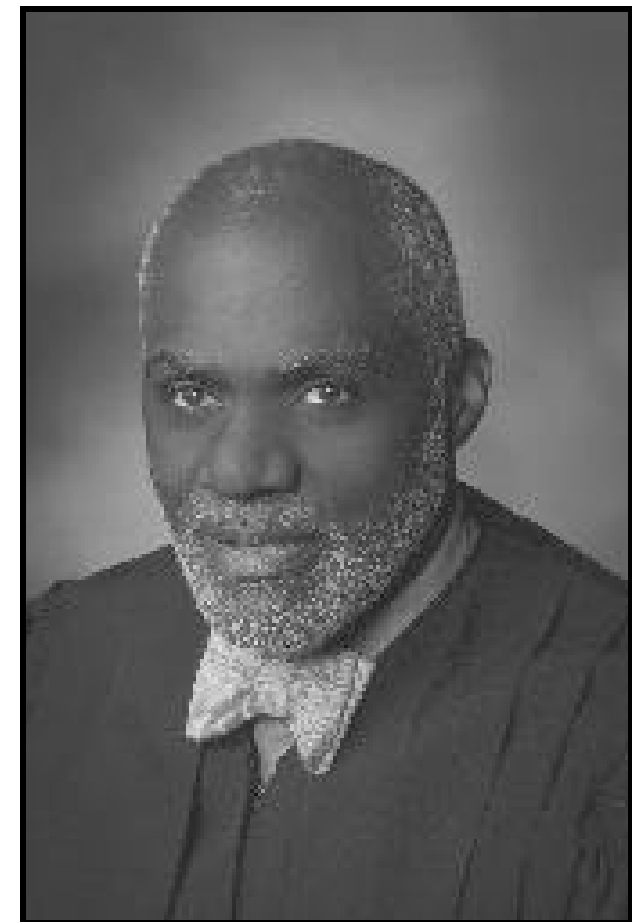
## 2008 Black History Program

Once again, an impressive program has been planned at Heywood Garage to celebrate Black History Month. Last year's program featured Robyne Robinson, Fox 9 news anchor, as speaker, and included entertainment and lots of delicious soul food.

The theme of this year's event is "**Celebrating our Rich Heritage.**" It will be held on **Friday, February 29, 2008** from 11:30-2:30 in the **FTH Drivers Room**. The featured speaker will be **Justice Alan C. Page**, who will speak at 12:00 noon. **Demetairs Bell, Driver #9225**, will emcee; and entertainment will be provided by the **Keith Nance Jazz Quartet**.

Those attending may either share a dish or make a donation (\$5 minimum).

Hope to see you there!



### Chuckles from Dispatch:

Years ago, there was a driver at Nicollet Garage who walked with a noticeable limp. One morning he called in, saying he had broken his leg. He asked to be excused from his morning piece of work, but said he could come in for his afternoon shift. When a manager saw that on the work sheet, he wondered how in the world the driver could come in that afternoon if he had just broken his leg. What the manager didn't realize was that one of the driver's legs was wooden, and all he had to do was repair or replace it before he came in.

This last December, a Nicollet dispatcher working the overnight shift on the weekend got a call at 3:50 a.m. from the driver who was marked up for 3:50 a.m. call. He explained that he was calling in. She asked, "What do you mean? Calling in sick or what?" "No, I'm just calling in to see if you have any work for me." Stunned, she explained, "You have to *be* here."

(Oops. He must have been thinking of jury duty.)

## Karen Krech ("21 Karen"), Nicollet Driver 100, Retires

by Jean Hammonds

Karen Krech, Driver 100, was hired by the MTC in January 1978. Karen started out driving different routes, but found out that she liked Lake Street (the 21-line) the best. Early on, someone told Karen not to drive the 21-line because it was a bad line to drive; but Karen didn't like people telling her what to do, so she drove it anyway - and she liked the challenge.

Karen got to know her customers by name, received many commendations and lots of safety pins. On holidays, many of the customers would bring gifts. It was her passengers who gave her the name "21 Karen" that we know her by today.

Karen's last day at Metro Transit was October 27, 2007, after almost thirty years of service. She really enjoyed working with all the drivers at Nicollet Garage and will miss all of you.



# Transit Safety and Security Committee Meeting

Members:

Jim Chisholm, Management Advisor, TCC Supervisor,  
David Rogers, Chair, Rail Operator,  
Curt Botner, Nicollet Operator  
Michael Craven, MJR Operator, Allen Juare, East Metro Operator  
Jeffrey Thompson, Heywood Operator,

December

Others in Attendance

**Chuck Ahlberg - Manager of Fleet Service,**  
**Steve McLarid - Asst Director Garage Operations**  
**Dave Hanson - Street Supervisor,**  
**Mike Robeck - TCC Supervisor**  
**Brenda Himrich - Manager of Bus & Rail Safety,**  
**Jane Whim - Street Supervisor**

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

TCC: Chad Loeffler/Jim Chisholm: TCC continues to work on late service buses, and they continue to be a priority. Extra buses are on the street in the AM and PM to provide extra service. New TCC representative Mike Robeck starting in January.

