

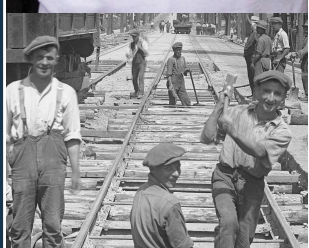
on the move

APRIL 2015



FINAL PRINT EDITION OF *ON THE MOVE* MAGAZINE!

SPECIAL FEATURE: A detachable centrefold chronicle of our past ten years.



**MPPs moan, strikers don't
TTC MEN STAY OFF THE JOB**



The history of ATU Local 113 is rich with unflinching defense of our members' rights, skilled collective bargaining, fearless opposition to anti-union politicians, generous support for numerous charitable causes, impressive public advocacy campaigns and reliable solidarity with the rest of the labour movement. We have the right to be proud of our past achievements and the strength and experience to build an even better future.

“ATU member calling: Did you lose your phone?”

The following emails were sent to Local 113 through our website, *WeMoveToronto.ca*



Susan McMurray, David Langille and the lost phone that Operator Gus Caravela went out of his way to get back to them right away.

My husband and I want to thank you for the great service one of your drivers provided yesterday. My husband left his cell phone on a bus yesterday morning. A fellow passenger turned it in to the driver. At one of his turnaround points, the driver phoned me (by calling through numbers stored on the phone).

When the driver confirmed that I was an appropriate person to speak with, he offered to turn the phone into the Lost Items Office or keep it on the bus so that we could meet the bus and retrieve the phone more quickly. We were able to meet the bus, get the phone, and my husband was able to carry on with his business almost immediately. I don't know whether that process is part of your typical procedures, but it was very appreciated. Your drivers are great.

Susan McMurray

Allow me to echo my wife's note. I really appreciated the kindness of your bus driver yesterday for helping me recover my cellphone that I left on his bus. People depend on me as a teacher, a parent, an employee and an employer, a volunteer and a friend -- and without my phone I could be cut off. I owe your driver a big thank you.

In recent years we've heard some criticism of TTC employees but my encounters with your staff have been wonderful, and I spend over 2 1/2 hours a day on TTC buses and subways.

So thank you again to the unsung heroes of the TTC! We, the people of Toronto, not only depend on you; we appreciate the quality of your work; we love your good humour and the many acts of kindness that you show to your customers and fellow citizens.

David Langille

*Editor's Note: This couple later wrote us that the driver was **Gus Caravela (57588)**.*

Way to go, Gus!



Someone has misplaced their life. Imagine the great feeling of getting it returned quickly by a caring TTC driver like Gus Caravela.

on the move

April 2015

Editor-in-Chief: Bob Kinnear

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We must adapt to new realities and we must VOTE!

It's a lot cheaper to take on anti-union governments at the ballot box than in court

Bob Kinnear
**President/
Business Agent**



The history of ATU Local 113 is very inspiring. Time and again during our 115-year history, our membership and leadership faced difficult situations and not only survived, but thrived. They did this by all sticking together when attacked. We faced both private and public employers. Up to 1921, our employer was the Toronto Railway Company, run by a bunch

of bandits. Since then it has been the TTC. Definitely not bandits because the TTC has been under public control. But management mentality is basically the same everywhere, at all times. Virtually all managers dream about breaking, or at least taming, the union. No one likes to have their business decisions challenged or frustrated. Whether it's Andy Byford today or William Mackenzie a hundred years ago, Local 113 has been a thorn in the side of the managers of Toronto's transit system. Not from any ill will or personal animosity (though that sometimes happens) but mostly just because we have conflicting goals.

The union's job is to protect the legitimate economic interests of its members. In fact, that's the law in Canada. **Our job is not to make management life easier, it's to protect our members and their families.**

Over the years, we've done a great job of that. Look at page 11 to see how much our wages have gone up – over and above the increase in the cost of living. That didn't happen by accident. It certainly didn't happen out of the generosity of management's hearts. It happened because the union had good leadership. I take my hat off to those who preceded me. Most of all, it happened because the members stuck together. We didn't win every battle but we did win most of them. The proof is in our collective agreement.

Will that winning trend continue into the future? My heart wants to shout out "YES!" But my head says: "It depends. Will we be able to adapt to the new political and economic realities of our business?"

In the past, and right up to the present day, we have always been good at taking on the company on issues relating to contract language and basic worker rights. We're good "street fighters." We've spent many millions of dues dollars in arbitrations to protect those rights and to enforce the collective

agreement. Our strikes were few and far between but we always came out on top, even if it was sometimes just a bit on top. We may have been forced to trim a bit here and there but we never caved on a single fundamental rights issue. The government has had to use the full force of the law and legislate us back to work on more than one occasion. Or, as the Liberals did in 2011, they took away our right to strike altogether. They could not beat us on the street so they simply changed the law to suit their political agendas.

But the question remains: Will we be able to adapt to new economic and political realities and keep our winning streak going? Or will we be steadily weakened to the point where we are "tamed" and not as able to protect our members' rights and incomes and job security?

Here's our big problem: The rules of the game have changed. They've changed all over the world but let's just talk about Canada. After World War II, the "Canadian Way" emerged as the basic model for public services and public employee management. After the twin traumas of Depression and War, Canadians were demanding the "social safety net," which included Medicare, public pensions, higher education, employment insurance and so on. Plus the concept of regional equity became part of our political structure, so that the standard of living for Canadians everywhere was not too different. Medicare, for example, was more or less equally available in every province. So was the Canada Pension Plan and Employment Insurance.

There was also a strengthening of the idea that workers needed and deserved unions to look after their interests. That included public sector employees. It was only in the early 1940's when Canadian law truly recognized the right of workers to organize a union without fear of being fired. The perils of World War II had made it imperative that employers and workers cooperate. Both federal and provincial laws were updated to push the idea of cooperation in labour relations.

LAST STOP! This is the end of the line for the print edition of *On The Move*. For environmental and economic reasons, future issues will be online at WeMoveToronto.ca. The savings will be used for union educational and communications programs.

(continued on page 4)

KINNEAR: Voting anti-union governments out of office the way to go

(continued from page 3)



Bob Kinnear meets with the current Minister of Transportation, Stephen Del Duca, to discuss P3s. Always the faithful Liberal Cabinet Minister, Del Duca told Kinnear that the province didn't have the money to finance infrastructure projects, which is why we need P3s. Kinnear raised just a few of the expensive and failed P3s, such as the gas plants, eHealth, ORNGE helicopter, as well as the recent Auditor General's report on the \$8 billion loss from P3s. The two agreed to disagree and committed to stay in touch on transit-related matters. Del Duca represents the riding of Vaughan, where the extension of the troubled Spadina subway will terminate.

Forty or so years later, things began to change. Questions were raised about the wisdom of the "welfare state." Taxation to support the social safety net became very annoying to the corporate sector. They threatened to take jobs away from countries that did not lower their tax rates. And many made good on that threat. Then they started to question all these pesky government regulations, like health and safety and environmental standards. They fought fiercely against equal pay rules, maternity leave, overtime pay, and a hundred other things. Most of all they fought against unions.

Today, the Federal Conservative government is passing anti-union laws so fast it is difficult to keep up with them. The Harper government routinely orders workers back to work to protect employers from strikes.

Now the real kick in the stomach comes: privatization. The corporate world asks: "Why must all these public services be provided by *public employees*, with all their rights and pensions and seniority and other bothersome stuff?