MAINTENANCE: Chuck

Ahlberg: Maintenance is investigating slippery floors on new 7100 hybrid buses.

Maintenance is attempting to determine if people are boarding, exiting, walking down the aisle when they slip.

Maintenance was out during recent snow on Dec 4 to look at buses and make observations. Maintenance will apply anti-skid material on the floor. Observations will continue to be made. Other issues that are being investigated are the number of handholds and stanchions in the front of the bus, and determining if more need to be added.

Gillig has offered to install heaters in the front of the bus although the installation will take time. Buses were purchased from Rochester NY. Flooring is made by Altro, a product that is on some current buses in the fleet. Maint attempting to identify which buses flooring is on and see how that works currently. Stanchions, heaters, signage, floor grips will be installed.

STREET OPERATIONS: Jane Whim in attendance: Maple Grove - concern from Risk in regards to difficult turn and hitting curb. 3 posts have been installed to improve visibility. 35W/46St bridge has been postponed again. Detours continue to be updated and revised with updated starting times. Painting on 11th St(Hawthorne)

has been completed.

Crosswalks have been painted at Chicago/Lake TC to discourage jay walking in the area.

SAFETY: Brenda Himrich: Preventing Passenger Falls pocket guide - Comments: The print is too small. Guide is for use by operators. Guide is meant to give suggestions about how to improve safety and prevent customer falls. Guide would be a joint venture between safety and TSSC. Effort should be made to attempt to give operators information about falls and what falls cost Metro Transit. Accelerate slowly and consistently. Tend "to" passengers. More passengers fall when stopping versus starting out of bus stop. October Vehicle and customer bus accidents handed out. Metro Transit Overall is currently above goal. New Safe Operator certificate shown and now has both bus and trains on it. Pins will be re-designed as well.

No Risk Management this month.

Police: presented by Jim Chisholm: Capt Elmers requests feedback on : SPPD has requested to have access to the new Smith Ave Ramp restrooms. What are the thoughts: SPPD would not use it as a breakroom, just as a restroom locaiton. TSSC positive reac-

tions towards allowing this. All employees will receive new badges and new photos for 2008. Badges will include key cards and Go To card chips built in. Stickers for 2008 will not be issued. Lt. Franklin will be at meeting in January to address issue other police issues.

No LRT report this month.

**OTHER**

Boarding at Layovers:

Curt Botner: Boarding passengers at Terminals - there exists a concern for isolated locations. Can we try something about letting operators not boarding passengers at terminals. Rather than waiting for something to happen. There would have to be exceptions to the rules, but can terminals be passenger free. Possible exceptions - below 36 and above 80, lift passengers, etc. Steve McLaird: We are where we are due to number of customer complaints that have been received for operators not letting passengers onboard the bus. If operators are concerned, call TCC and stay in well lit area and go somewhere if necessary. Call for assistance of street supervisor and/or police to come and do check. Discussion about pros and cons.

Jim to check with Linda about customer complaints.

Steve - new buses are coming with lock boxes.

Curt Botner:

Can something be done to

remind passengers to have fare ready before boarding. Maybe a reminder in TAKEOUT or a placard.

Can interior placards be more to the point and more of a rule/policy lists? Committee can work with Bruce Howard and placard forms to get done.

Incident Reports:

Michael: Can incident reports be simplified for simple incidents such as passenger falls, stuck buses, etc. Answer: Incident reports need all information to defend against claims, reports are very important for operator to fill out.

Curt: Why was incident report stopped. Answer: Operators were filling out incorrect forms.

Curt: Is there a list of what operators should get when they have an accident. Answer: Information should be in courtesy card packets.

Respectfully submitted,  
Chad Loeffler, Recording Secretary



## At the Garage LRT

Contact Bob Boyle or  
Mark Ammend

We congratulate our helpers who have successfully completed their year long CAP {Career Advancement Program} training. Debbie Serrine, Brian Sparks, Dale Heidelberger, and Adam Hernandez are now qualified to become electro-mechanics. We welcome new Director of Rail Systems Andy Lukaszewicz, who comes from a union background. Congratulations to Bruce Fenalson and Jerry Schultz on their recent TMSA promotions. Work is continuing on the Big Lake Northstar facility and the new intermodal station at the new Twins stadium. Plans are finalizing on awarding a contract to Bombardier for the Northstar rail cars. Planning is also in full swing for the Central Corridor alignment.

## At the Garage Nicollet

Contact Melanie Benson

On Thursday, January 10, a Safety and Security forum was held in the drivers' room. A Chili Cook-Off on the same day drew six entries. The winners were:

1st Place - Stephanie Flowers, #64235

2nd Place - Tim Robinson, #1617

3rd Place - John Musil, #5882

## Ruter

Contact Scott Linqvist

Thanks to Carmen Baumgardt 67015 and Tim Hnida 65086 for putting up Christmas decorations in the drivers room this past Christmas. We all appreciated it and it looked great!

### MERSC

In the past we have enjoyed the employee discounts offered by MERSC. There has been a recent change. We no longer can get those benefits for free. It will cost \$4 to get a membership card. To see the benefits offered, there is a book on the dispatch counter to look at.

They have the membership cards in Benefits. Employees can either stop in to the Robert St. Building and buy one, or they can send, via interoffice mail, \$4 cash or check (make out to SEI) and they will send the card back (also via interoffice mail). The year is a rolling year, so the card can be purchased at anytime and it will be good for one year from purchase.

Send to; Christine Piehowski  
Benefits Specialist, Met Council  
(651 602 1112)

## At the 725 BLDG.

Contact Stephen Babcock

I was looking at inventory evaluation and have discovered that 3329 has the largest dollar amount of all the bus facilities as of 1/23/2008.

(except LRT & 3320)

Nicollet - 3321 - \$567,969

Ruter - 3323 - \$759,917

Heywood - 3324 - \$758,326

South - 3325 - \$641,801

East Metro - 3336 - \$547,259

Ocs/725 Bldg - 3329 - \$769,955

# 610 BRIDGE SHOULDER LANES

MJR drivers always have wished to be able to use the shoulder lanes over the 610/252 bridge in the AM rush. Ruter operator Tim Hinda sent a letter to MNDOT to ask why not. Here is the reply

Tim,

Thank you for your idea. It's so good it's actually been suggested many many times over the years (for more than a decade).

There are several reasons the bus shoulder cannot be extended here, and all of them relate to safety:

- 1.) There is insufficient width on the bridge, especially considering our standard adjacent to barriers is 11.5 feet (bridge shoulder is 9 feet).
- 2.) Bridge sight distance & crash history. There is already a crash history on the bridge, caused by stopped traffic and insufficient sight distance around the curve of the ramp. If we move the traffic over to create a safe bus shoulder, we would be compounding the sight distance and crash problem.
- 3.) Bridge eccentric loading. Also, if we moved traffic over to provide a safe bus shoulder, we would be eccentrically loading the bridge, decreasing it's lifespan and not using it as designed.
- 4.) Sight distance for merging traffic from Eastbound 610 to Southbound 252.

This bus shoulder extension would cross a high-volume merge movement, something we try to avoid. In addition, with the vertical height change from the ramp, as well as the curve of the ramp, a bus on the shoulder would completely block visibility for merging vehicles. This creates an unsafe merging condition -apart from the conflict of the bus crossing the merging traffic.

If you have further questions, please call me at 651-234-7711. Also, this issue was supposed to be discussed with Metro Transit drivers at a garage level a week or two ago. Please let me know if this has happened yet.

Thank you for your ideas. If you have further ideas for bus shoulder extensions, I would be willing to look at those too.

Jennifer Conover

Team Transit, Mn/DOT Metro District

Ph: 651-234-7711

International Vice President this year. The goal of both sides is to "get it done" by the end of the current contract. In Rochester, negotiations also continue to move forward in a civil manner.

Management has said that Metro Transit will not be supplying transportation for the Republican National Convention in 2008. A provider from Maryland was awarded the bid. There may be some fill-in work available. The Teamsters have said that if the provider is non-union, they can count on being stopped at the border.

Arbitration Decisions: The issue regarding spread time for part-time operators has been resolved and we entered into a letter of agreement with Management. The union was successful in settling this issue.

ATU 1005 has a new hat as part of our line of apparel.

New Business: The 2008 Budget was accepted by standing vote of the members in attendance.

At the morning meeting, nine members took the oath of obligation. (Wow, this has to be a record!)

### Arbitration Requests

1. The **union office** is grieving the **Non-Operator Absenteeism Policy**.

#### Union Position:

- \* This new policy (program) is stricter than what the Operators have. The change in policy is not reasonable.
- \* Under this policy (program) change, members could not back out of a warning as they can under the current policy. (This means that under the new policy if you went into a record of warning you would stay in that warning for one year. Currently you drop out of the warning status when an occurrence drops off and gives you one less countable occurrence.)
- \* This Policy (program) would be difficult to consistently enforce.

#### Management position:

- \* The policy needs to be updated. The last time it was updated was 1986.
- \* Management has the right to change the policy under the Collective Bargaining Agreement (Management Prerogative)
- \* Management met numerous times with the union (conferred) and is of the opinion the changes are reasonable

2. The **union office** is grieving the **Metropolitan Council Disability Policy**. President Sommers pointed out that this policy would replace the current Metro Transit policy with one that applies to everyone employed by the Metropolitan Council. The union objected to bringing this griev-

Continued on Page 14

## At the Garage South

Contact Liz Goldberg

South's renovation and new 3,200 sq. ft. addition forges ahead with plans for dispatch to finally return to its proper location early February. Word 'round the campfire is that 'certain' members of dispatch are becoming a bit weary with having to use stone tablets and a chisel each day in order to post the daily mark-up. (We've learned just to ignore the crying ...)