"Why can't we, the corporations, get in on that action and make huge profits from medical care, public transit, electricity, education and whatever else the government is doing? Everybody knows that business does it better, that governments just waste taxpayers' money. Give it all to us. We promise to do it better."

Well, it hasn't really worked out that way so far, has it? P3 disaster after P3 disaster. Gas plants, medical helicopters,

eHealth, Hwy. 407, hospitals that are out of date as soon as they open, the list goes on. In transit, privatization has been failure after failure, all over the world, but governments that are in bed with the corporations keep insisting that theirs is the better way.

The labour movement is fighting back, of course. Our union and many others have been fighting privatization everywhere it rears its ugly head. We're fighting Harper's law that makes people work until age 67 (instead of 65) before they can collect Old Age Security. We're fighting Premier Wynne's plan to sell our electricity transmission system to private operators. They'll use that money to keep corporate tax rates low, even though Ontario's business taxes are already among the lowest in the Western world.

But fighting in the courts of law is very expensive for unions. Yes, we're doing it but we shouldn't have to. All we have to do is get enough of us to VOTE against the theft of our public resources. We need to keep *public* the infrastructure that our parents and grandparents worked so hard to build. They paid taxes to maintain our electricity, medical, education and transit systems. Now governments want to give these assets away to those who will line their pockets with money taken from our pockets and purses.

An historic election is coming up this October. Harper has ruled Canada for ten years. It's time for a change. Let's make history.

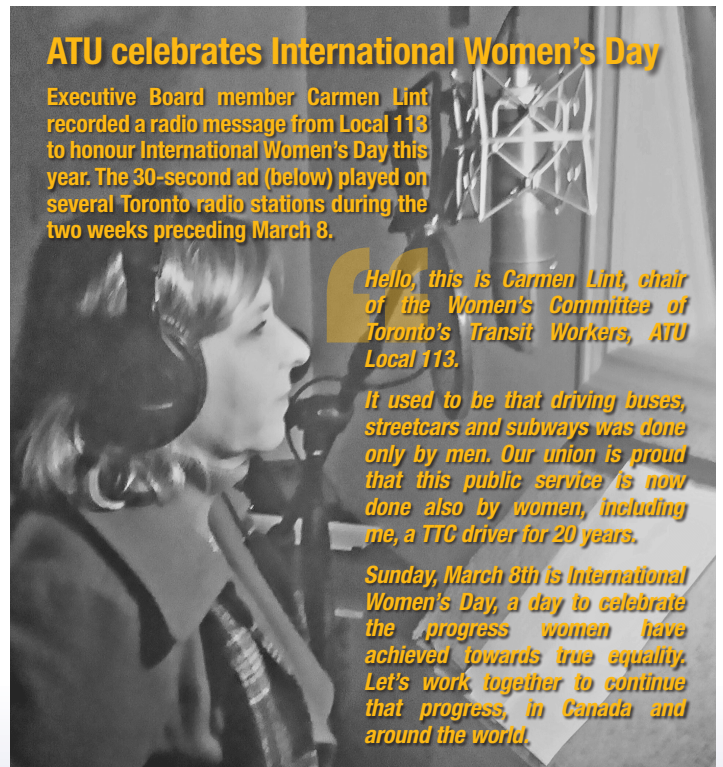
ATU celebrates International Women's Day

Executive Board member Carmen Lint recorded a radio message from Local 113 to honour International Women's Day this year. The 30-second ad (below) played on several Toronto radio stations during the two weeks preceding March 8.

Hello, this is Carmen Lint, chair of the Women's Committee of Toronto's Transit Workers, ATU Local 113.

It used to be that driving buses, streetcars and subways was done only by men. Our union is proud that this public service is now done also by women, including me, a TTC driver for 20 years.

Sunday, March 8th is International Women's Day, a day to celebrate the progress women have achieved towards true equality. Let's work together to continue that progress, in Canada and around the world.



We need transit, not pandering and buck-passing

Kevin Morton
Secretary-
Treasurer



Smart politicians change their views when the facts change. Pity our new Mayor and Premier are not in that group. Even before the bad news regarding the Spadina subway cost overrun (estimated at least \$400M), his budget opted to have the City borrow from itself to cover an \$86 million shortfall in the \$9.973 billion operating budget, while keeping taxes below the rate of inflation, 2.75 percent including the Scarborough subway levy.

Councillor Shelley Carroll, budget chief under former Mayor David Miller, is concerned about the 2016 budget. TTC alone has an opening pressure of \$71 million, not including any wage increases or upward change in fuel prices. His talk of budgeting for property tax increases lower than the rate of inflation makes no sense in fast-growing Toronto.

On March 16, the University of Toronto released a report entitled, "Choices for Scarborough: Transit, Walking and Intensification in Toronto's Inner Suburbs." The research suggests that the \$1 billion Sheppard LRT, *already designed, approved and provincially funded*, has the greatest development prospects among the various end-end transit proposals that have been floated in the past decade. "It could be in operation before either the SmartTrack or the subway break ground," said the two authors, Andre Sorensen and Paul Hess.

"By far the worst-case scenario," they write "would be to build the Scarborough subway on the City's initially approved route up to McCowan Road, within 2 kms of Mayor John Tory's SmartTrack. It would be irresponsible to build this line as currently configured," the report concludes.

"Moving it farther east, away from the Stouffville Go tracks, where Smart Track trains would run, would probably add to the estimated \$36 billion cost of the Scarborough subway," said Sorensen.

(continued on page 6)

Mental health a serious but overlooked issue for transit workers; public and personal safety at risk.

Manny Sforza
Executive
Vice-President



When I was first elected as Executive Vice President in 2010 I recall that my biggest surprise was the high number of members with mental health issues. Over the past 5 years the problem has become noticeably worse. The number of phone calls I have received from members over the past 6 months contemplating suicide is alarming.

I now know that I should not have been so surprised. Studies show that one in five Canadians have some degree of genuine mental illness. In the case of transit workers, because of the nature of our work, it's closer to one in four.

- 11% of Canadians suffer from depression
- Anxiety is the most common health problem in Canada: 9% of men and 16% of women suffer from it.
- Mental health claims account for 30% of all disability claims
- 500,000 Canadians are unable to work every week due to mental health issues.

- The total annual costs related to mental stress across Canada is staggering \$51 billion dollars.

Those facts alone can be depressing but the good news is that all mental health illnesses can be treated! Unfortunately, the bad news is most people are not getting the help they so desperately need. Fifty per cent of those living with mental stress do not seek treatment. We all know the reason: the social stigma that is attached to mental health issues. Everybody can sympathize with a broken leg in a cast. A broken spirit is invisible. Although big corporate sponsors have done a decent job recently in getting people to "talk" about mental health, we still have a long bumpy road ahead of us.

Mental disorder is a very broad term used for a variety of conditions. Many people still believe that people with mental health issue are just lazy and don't want to work. Others feel that people with mental health issues do not belong in the workplace, that they are "crazy" and will be a danger. A culture of social support is a critical component to maintaining mental health in the workplace and dispelling the myths that prevent people from seeking help.

(continued on page 23)

Discipline process problems being tackled

Scott Gordon
Assistant
Business Agent
Maintenance



As the expansion and maintenance of transit in and around the City remains a massive ball of turmoil, we must always remember that along with progress come new challenges, not forgetting that many of the previous struggles we have faced internally, still remain.

Over the last year we have been successful in resolving a number of significant issues surrounding our

Members and their work including, but not limited to, putting a stop to the contracting out of our existing jobs, sorting out temporary employee seniority issues as well as layoffs, recalls and also the extension of two Contracts involving Transdev within the York Region. Having said that, there still remains a tough road ahead with respect to the follow up of those, and many other issues and the effects they may have within the Company.

Another issue that has been a topic of discussion within the Board is how we currently represent our Members. There is an obvious need for change in order to reflect the ever changing transit system, its expansion, recent arbitration rulings, changes to legislation, transitions between re-build programs and the addition of other major projects... all of which have a major impact on our membership. To help with all of this we recently made several changes to our Maintenance Seniority

Regulations, changes that will help resolve many of those problems that we have faced however, the landscape is forever changing. It would seem now, more than ever, we are running into problems that are much different than what we have faced in the past. Believe it or not we still have staff members out there that seem uninterested in resolving issues that would help improve the working conditions of our brothers and sisters. It's as if they are just in it for their own personal gain or pleasure. They force the issues that would normally be resolved at the shop floor level deep into the appeal process wasting everybody's time, not to mention money.

With respect to our discipline process, well that remains a constant problem. I'm not sure anybody can figure out the reasons behind its application in certain situations, including the individuals that are involved in its imposition. Your Maintenance Board has recently met with the Human Resources team in an attempt to sort out some of the discrepancies between the Parties. We have scheduled several meetings that will allow us to review the current process and make the necessary changes to that process in an attempt to reduce the impact on affected employees. Issues for discussion include the grievance step process, early disclosure, quantity of discipline, the types of discipline and also an attempt to maintain some consistency.

We are looking forward to working together, along with all of you, in order to maintain what we have fought so hard to achieve and at the same time prepare ourselves for what is about to come.

MORTON: "Alternative financing" just another term for privatization

(continued from page 5)

Premier Kathleen Wynne's most recent comment that they should have used "alternate financing and procurement (AFP) to build the Spadina subway" is both disappointing and disturbing. Disappointing because it shows she has little regard for, or confidence in public procurement. She would rather privatize than ensure we retain the capacity to build infrastructure publicly. Disturbing because AFP, also called public-private partnerships (P3), does not work.

Here are some of the biggest failures: ORNGE HELICOPTERS, GAS PLANT FIASCO, MARS, E-HEALTH.

With the Ontario Auditor General's most recent report showing 75 of the AFP projects undertaken by provincial government have cost our Ontarians an extra \$8 billion—we were fortunate that this is not one of them. Unfortunately, the Eglinton Crosstown is one. We must stop the further expansion of AFP's/P3's or it will be to our detriment.

Our Pension Fund has performed very well over the last few years. We were able to update our based years to 2013 last year. The fund had an overall return of 14.5 in 2013 and a 12.5% return (preliminary) in 2014. We continue to out-perform OMERS which had returns of 6.5% in 2013 and 10% return (preliminary) in 2014.

As the Canadian dollar has depreciated sharply against its US counterpart and the price of a barrel of oil has fallen over 50% to less than US\$45 a barrel, these two global factors will have an affect on our funding valuation.

The Board will be meeting in April to review the Funding Valuation to decide on benefit improvements.

The challenges we are now facing as a union are formidable, but if we stand together and address each with the courage and tenacity needed, we will succeed in our endeavours.

Don't vote? Then don't complain.

Frank Grimaldi
Assistant
Business Agent
Transportation



The 2015 Federal Election is probably one of the most important elections that we will have had in the last fifty years.

We have a Conservative Government that has changed Canada's reputation abroad from *peacekeepers* to *warmongers*. Even former Prime Minister Joe Clark agrees with the above statement in his book *How We Lead*.

The greatest change in Canadian life is the way the Conservatives have affected Income Distribution. The following figures from 2012 are sobering:

- 70% of all the wealth in Canada is owned by 20% of our population
- The bottom 20% (in terms of income only) own less than 1% of Canada's wealth
- The lower 50% of Canadians (again, in terms of income only) own less than 6% of the country's wealth
- Average CEO wages are *200 times* those of the average Canadian wage.
- 86 families own more than what a total of *11 million* Canadians own.

(Source: <http://www.broadbent institute.ca/wealthgap>)

Some people have no problem with this, even some of our members who make a middle class income only because they have an effective union. They assume there must be some logical reason for this greater-than-ever income disparity in a democratic country. They may even believe that taxes on profits should be lower than taxes on labour. And many believe that only by making corporate taxes lower can we seduce gazillionaires into investing their money into job-creating businesses. The theory is that if we make the rich even richer by lowering their taxes, it will be good for us ordinary schmucks who have to actually work for a living.

The problem with this theory is twofold: 1) It doesn't work. No matter how much we reduce taxes on the ultra-rich, jobs keep getting scarcer, except for low-paid, part-time *precarious* work. And 2) It actually makes no sense to take money *away* from people who would spend it on goods and services right here in Canada and give it to people who don't even need it and just bank what they don't spend on imported cars, imported wine, luxurious vacation villas in other countries, private schools, private jets, skiing in the Alps... you get the picture. Sure, okay, people who work harder and smarter are entitled

to their rewards, but things have gotten *way* out of balance in recent years.

When smart, hard-working Canadian kids cannot afford to go to college or university because their parents' jobs have been cut or their wages have not kept pace with inflation, how is this good for Canada? Answer: It isn't! It's bad for our future.

The Conservative Canadian Government, the U.S. Tea Party (it's actually a real movement!) along with the Rob & Doug Ford (born rich) types – these people have somehow convinced working people that *they* (the workers, not the Fords) are paid way too much and their pensions are too rich. Anything more than minimum wage is “gravy.” Why does your kid need to go to school, anyway? And why do those streetcars keep getting in my way? Can't those people afford cars?

Every time you hear the words “TAX CUTS” remember that the actual meaning of those words is “SERVICE CUTS” for the middle and lower income classes.

TAX is not a dirty word. When Canadians pay an appropriate tax rate, it does two things: first it provides the Government with funds to support our social programs, like Medicare and education, and secondly it provides a proper distribution of income, the most effective job creation scheme ever invented.

Our International President Larry Hanley told a U.S. Senate Committee that “*at one time, we were citizens and now we are taxpayers.*” Citizens share the country with each other, he said. Taxpayers look after themselves.

There's a hugely important election *just around the corner*. Make sure you vote! Think of the importance of your decision. It will affect our children's future.

HOW DO YOU COMPARE?

Median family income in Canada is \$76,000. “Median” means middle, not “average.” Half of all families have an income of less than \$76,000; half have more.

The national median annual income for a full-time worker is \$50,699. The median for a visible-minority worker is just \$45,128.



The top one per cent (272,600 individuals) are all making more than \$191,100.

The richest 10 per cent of Canadian individuals are making more than \$80,400.

Median individual income is just \$27,600. Average Canadian income is \$38,700.

69 per cent of households in Canada own their home. Of these, 58.6 per cent of homeowners were still paying off their mortgages.

Toronto is the most costly city to maintain a home, at \$1,366 a month, while Trois-Rivieres, Que., was the cheapest at \$697.