The good news is, however, that the "Fourth Annual Chili Cook-Off" will also take place along with the "New and Improved South Garage Grand Opening Ceremonies" and "Driver Appreciation!" WOW! South's very own serious "Beanologists" and competitive "Chili Connoisseurs" are at this very moment searching for their lucky ladles and extracting from a secret location their highly guarded secret chili recipes and you can bet, they're gearing up for another fierce and hot competition!

Remember - everyone is invited to challenge the Judges with their own favorite chili rendition. And just WHO will the Judges be? YOU of course! For a slight fee, everyone will be able to sample unmarked pots and vote for their favorite recipe.

You won't want to miss this historic, exciting and- flavorful event! The exact date to be announced ... by soup can and string.. so stand by-Southsiders' Honor South's Executive Board Members Working tirelessly on our behalf, all hours of each day, with little or no fanfare we recognize the noble efforts of South's union representatives:

Steve Schurmeier for South Maintenance and Mark Lawson representing South Operators- Thank You! We appreciate your commitment to us and to our union- the ATU Local 1005!



## Welcome, Ilona Mattila from TIC

My name is Ilona Mattila and I recently became a member of the ATU 1005 Education Committee. Gary Bier, our union rep at Heywood, asked me one day if I was interested in getting involved with our union. I was flattered and excited that he asked me. I asked him what, where and when. He gave me the information that he had and passed on my interest and information to someone at the committee. I really had no idea what was going to be involved and, when I was told it was being involved with our union paper, I was even more interested. As an employee in TIC (Transit Information Center) and as a member of our union, I thought it would be a really important to represent our department and to get involved with the union.

A little about myself: I am 40ish, single but "unofficially" engaged (i.e. no ring!), no children but lots of nieces and nephews. I live in South Minneapolis. I have been with Metro Transit in TIC for going on two years. Prior to that, I had most of my work experience in the office, bookkeeping and accounting fields. I am the oldest of four kids. I was born an army brat, and as a young adult was a "free spirit," so I lived in a variety of places. I was born in Fort Smith, Arkansas and then moved to Germany and Spain. Unfortunately, I don't remember those years of living abroad, but I'm told that the little German kids in the neighborhood used to beat me up because I didn't speak their language. My father was killed in an automobile accident when I was very young, so my mother, baby sister and I moved back to the States. When my mother was remarried, I was blessed with a brother and another sister.

As a young adult, I lived in several places: Texas, Florida and Arizona. Then, most of my adult years up to 2000, I lived in and around San Diego, California. How did I end up in Minneapolis from California? is a question I get often. I mainly came back because this is where my family lives and, getting older, I was really missing them and wanted to be able to spend time with them. I love being the "cool" aunt and spending time with my sister and her kids.

In my spare time I also help run a women's sober house in South Minneapolis; and, although this is sometimes stressful, I get great pleasure doing it. I love my cats, reading, movies and reality TV (although I will deny the latter should you ask me). I love to travel, muscle cars and walking on the beach (or the memories thereof). I look forward to my time on the committee, learning from the others and, hopefully, giving back to this committee.

### CRYPTO by PAT KELEHAN

Each letter stands for another. If you think X=O, for example, it would equal O throughout the puzzle.  
Clue: V = E (Answer on page 15 )

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

L V K B X V M, D C B Z B H V V Y H S Z N V

T C M O K M N Z E A D M K Q V Q E T D H

K M V T I B V E R V O M V H H V R.

## The Wisdom of Martin Luther King, Jr.

*April 4, 2008 will be the 40th anniversary of the assassination of Dr. Martin Luther King, Jr. Most of us remember Dr. King as a leader of the civil rights and anti-war movement, but he was also a champion of workers' rights. When he was shot in Memphis, he was in town to support striking sanitation workers. King spoke to the workers and reminded them of the dignity of their labor: "So often we overlook the work and the significance of those who are not in professional jobs, of those who are not in the so-called big jobs. But let me say to you tonight that whenever you are engaged in work that serves humanity and is for the building of humanity, it has dignity and it has worth."*



*The strike is credited with reviving a dormant union movement in Memphis and initiating a wave of public employee union organizing in other parts of the South, His many truths speak for themselves:*

A man who won't die for something is not fit to live.

Our lives begin to end the day we become silent about things that matter.

A nation that continues year after year to spend more money on military defense than on programs of social uplift is approaching spiritual doom.

A right delayed is a right denied. Injustice anywhere is a threat to justice everywhere.

All labor that uplifts humanity has dignity and importance and should be undertaken with painstaking excellence.

All progress is precarious, and the solution of one problem brings us face to face with another problem.

Almost always, the creative dedicated minority has made the world better.

An individual has not started living until he can rise above the narrow confines of his individualistic concerns to the broader concerns of all humanity.

Our scientific power has outrun our spiritual power. We have guided missiles and misguided men.

An individual who breaks a law that conscience tells him is unjust, and who willingly accepts the penalty of imprisonment in order to arouse the conscience of the community over its injustice, is in reality expressing the highest respect for the law.