(Source: Statistics Canada)

REPORT: TORONTO'S TRANSIT FUTURE

"A Better Future for Public Transit in Toronto"

Last November 10, three weeks after the 2014 municipal election, ATU Local 113 held a press conference to unveil the most comprehensive report on the future of Toronto Transit Commission ever produced. It's a claim that no one disputed. In over 150 pages, *Toronto's Transit Future*, carefully analyzed the woeful state of a badly-underfunded TTC, what used to be one of the world's most admired and imitated public transit systems. The report then made 68 recommendations, large and small, aimed at restoring the TTC's reputation. The Mayor-elect, John Tory, immediately praised the report as a "constructive contribution" to transit discussion. TTC CEO Andy Byford also said the report was "imaginative and very useful."

Media coverage of the Local 113 report was extensive and positive. If the press went looking for critics, they didn't find any. Newspaper columnists and talk radio show hosts that usually trash talk the union said they were pleasantly surprised with the union's pledge of cooperation in improving public transit in Toronto. Many echoed Bob Kinnear's call to make this year's Federal Election "The Transit Election."

SUBSIDY PER RIDER COMPARISON	
Transit System	Subsidy/Rider
TTC	\$0.79
Montreal	\$1.16
Boston	\$1.93
New York	\$1.03
York Region Transit	\$4.49

If the publicly-owned TTC had the same per rider subsidy as the privatized York Region Transit, we could let everyone on the TTC for nothing and hand them a free coffee as well. Our transit funding problem is a political problem. The provincial and federal governments must step up to the plate, as they have in other countries and even other cities in Canada.

with both the federal and provincial governments to get Toronto its fair share of transit funding. So far, that has been disappointing. Tory's well-publicized treks to Queen's Park and Ottawa have produced nothing except more of the same vague promises we have been hearing for decades.

"Get out of your limos and get on the bus," Kinnear challenged the federal party leaders. The upper levels of government, he said, have done "a piss poor" job of planning and funding transit.

The union mounted a special website to house the report: www.TorontoTransitFuture.ca. The home page of the site has an inventive four-minute video that introduces and explains

"Ottawa, you have a problem," Kinnear told the press conference. The federal government has continuously let down Toronto's transit needs and there is no sign that Prime Minister Stephen Harper intends to change that, despite John Tory's campaign claim that he alone, of all the candidates for mayor, could work

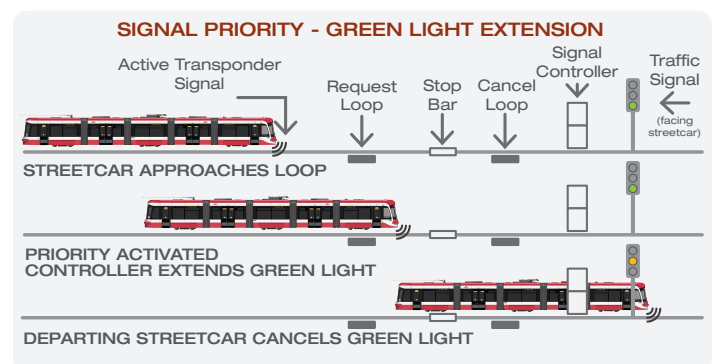


Screens to inform passengers of next vehicle updates are an inexpensive element of customer service. Riders are entitled to this information.

the report. At the end of the video, Kinnear directly addresses the camera and tells Torontonians that they are right to be dissatisfied with the state of the TTC and must demand that governments step up to the plate, as they do in other cities. Toronto is the least-subsidized public transit system in North America. He pledges union cooperation with others who share our goal of a world-class transit system, "now and for generations to come."

Here are some highlights of the union's report and recommendations:

If Toronto's economic future hinges on insuring the free movement of people and goods, things are not going well. While TTC ridership is growing at record levels, reaching 536 million in 2014 (around 15% higher than it was just five years ago), budgets have failed to keep up. There are now fewer hours of service relative to ridership than there were four years ago and as a result, passengers suffer from over-crowding, and wait longer at stops for tardy vehicles – poorer service than they expect or deserve. Today the per rider subsidy is lower than it was four years ago despite inflation.



Giving signal priority to the 1130 transit intersections in the city would create the equivalent of 46 additional morning peak buses and 53 afternoon peak buses. An incredible cost saving compared with buying that number of buses.



"[O]ur transit systems should be responding with...urgency to dangerous levels of atmospheric carbon. Rather than allowing subways and bus fares to rise while service erodes, we need to be lowering prices and expanding service – regardless of the cost."

NAOMI KLEIN
This Changes Everything
2014

Internationally-regarded Canadian social, economic and environmental philosopher Naomi Klein's transit mandate was on the back cover of our report. Transit and urban affairs academics, however, have commented favourably on the depth and thoroughness of the report.

The full 156-page report was supplemented by a 32-page Summary and Recommendations, in recognition of the fact that politicians don't really like to read all that much and even the best reporters don't have time.

60 million more riders

If the 2.5% annual ridership pattern of growth holds, it will mean an increase of at least 60 million passengers between 2014 and 2018 and maybe more if new services are added. To put this in context, this is about the size of the entire GO Transit ridership, and one and half times the size of Mississauga transit total ridership.

The TTC should move fast on purchasing the equivalent of 250 new 40 foot buses, in addition to the current planned purchases over the next three years. It should also move up the start of construction of the McNicoll garage. At the same time, the Commission should immediately seek to hire new mechanics and expand the apprenticeship program.

Without at all diminishing the value and importance of courtesy and responsiveness, customer service has to be a broader concept that speaks to the entire transit experience. When there isn't enough transit for all, riders are kept waiting for their vehicle, only to find when it does arrive, there is no room left for them. We'd say that's not good customer service.

In fact, service expansion *is* better customer service.

Push for more operating subsidy from the Province

We need to continue to pressure the Province to fund transit-operating costs at the traditional "Davis/Peterson/Rae" formula level, i.e. with 68% coming from fare and non-fare revenues, and 32% from government.

Advocate for a National Transit Strategy

Canada stands alone as the only major developed nation where the national government doesn't have a predictable annual and ongoing transit funding strategy. This need to change and the Commission's Board should be strong advocate for a project of this nature.

Establish a long-term budget framework

The TTC and City should both should work with the province to set binding five-year budgets that include specific performance measures. In addition, ensure the rate of government subsidy is set and known well in advance, which will aid in the development of an accurate, multi-year budget plan.

Work with the Province to establish a low-income pass

For low-income families, the cost of transport essential to access services or work is a burden. A low-income pass set at the same rate as the current senior/post secondary pass would specifically target funding to those most in need, and be the most efficient way of providing affordable public transit.

Agree with TTC on rapid service improvements to surface routes

- Reduced Wait Times and Crowding on Bus and Streetcar Routes
- The Ten Minute or Better Route Network
- Expanded Express Bus Route Networks
- All-Route, All Day, Every Day Service
- Expanded Overnight Bus and Streetcar Service
- Two-Hour Travel Privileges for One Fare (Time-based Transfer)
- The ATU also recommends moving to a maximum 20 minute headway (from 30 today)

Refurbish stations. Have some pride!