At the center of non-violence stands the principle of love. I have decided to stick with love. Hate is too great a burden to bear.

Change does not roll in on the wheels of inevitability, but comes through continuous struggle. And so we must straighten our backs and work for our freedom. A man can't ride you unless your back is bent.

Darkness cannot drive out darkness; only light can do that. Hate cannot drive out hate; only love can do that.

Every man must decide whether he will walk in the light of creative altruism or in the darkness of destructive selfishness.

Everything that we see is a shadow cast by that which we do not see.

Freedom is never voluntarily given by the oppressor; it must be demanded by the oppressed.

Injustice anywhere is a threat to justice everywhere. Nothing in all the world is more dangerous than sincere ignorance and conscientious stupidity.

Man must evolve for all human conflict a method which rejects revenge, aggression and retaliation. The foundation of such a method is love.

Property is intended to serve life, and no matter how much we surround it with rights and respect, it has no personal being. It is part of the earth man walks on. It is not man.

**Source:** [http://www.brainyquote.com/quotes/authors/m/martin\\_luther\\_king\\_jr.html](http://www.brainyquote.com/quotes/authors/m/martin_luther_king_jr.html)

# AMALGAMATED TRANSIT UNION LOCAL 1005 BUDGET FOR 2008

For Exact Numbers (Dollars & Cents) of disbursements, contact the Union Office.

**\*CHANGES FROM 2007 APPROVED BUDGET:**

Disbursements:

Officers Salaries.	4% Decrease	International.	3% Increase
Executive Board-		MN AFL-CIO	2% Increase
Union Day Lost Time.	7% Increase	St. Paul Trades & Labor	5% Decrease
Time & Expenses.	6% Increase	Mpls CLU	No Change
Payroll Taxes.	3% Increase	ATU NW Conf/Can Am	4% Increase
		St. Croix Valley CLC	No Change
Rent & Meeting Room Rental	18% Increase	Internet Service	No Change
Telephone	No Change	Legal Fees (Non-Arbitration)	17% Decrease
Office Supplies	No Change	Purchase of Union Apparel, etc	No Change
Printing	No Change	Memorials & Flowers	No Change
Donations	No Change	Political Contributions	8% Increase
Postage & Mail	No Change	Membership Misc Org.	No Change
Scholarships	No Change	\$5.00 Meeting Expense	No Change
Insurance & Bond	17% Decrease	Calendars	2% Increase
Gasoline Allowance	35% Increase	Equipment/Maint	No Change
Audit & Accounting	No Change	2008 Picnic	No Change
Coffee & Rolls (Union Mtg)	No Change	Computer Programming	68% Increase
Education			
(Ex Members & Members)	20% Decrease	Organizing	New
Travel Expenses	30% Decrease	Payroll Expenses	New
Convention & Delegate Expenses	59% Decrease		
Advertising	No Change		

**Union Meeting Notes Continued from Page 11**

ance before the Met Council since our contract is with Metro Transit and not the Metropolitan Council. The Council backed off and the third step in the grievance process was heard by Brian Lamb, General Manager of Metro Transit.

**Union Position:**

- \* The Disability Policy should be separate from the Metropolitan Council (as it currently is).
- \* This new policy would regard all injuries as one.
- \* The current policy treats injuries separately.
- \* Under this policy, it will be easier to terminate members.
- \* Under this policy you can be terminated if total time out is six months in a 12-month rolling calendar year.
- \* A doctor's note will be required after being out for ten (10) days.

**Management Position:**

The change is reasonable.

## Meet Another One of Our Newest Members

### Ryan Timlin, #66279, South Garage

I grew up in Lawler, Iowa and graduated in 1998 from Turkey Valley High School. I then moved to Waterloo, Iowa, where I went to Hawkeye Community College and received a two-year degree in Drafting and Design. I worked at Wal-Mart while going to college.

When I graduated from college, it was hard to find a job. The job market in the technical and engineering fields was over-saturated, so I ended up working at Wal-Mart for about three years. Finally, I got a job at a cabinet factory called Bertch Cabinets, where I worked for about four years in their custom cabinet department.

After spending a good majority of my life in Iowa, I needed a change, so in 2005 I moved up to Minneapolis. My first job in the Twin Cities was at Menards, but after a year of working there I was unhappy and hated my job. After talking to a current driver about Metro Transit, I was convinced to apply. My hire date was October 31, 2006.

I became active in the union after my experience of working for a company like Wal-Mart, where I was paid poverty wages; and on multiple occasions I was lied to and deceived. I had similar experiences at Bertch and Menards. Through these experiences, I started reading about labor history, which helped me understand the importance of the labor movement and unions. I learned that unions were the reason that gains were made in this country.

Because solidarity was built between workers, we are able to enjoy benefits such as health care and the 8-hour workday. These were not benefits just handed over by the Companies. Reading about labor history also taught me about the socialist movement, and I became a member of a group called Socialist Alternative. I have also been involved in other labor organizations, such as the Twin Cities Solidarity Committee, formed to aid the Justice for Janitors Campaign in Minneapolis last February. I am a member of Minnesota Labor Against War.



**IT MIGHT JUST BE THE GLOOMY  
WEATHER, BUT IT SEEMS LIKE OUR  
PARKING BRAKE KNOBS ARE OFTEN  
DEPRESSED.**

**Answer To CRYPTO:**

## Transit Humor

*We would like to make this space available for union members in any department to submit funny, tasteful stories about what happens on the job. This way we'll get to know one another better and use laughter to reduce job stress.*

Here are the stories from **Transit Information Center (TIC) Representatives**, who deal with hundreds of people every day over the phone:

One time someone asked me how to cook a turkey.

During the first snowstorm on Saturday, December 1st, I had someone ask me if I could tell him the temperature, and if the buses were still running because it was so cold out.

I got a call at 8:05 am on December 3. I suggested that the caller take the first 4 or 6 going north on Hennepin mid-block between 12th and 13th. She asked what she should do if neither of them came first.

In mid-November, a caller asked, "Is this where I call to get information about State Fair buses?" "Yes, when the Fair is running," I replied. The caller said, "Oh, good, now I am all set for next year."

A caller asked if he could bring his pit bull on the bus. I said only if it's in an animal carrier. The caller said it was too big for a carrier, but it was on a leash. I again stated that it had to be in a carrier. He asked how about if it sat on his lap. He apparently didn't understand the many reasons this would not be allowed.

### **Frequently-asked questions:**

What time is it?

What's the temperature outside?

### **Less-frequently-asked questions (or comments):**

Is Halloween a holiday?

In bad winter weather you should run the buses early so they're not late.

What time does the 14 bus that leaves at 8:00 a.m. from 7th and Nicollet leave?

(It's Friday) Question: Are the buses running late next week because of the time change on Sunday?

### **These calls should go to Customer Service:**

I left my baby on the bus.

I left my shoes on the bus and I don't have any socks on.

Was my blow-up doll found on the bus?

### **These don't even fall into a category:**

Something we face a lot is the "relativity of time." Someone will say, "I'd like to leave in the 'morning' when they really want to leave around 1 or 2 p.m. Another type of call that is somewhat frustrating is this type of scenario: I'll ask, "Do you have a specific time you'd like to leave or be there by?" to which they reply, "No, the time doesn't matter." I go ahead and give them general information on the route in detail and their response to that is, "Okay, how do I get there by 10:00 a.m. tomorrow morning? I have an appointment." I kindly give them their request, but can't help but think "So, you DID have a SPECIFIC TIME!?" Oh, well, it comes with the job.

I had a call once from someone who wanted to leave from the "main bridge by the river." The

caller made this sound like it was something everyone knew about, and when I tried to get more specific details he acted as if I was stupid. He said that this place is called "the main bridge by the river." After we went back and forth for a while about which bridge or which river, it turned out the gentleman was calling for Portland, OREGON.

(Haha!)

One night Gary took a call from a fella that asked if he was allowed to ride the bus if he was wearing plastic pants. It was a slow night so I wrote this: <http://uncleputts.vox.com/library/post/the-plastic-pants-precedent.html> and Ben wrote this: <http://uncleputts.vox.com/library/post/american-rubber-pants-precedent.html>.

*We would like to thank all the TIC representatives who so generously contributed to this column.*

## Yet Another New Education Committee Member

### Alec Johnson, #66034, Nicollet Garage

I was born in 1981 at MMC (now HCMC). Growing up as a kid a couple blocks north of Lake St., I would have never imagined that someday I'd be driving the 21 through my old stomping ground. But here I am.

After going to junior high and high school in Rochester, Minnesota, I moved back to Minneapolis and attended the U of M for several years. I have a passion for language and studied German, Spanish and English (for teaching). I originally intended on being a teacher, but have now had second, third, fourth and fifth thoughts about it...

I spent one year abroad as a student in Germany, where I met my wife, Elma. She is originally from Bosnia, but moved to Spain when the war started. We met in "German as a Foreign Language" class. She works at HCMC as an interpreter of Spanish and Bosnian. My experience abroad changed my life and my perspectives in countless ways.

After two years, I feel being a Metro Transit bus driver is the best job I've ever had. I've worked in many jobs in my life, including manufacturing, house-painting, hotel banquets, etc.; but none have had the complete package as this job does. We meet interesting people (to say the least), we're out and about all day (not stuck inside), we're basically our own boss on our bus, we get to know the city inside and out, and we get paid well with good benefits. The job is also challenging and allows constant ways to improve. All these things add up to a job that's worth keeping. These days it seems that, unless you're willing to go corporate (yuck, not for me), it's just too damn hard to find a stable job that can provide a stable life.

But what I like most about this job, besides payday, is that, at the end of the day, I know that I've provided a necessary service to the public and am not just a part of a grand money-making scheme like so many other jobs I've had in the past (though that money never went in my pocket!). This is also my first union job, which I can only describe as a world of difference when I remember how poorly I was treated as an employee at other jobs, and how there was nothing I could do about it.