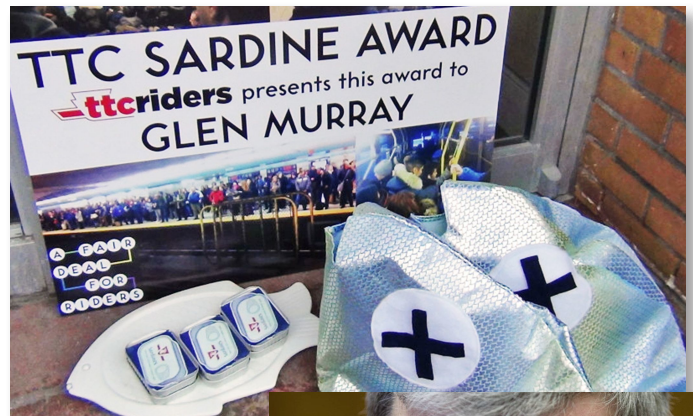
TTC employees in the ATU are frustrated when old, tired stations cannot be made to look good, regardless of how much cleaning is done. Everything, including stations has a life span, and at some point they need to be replaced. Some of the TTC's have received little attention despite being over 40 years old. Cities like New York, London and Chicago, to name just a few, all have rejuvenation programs that slowly refurbish the oldest stations, usually on 35 to 40 year cycles. They manage this despite similarly stressed capital programs.

Transit Rider-Worker Alliances Popping Up Everywhere

When John Crowley lost his job, he lost his car. So did many of the other 250 people he worked with at a suburban Los Angeles food processing plant when it closed up shop and moved to Mexico. Finding new employment was a full-time job in itself, one that required reliable transportation to go from job fair to job interviews to a computer course at a community college that he hoped would help. For the first time in his life, John needed public transit. But Los Angeles could barely keep its existing fleet of aging buses on the road. There was no serious talk of expanding the system. Indeed, cuts were the order of the day. More time between buses. Entire routes cut. Fares going up, a little at a time, but steadily.

Eventually, John was able to piece together two part-time jobs that paid, in total, about 25 per cent less than what he had made at the food plant. He spent a lot of time on the bus and one evening ended up at a meeting of the Bus Riders Union, an aggressive citizen's organization that fought every fare increase and service cutback tooth and nail. The BRU had had many successes in its 20-year history, especially with the aid of ATU Local 192. They found political allies at all three levels of government and regularly took the LA transit authority to court, demanding more equity in transportation.

The BRU and its New York City version, the Straphangers, have inspired many rider/worker activist campaigns throughout the United States. In Portland, Oregon, the OPAL Environmental Justice group sends organizers onto the buses, with the help of ATU Local 757. Hundreds of volunteers have been signed up in this way. In Phoenix, Arizona, it's the Friends of Transit. In Washington, D.C., it's the Coalition for Smarter Growth. Florida has its Citizens for Improved Transit and one state north, there's Georgians for Better Transit. In fact, there are only a handful of U.S. states without an active transit users' advocacy group. Most states have several.



Liberal Minister of Transportation Glen Murray was the first recipient of the TTC Sardine Award in 2014. The contest conducted by TTCRiders received a lot of media attention and resulted in the recruiting of more members. Prime Minister Stephen Harper reportedly came in a close second.



In Toronto, the TTCRiders has emerged as an active, energetic organization that advocates for riders and workers alike. Funding comes from college and university student associations, Toronto and York Region Labour Council and several unions including, of course, Local 113. At every TTC Commission meeting, spokespersons for TTCRiders are making deputations and speaking with the media. Executive Director Jessica Bell is often quoted in the media, as well as Campaigns Chair Jennifer Huang and Board Chair Brenda Thompson.

TTCRiders has conducted several public awareness campaigns, the most popular of which was the Twitter #Sardines Award, which was presented for the first time last year to then Minister of Transportation Glen Murray "For His Failure to Fund the TTC."

A large crowd of TTCRiders went via streetcar from Queen's Park to Murray's constituency office on Parliament St. Murray was unable to accept the award in person.

For more on this Toronto transit advocacy organization, visit their website at www.ttriders.ca.



A contingent of TTC Riders ready to attend a Commission meeting to lobby for more service and against fare increases. Executive Director Jessica Bell with Bob Kinnear lead the alliance of riders and workers.

Have Local 113 wages kept up with the cost of living? You could say that.

1917 Nearly a century ago. Division 113 of the Amalgamated Association of Street and Electric Railway Employees of America went into contract negotiations with the Toronto Railway Company, the private operator of Toronto's transit system back then. The resulting wage agreement was good for its time:

Hourly Wages, June 16, 1917

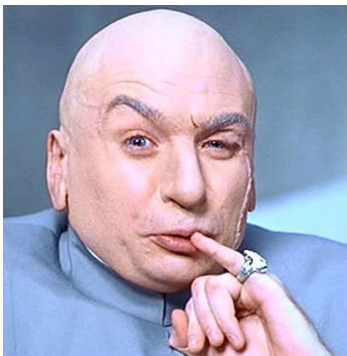
Motormen and Conductors & Motor and Truck Repair Men
3 years' service..... 37 cents
November 1, 1918 39 cents
Sunday Premium..... 4 cents

Historical research on the Cost of Living Index in Canada (*Statistics Canada*) reveals that a standard basket of goods and services that cost \$100 in 1917 would cost over \$2100 today. That's the equivalent of nearly three times the annual earnings of a transit worker in 1917. And the cost of living *today* is about 20 times greater (19.4 times greater, to be precise) than it was in 1917.

What if wages had *only kept up with inflation*? What if the only wage increase for Toronto transit workers was the actual official increase in the Canadian cost of living? That would mean you would today be making about 20 times what our forebears were making in 1917. Do the math: \$0.37 cents/hour x 19.4 = \$7.18.

Put this another way: in 1917, in the middle of World War I, a transit worker had to put in 270 hours to purchase that \$100 basket of goods and services. Today, he or she would only have to work about 63 hours (at straight time) to purchase that same "basket" that would now cost \$2100.

This means that ATU Local 113 wages have gone up nearly 4.5 times the cost of living since 1917.



"One million dollars!" was the initial demand of Dr. Evil (Toronto's Mike Myers) as the ransom for not launching his missile against Earth. Coincidentally, that is also the additional amount of pay, *over and above the increase in the cost of living*, he would have received as an ATU Local 113 member during a 40-year career beginning in 1973.

Let's get closer to the present. In 1973, the TTC was paying drivers \$5.00 an hour after two years of service (*See the Help Wanted ad.*) The basket of goods and services that cost \$100 back then now costs \$508. This means that the cost of living is about 408% greater now than back in 1973. If wages had only gone up with the cost of living, the drivers' hourly rate today would be slightly more than \$20. So the difference between today's wage rates and what they *would have been* if wages only tracked inflation is about \$27,000 *more* per year.

Don't forget: We're only talking about wages here. Add in the pension, health benefits, longer vacations and other contract provisions that can be measured in money and you have...well, a lot more.

So the next time you hear a fellow worker say: "What good is the union? What have they done for us?" show them this article. If they want proof, send them to <http://www.bankofcanada.ca/rates/related/inflation-calculator/>.



DRIVERS

Mature responsible persons required as drivers. Job security, excellent wages and benefits. Earn money while training. Overtime work available. Rate of pay when qualified.

Start at 4.17 per hour
After One year \$4.71 per hour
After 2 years \$5.00 per hour

Applicants must have Ontario chauffeurs licence, be 5'6" to 6'2" in height, and in good health and possess good knowledge of Metro Toronto.

Apply at 1138 Bathurst Street, 8.30 am-4.30 pm
Monday to Friday
Open Tuesday nights until 8.00 pm

This Help Wanted ad ran in the Toronto Star in 1973, forty-two years ago. If our wages had only kept up with the increase in the cost-of-living since that time, average hourly wages today, in 2015, would be about \$20/hour. But, as we know, our wages are considerably more than that. The difference adds up to a minimum of \$27,000 a year. Over a 40-year career, that means an additional million dollars. Call it the "union premium", because that's exactly what it is.