I keep myself busy with a lot of things outside of being a full-time bus driver. My interests vary from music to socialist politics to foreign languages to the Twins and Vikings, and I love discussing any and all of them. I have a goal of getting to know more of my coworkers by name, and not just face and driver number. Now you know me and my name, so feel free to introduce yourself next time you see me.



## **Retirements**

**Congratulations to November Retiree**  
**11/16/07, Karen Krech, Nic FT Op. 100**

**Congratulations to December Retiree**  
**12/07/07, Kathryn Maxine Hall, Transit Store**  
**Cashier Mpls**

**Congratulations to employees celebrating**  
**Anniversaries**

**February 08**

### **5 YEARS**

02/03/03, Jorge Otanez, OHB, Sr. Mech., 39048.  
02/03/03, Jerome Schultz, Rail Op & Maint.  
Fac., Fore. Trac. Pwr, 39051.  
02/05/03, Robert Lex, MJR Gar., Sr. Mech.,  
05491.

### **10 YEARS**

02/09/98, Jeffrey Thompson, Hey. Gar., Op. FT,  
09826.  
02/23/98, Bastian Van Hofwegen, Nic. Gar., Op.  
FT, 09829.

### **15 YEARS**

02/08/93, Dennis Fitzpatrick, EM Gar., Rel.  
Mark-Up Disp. 09309.  
02/10/93, Donavan Smith, EM Gar., Op. FT,  
09318.  
02/10/93, Ronald Bailey, EM Gar., Op. FT,  
09320.  
02/13/93, William Tischner, MJR Gar., Helper  
III, 09321.  
02/13/93, Donald Smith, Hey. Gar., Op. FT,  
09326.  
02/13/93, Ronald Zimbrick, Nic. Gar., Op. FT,  
09327.  
02/13/93, Edward Volk, Rail Op & Maint. Fac.,  
Train Op., 09328.  
02/15/93, Kevin Funchie, Pub. Fac. Maint.,  
Worker, 09331.  
02/17/93, Timothy Walter, Nic. Gar., Op. FT,  
09339.

### **20 YEARS**

02/13/88, Antonio Cooper, MJR Gar., Op. FT,  
08810.  
02/22/88, Michael Pieri, MJR Gar., Op. FT,  
08815.

### **30 YEARS**

02/08/78, Kandy Duchene, Nic. Gar., Op. FT, 00126.  
02/08/78, Frederick Foster, OHB, Stockkeeper, 00138.

### **35 YEARS**

02/12/73, Craig Ramundt, Nic. Gar., Skilled Helper,  
00041.  
02/26/73, Randy Hanson, Hey. Gar., Op. FT, 00061.

**March 08**

### **10 YEARS**

03/07/98, Donald Berry, Nic. Gar., Op. FT,  
09840.  
03/09/98, Mathew Carter, Rail Op & Maint.  
Fac., Train Op., 09836.  
03/23/98, Adama Kone, Nic. Gar., Op. FT,  
09835.  
03/23/98, VeroNic.a Tschida, EM Gar., Op. FT,  
09844.  
03/23/98, Shem Abdullah, Rail Op & Maint.  
Fac., Train Op., 09847.  
03/23/98, Kathleen Lindberg, MJR Gar., Op. FT,  
09848.  
03/28/98, Martin Jirovec, OHB, Mech., 05556.  
03/28/98, Ronald Bajenske, EM Gar., Op. FT,  
09855.  
03/28/98, Paul Swanson, Hey. Gar., Op. FT,  
09857.

### **20 YEARS**

03/21/88, Ronald Brown, MJR Gar., Op. FT,  
08818.  
03/21/88, Jarrold Berezovsky, EM Gar., Op. FT,  
08821.

### **30 YEARS**

03/20/78, Thomas Mehaffey, Nic. Gar., Cleaner  
III, 05188.

### **35 YEARS**

03/05/73, Stephen Babcock, Instruction Center,  
Head Stockkeeper, 03128.



## 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](mailto:stollin@atu1005.com)

## *Diversity and Discrimination*

by Deborah Sievers - 64222

*Diversity*: the inclusion of diverse people (as people of different races, cultures, religious beliefs and orientations) in a group or organization; an instance of being diverse; diversity of opinion

*Discrimination*: the act, practice, or an instance of discriminating categorically rather than individually; prejudiced or prejudicial outlook, action, or treatment.

I have been thinking a lot about these two words lately. When we work at a job where we have to deal with all kinds of people, why is there still the worry of discrimination? Are we all different? Yes. Do we breathe the same air and bleed the same color of blood? Yes. (Unless someone is an alien from outer space, I would think so.) Don't we all have feelings that can be hurt or boosted by a kind word? Yes. So why do we look at people and think bad things about them? If we were all the same, think how boring this world would be. We would all talk, walk and look the same. We would like and believe in the same things. What fun would that be? I like learning new things and seeing different things through the eyes of others.