Metrolinx: Does corruption matter?

Ever since the TTC was established in 1921, the future of the company more or less shaped the future of our union. As the system grew, our membership numbers grew. Maybe in the future those vehicles will drive themselves and maintain themselves but that's not our worry right now. Our worry now is that the future of the TTC will become increasingly de-linked to our future as a union.

The reason for this concern is Metrolinx, the provincial government agency that is dictating the future of public transit in the GTA. And Metrolinx is bound and determined to privatize all future transit projects. Look at the Eglinton Crosstown ("EC"), a 30-year public-private partnership. It will be owned by the province, not the TTC. For the first ten years of its life, the EC will be run by TTC Operators. After that, who knows what will happen? There's no agreement. Will Local 113 members be operating the EC In Year Eleven (which will be around 2030)? We don't know and can only guess. But we do know that the EC vehicles will be *maintained* by a private sector workforce. That's because the maintenance facility for the EC will be run by the private sector partner in this P3 deal.

Will it be the scandal-plagued SNC Lavalin, a Canadian company convicted of bribery and corruption on a truly grand scale, both here in Canada and around the world?

Or will it be Bombardier, another Canadian engineering and construction firm accused of corruption in places like Tunisia? We're not talking Tony Soprano here. He's small potatoes. Bombardier paid \$35 million to an international arms deal fixer to help win a rapid rail P3 in the North African country. And in South Korea, prosecutors are accusing Bombardier of corruption in the form of gifts and trips to win a transit project that ended up costing \$3.5 billion for an 18-kilometre elevated train originally costed out at only \$1 billion. In service since 2013, the project had expected nearly 183,000 passengers per day. The numbers were a little exaggerated. It now carries about one-ninth that number – 20,000 passengers per day. The private sector is just *so much more efficient*, right?

Will Metrolinx do business with companies convicted of corruption? We'll soon see, when the Eglinton Crosstown project is awarded this July.

We said "Strike!" They said "I do!"

Talk about silver linings! It would be hard to find anyone (except taxi drivers) who would find happiness in a TTC strike. But more than 40 years later, Ross and Sandie Ashley recall the 1974 strike with great fondness. Here's a letter we received.

Dear Brothers and Sisters of Local 113,

No idea how many of you remember the great TTC strike of 1974!

We have good reason to, however. At the time, Sandie Bishop was living in the Beach at Queen and Lee, and working the midnight shift at an answering service near Bloor and Dufferin. She rode the TTC all the time, no car. When the strike was called, the only way she could get to and from work was hitchhiking. Coming home in the morning was not too bad because it was rush hour. Getting there for midnight was iffy and potentially dangerous.

A solution presented itself: her friend, Ross Ashley, was living on Carr Street Court near Bathurst and Queen, over halfway there. They'd been good friends for a couple of years, and the friendship was growing into something more. So he offered to let her sleep at his place for the duration.

Fast forward 40 years, we are still together and very happy! Thank you all so much, from the bottom of our hearts, for pushing us over the line. And yes, we still ride the TTC ... although it is Wheel-Trans now.

Yours in solidarity,

Sandie Ashley

Ross Ashley (SEIU local 1, retired)



Sandie and Ross Ashley, 1976. Still happy about the 1974 TTC strike.

York Region Transit shows the price of privatization

York Region has Canada's only fully-privatized urban public transit system. How's that \$4 fare and \$5 a ride tax subsidy working for them?

York Region was created by the province in 1971 to replace York County. It is made up of two cities: Vaughan and Markham; seven towns: Aurora, East Gwillimbury, Georgina, Newmarket, Richmond Hill, Whitchurch–Stouffville; and one township: King. This sprawling area of 1,762 kilometres is home to just over a million people and it's growing fast.

There used to be five separate transit systems in the region, most of them privately operated. In 2001, all were merged to form York Region Transit (YRT).

Instead of taking the opportunity to start a publicly-owned and operated transit system from square one, the York Regional Council decided on a "public-private partnership," the first, and still only, full transit P3 in Canada. A few other transit systems, like Vancouver, have both public and private operations. That's the plan for Toronto, as well, if Metrolinx has its way. The Eglinton Crosstown and SmartTrack, if it gets built, will both be P3s, along with new maintenance facilities.

The YRT model is classic P3: York Region owns the assets, sets the fares and service standards, and awards the contracts. The private operators are responsible for providing the workforce, maintaining the fleet and negotiating the collective agreements.



The price of privatization. The total cost (cash fare plus tax subsidy) of a ride on a YRT bus is about \$9, compared with about \$3.70 for a TTC ride.

Since YRT was created in 2001, a number of private operators have been in and out of the system. The most lucrative routes were awarded in 2005 to the French giant multinational, Veolia Transport. Two United Kingdom transit companies and one Canadian company had their own YRT regions. It took five companies to carry as many passengers a year as the TTC does in two weeks. This made no operational or economic sense but it did keep the union that was in place somewhat in check. If workers struck one of the companies, the others continued to operate and their drivers were forced to scab, or lose their jobs. So strikes were non-existent. As you might expect, without a strong union, YRT wages and benefits and other working conditions were noticeably worse than in the surrounding municipalities where there are single public systems with one union: Brampton, Mississauga, Durham and Toronto. Transit worker wages and benefits in those cities is at least 30 per cent higher than in York Region.

Free market cheerleaders love the idea of keeping unions in check because it means that the cost of the service will be less and the system will be run more efficiently. That's the theory, anyway. But just as with transit privatizations in the rest of the world, the theory didn't quite work out in practice. If there is any benefit from lower transit wages, York Region riders and the taxpayers haven't seen any of it. YRT single cash fares are a minimum of \$4.00, more if you travel into another "zone." In Toronto, it's still \$3.00. So the riders pay 33 per cent more than in Toronto. Toronto taxpayers subsidize each TTC ride by about 70 cents. In York Region, the taxpayers pony up about \$5.00 per ride, which is *seven times the Toronto subsidy rate*. Mississauga, Brampton and Durham also have lower fares than YRT and smaller per-ride subsidies.

(continued on page 27)

Public vs. Private. Where does the money go?

\$9.00 Total cost of a YRT Zone 1 cash fare, including the taxpayer subsidy.

– \$3.70 Total cost of a single TTC cash fare, including the taxpayer subsidy.

= \$5.30 YRT costs \$5.30 per ride *more* than the TTC. How much of that is profit for the private operators cannot be revealed as it is a commercial "secret."

If the TTC had the same per-ride subsidy as YRT, we could let everyone on the TTC for free and give them a complimentary cup of coffee as they boarded.



Six economic reasons to ditch the Harper Conservatives

1 The Conservatives abolished the Fair Wage policy for federal construction projects – making it much easier for non-union companies to underbid fair contractors.



Nine years of Stephen Harper. Look how much better everything is.

2 The Conservatives have gutted Employment Insurance (EI). Most unemployed workers can't "qualify" for benefits under the new rules, even though most have to still pay into it. Union members can be cut off for declining to work for non-union contractors or substandard wages. Again, it doesn't matter if you've paid EI premiums for years. It's Harper's way or the highway.