So, in reality, it does not matter what color our skin is, what religion we are or who we choose to love and have in our lives. It does matter that we are all human and have the rights to be respected and not have people look down on us, as I would hope that no one would look down on others.

I am going to close now with this: I would love to live in diversity and not discriminate, because - no matter what - we all live in this world together.



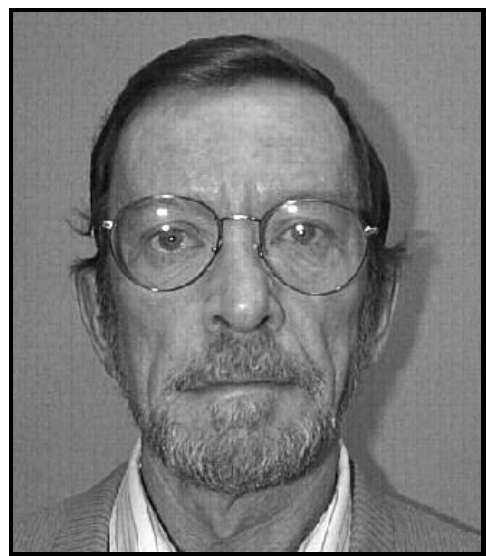
## Is the Republican National Committee Opposed to Unions?

### CONSIDER THIS:

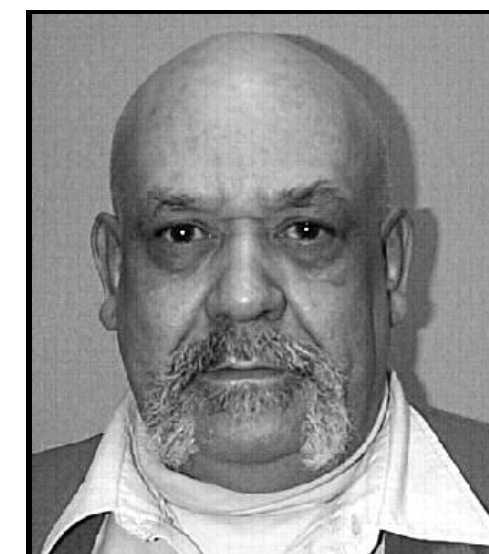
When the Republican National Convention is held in St. Paul this upcoming summer, transit services will in part be provided by a company from Maryland. They decided not to use local companies because the cost (according to them) was too high. One would think that when you come to a city for a convention that you use the services that are available from local vendors. What an insult to the working men and women of the Mpls.-St. Paul metropolitan area.

Curt Botner, Nicollet Garage

# *In Memoriam*



**Bruce Nyberg**, recently-retired Northside / Heywood Operator # 1420, with 31 years of service, passed away on January 1, 2008 at age 64.



**Robert Jesse Patterson**, started at Metro Transit in November of 1976. Retired in August of 2001.

**Virts, Charles E.**, age 86, of Roseville, passed away December 31, 2007.. Preceded in death by wife, Adele; and parents, Frank & Eleanor. Survived by nephew, Gene Hartsell. World War II Navy Veteran and MTC retiree.

**Rundquist, Donald V.**, age 91, of Minneapolis passed away December 31,2007. Preceded in death by wife, Vera. Survived by children, Jim (Nancy) Rundquist, Wes (Lee) Rundquist and Faye (Greg) Goodspeed; 12 grandchildren; 17 great grandchildren; sister, Gladys Brown.

**Tharp, William D.**, age 72, of Maple Grove. Loving husband and father. Preceded in death by first wife, Annette. Survived by wife, Mardine; children, Elizabeth (Darrell) Sharpe, Mike (Joan) Tharp, David (Heide) Lindgren, Elaine (Gary) Isakson, Janet (Ron) Fisher, Douglas (Ruth) Lindgren, and Diane (Wade) Palmer; sister, Josephine O'Brien; 15 grandchildren, 11 great-grandchildren, and other relatives and friends.

**Parent, Leonard J.**, age 91, born in Somerset, Wisconsin. Passed away peacefully. Loving husband, father, grandfather. Survived by his loving wife of 71 yrs, Alice Parent; 5 children John L. (Kinuko), Virginia A. Drutschmann (Bernard), Robert L. (Charlotte), Kenneth D. (Jeanne), Ronald J. (Dian); 10 grandchildren; 14 great-grandchildren; sister June Tiedermann. WWII Navy Veteran and 50-year member of ATU Local 1005.

**John L. Hamack**, age 73, of Minneapolis, was employed with Metro Transit for 35 years in the Public Facility Maintenance Department. He retired October of 1995. Survived by loving wife of 48 years, Lorraine; sons, Daniel (Dixie) and Patrick (Lisa); daughter, Pamela; grandchildren, Jessie, Jason, Jake, Logan, and Austin; loving brother, Gary (Sharon); many nieces and nephews. Served proudly with the US Marine Corps.

## **DRUG TESTING RIGHTS**

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

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

## **WEINGARTEN RIGHTS STATEMENT**

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