3 The Conservatives have created massive abuse of the Temporary Foreign Worker Program, which exploits migrant workers at the same time as undermining wage standards and opportunities for young Canadians. Good for Brazilian-owned Tim Horton's, though.

4 The Conservatives have sacrificed Ontario's manufacturing sector and are signing trade deals that would make it illegal for any government to favour Canadian-made products or contractors. "Canada Last!" is the Conservative motto.

5 The Conservatives have refused to renew the Canada Health Accord and are cutting \$36 billion from health-care funding across Canada. Don't get sick. Don't let your kids get sick.

6 80% of all new jobs "created" under the Conservatives are part-time. Many young people can't get a stable job. This will be the first generation of Canadians that is worse off than their parents. Happy, Steve?

Transit system crime: A Tale of Four Cities

How safe is the TTC compared to other transit systems? In a 12-month period during 2013-2014, there were 413 recorded offences against customers and 398 against TTC staff, a total of 811 incidents. The numbers average out to about 2.22 incidents a day, about evenly split between riders and workers.

In the Montreal transit system, there were a total of 754 infractions under the criminal code reported to transit police in 2013, an average of 2.07 incidents a day. Crimes against people: assault, robbery, sexual assault were most common (303 incidents,) edging out property crimes, like theft and robbery (279.) Other criminal code infractions, including prostitution, accounted for the remainder.

On the Calgary C-Train, there were 856 person, property, and other criminal code infractions in 2013, an average of 2.34 incidents a day.

Boston's Massachusetts Bay Transportation Authority saw 718 criminal incidents in 2013, an average of 1.97 incidents a day. Larceny accounted for the majority of police activity. Across the year, there was in 2013.

In this small sample group, Toronto's transit system ranked 3rd in terms of criminal activity. Calgary's transit police reported the most incidents, followed by Toronto, Montreal, and Boston.

A GREAT BRAND FROM DUNCAN SHOPS!



John McCague (71069) and Mark Balzia (51971) from Duncan Shops Bus Rebuild Facility at Hillcrest built this Cummins 8.3 Diesel for the Orion 7 Bus and designed the Solidarity logo. Submitted by Tony Vaccaro, Hillcrest Rep.

The 2014 John Lorimer Memorial Scholarship Winners

Look at all these fresh, young, smiling faces, the children of ATU 113 members who have worked hard for many years to earn their chance in university to pursue their dreams. We are so proud of all of them and only wish we had enough money to give a scholarship to every one of our bright kids. The John Lorimer Memorial Scholarship was established in 1964 in honour of a former Local 113 President. Each of this year's 41 winners received \$1500 towards their education. Awards are based solely on marks so it is fair for everyone. Congratulations, winners, and never forget how good the union has been for you and your hard-working parents.



Taylor Angeli
University of Toronto
Bachelor of Arts
Parent: Gino Angeli
Queensway



Erik Angeli
University of Toronto
Physical Education & Kinesiology
Parent: Gino Angeli
Queensway



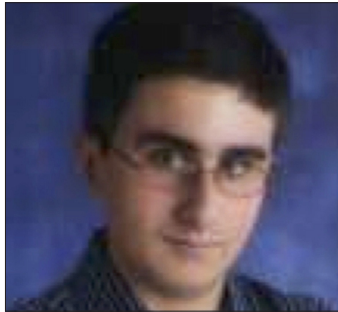
Jady Angeli
Humber College
Commerce – HR Management
Parent: Gino Angeli
Queensway



Makayla Alicia Bailey
Brock Univeristy
Accounting
Parent: Michael Bailey
Roncesvalles



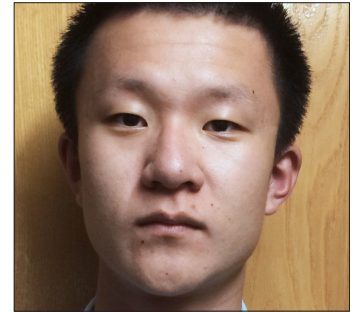
Leah Azevedo Cabral
University of Western Ontario
Bachelor of Sciences
Parent: Jerry Cabral
Malvern



Adam Camacho
York University
Law & Society and English
Parent: Antonio Camacho
Wilson Bus



Inah Canlapan
McMaster University
Honours Financial & Actuarial Math
Parent: Reden Canlapan
Roncesvalles



Haoxiang Duan
University of Waterloo
Accounting & Finance Management
Parent: Jiaquan Duan
Eglinton Garage



Azayah Deneisha Ferguson
University of Toronto
Social Sciences
Parent: Nathan Ferguson
Bloor-Danforth



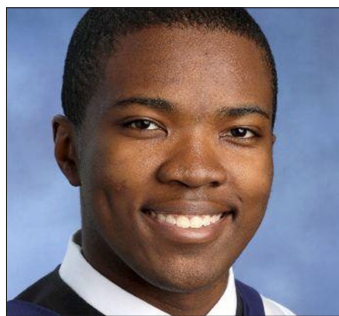
Caitlin Francisco
University of Toronto
Social Science
Parent: Ceasar Francisco
Wilson Carhouse



Julia Getchell
McMaster University
Social Science BA
Parent: Melanie Getchell
Eglinton



Kosta Peter Gretes
University of Toronto
Political Science
Parent: Peter Gretes
Arrow Road



Dorian Grey
University of Toronto
Bachelor of Sciences
Parent: **Cheddie Grey**
Eglinton



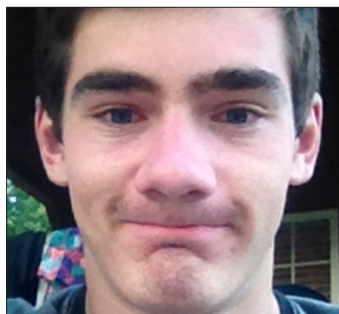
Loren Gabriele Graziano
University of Toronto
Bachelor of Music
Parent: **Steven Graziano**
Wilson Garage



Evelin Kaba
University of Ottawa
Bachelor of Commerce
Parent: **Olesya Kaba**
Malvern



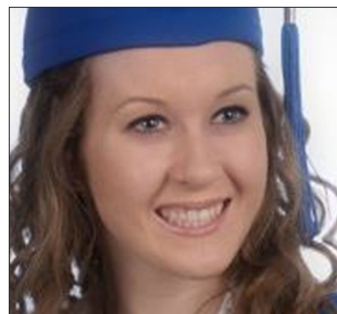
Nina Lim
Trinity Western University
Master of Arts
Parent: **Vassiliy Lim**
Rail Structure Maintenance



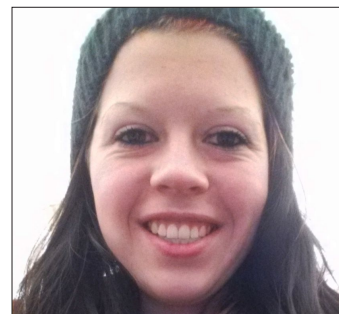
Daniel Gregory Mallan
University of Toronto
Bachelor of Arts
Parent: **Danny Mallan**
Birchmount Garage



Saambavi Mano
University of Toronto
Bachelor of Arts
Parent: **Thirunah Mano**
Veolia-YRT



Brianna Mayes
University of Ottawa
Political Science and Common Law
Parent: **Peter Mayes**
Duncan Shop



Samantha McCaul
Queen's University
Bachelor of Sciences
Parent: **Geoffrey McCaul**
Russell



Sabryna Mitchell
York University
Bachelor of Sciences – Nursing
Parent: **Dale Mitchell**
Arrow Road



Michelle Sabrina Mohammed
Brock University
Bachelor of Arts
Parent: **Mustaq Mohammed**
Lawrence and Yonge



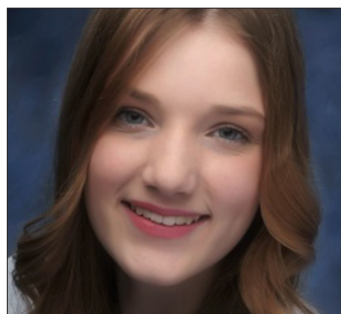
Melissa Montana
McGill University
Bachelor of Arts
Parent: **Luigi Montana**
Roncesvalles Carhouse



Ciara Morrison
Queen's University
Bachelor of Sciences
Parent: **Barry Morrison**
Eglinton Garage



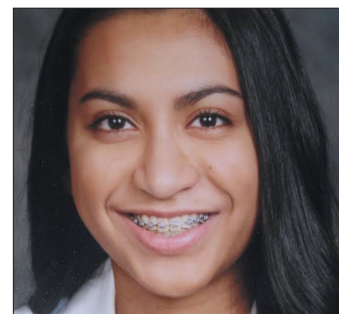
Johvonna Murray-Bradshaw
University of Waterloo
Mechatronics Engineering
Parent: **Hayden Bradshaw**
Roncesvalles



Emilie-Anne Richards
Ottawa University
Bachelor of Arts – English
Parent: **Bill Richards**
Birchmount Transportation



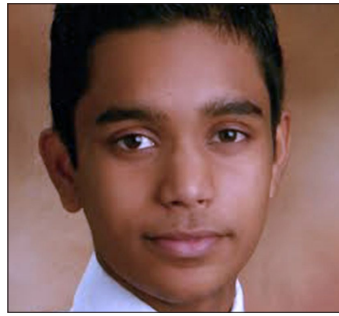
Zainab Saleemi
York University
Concurrent Education
Parent: **Yasin Saleemi**
Bloor Danforth West



Pelisha Samithamby
University of Waterloo
Industrial Engineering
Parent: **Pathmarajah Samithamby**
Wilson Subway



Milena Annastasia Schembri
University of Ottawa
Bachelor of Arts Communication
Parent: **Sebastian Schembri**
Malvern (stores)



Gireesh Seesankar
McMaster University
Bachelor of Sciences
Parent: **Rajram Seesankar**
Arrow Road



Healey Shulman
McMaster University
Life Sciences
Parent: **Richard Shulman**
Wilson Subway



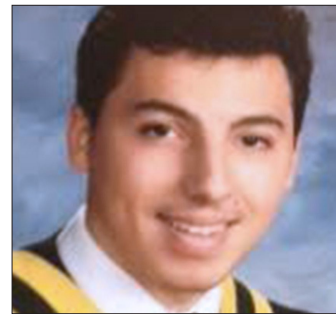
Samantha Stitt
Laurentian University
Social Work
Parent: **Walter Stitt**
Arrow Road



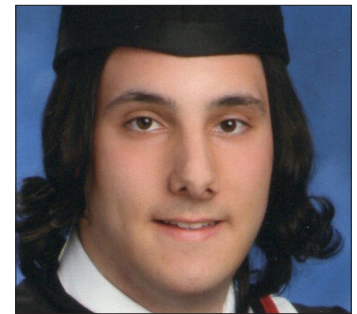
Austin Thornberry
McGill University
Business Management
Parent: **Jay Thornberry**
Mount Dennis



Deacon Roland Thornberry
University of British Columbia
Bachelor of Commerce
Parent: **Jay Thornberry**
Mount Dennis



Davide Tiberio
George Brown College
Mechanical Eng. Technician
Parent: **Antonio Tiberio**
Hillcrest



Michael Tisi
University of Toronto
Forensic Chemistry
Parent: **Antonio Tisi**
Russell Carhouse



Maria Darlin Veloso
University of Toronto
Bachelor of Sciences
Parent: **Joel Veloso**
Greenwood Subway Track



Sarah Belle Walsh
Queen's University
BMUS Music
Parent: **Brian Walsh**
McCowan Carhouse



Mandy Yuen
University of Toronto
Bachelor of Sciences
Parent: **Stephen Yuen**
Malvern

The following are also 2014 scholarship winners:

Jathuya Peranantharuban
McMaster University
Life Sciences
Parent: **Kandiah Peranantharuban**
Mount Dennis

Hang Yee Holly Yeung
Queen's University
Bachelor of Arts and Science
Parent: **Siu Kin Simon Yeung**
Veolia Transportation

Peter Bodnick Memorial Scholarship

Peter Bodnick worked out of Greenwood Carhouse as a Subway Emergency Repairman from 1945 to 1975. When he died in 2004 at the ripe old age of 91, he left a legacy in his will to his union: a \$15,000 fund to be used as for scholarships to the children of members or retirees

who are entering a Technical Post Secondary Registered Trades Course leading to a Skilled Trades License. Congratulations to our 2014 winner, who will help fill the shortage of skilled mechanics our society needs more than is realized.



John Pavlov
Centennial College
Truck and Coach Mechanic
Parent: **Lawrence Pavlov**
Danforth Subway

Across the Board

Sandro Bonadies

Plant and Rail Infrastructure



With hard work and sacrifices comes positive changes. With a new contract signed which eliminated

contracting out for 4 years, the commission, by the end of last year, hired nearly all of our Temps into full time positions. 2015 will also see a HUGE hiring blitz and many of these new employees are going to be placed into full time positions right away just to keep up to the demands of the vacancies.

CHANGE is hard but let's not fool ourselves, the TTC is changing. Mr. Byford has been laying out his ground work for his 5 year plan and we as a membership and an organization need to change to prepare ourselves and our future members for changes that will have an impact on our jobs and working conditions.

Technology is and will be changing our jobs right before our eyes. New technology is being introduced to help us complete our jobs and with new technology will come new jobs, jobs that will need our members to upgrade their skills to achieve. By upgrading our skills in becoming a more specialized skill set in our classifications will benefit our survival in the long term.

The big push for customer service and scheduling is one of those changes that Mr. Byford wants his staff to support and maintain. These are not new ideas but it's Mr. Byford's idea to make it happen so it could take our transit organization to the next level of customer satisfaction but at who's cost. Scheduling has always been the Elephant in the room which everyone knows it's a problem and no supervisors wants to discuss. We are given training and refreshers in how to do our jobs and do it safely but once we

hit the floor something changes. We as employee are eager to report to work and give the commission an honest day's work for a honest day's pay but as the city is growing in population, traffic increases and the increase of customers using our system, the expectations of increasing the amount of work in our day without changing our schedule is having a Hugh impact to our working condition we fought so hard to maintain. I'm hearing everywhere across the property that our brothers and sisters are stepping out of their comfort level to do things differently to get their tasks and schedules done. Please, we need everyone to communicate their concerns to their shop stewards right away when their schedules are being compromised by extra tasks assigned by transit control and/or their supervisor to meet the demands of the ever increasing calls to provide better service or cleaner stations.

In closing I would like to say that together we have laid out a good and fair plan for the next few years, let's not get caught up in the negativity of those haters. Let's not give them the excuse, but let's show the Commission and the tax payers that we are the best in what we do.

"The ultimate measure of a man is not where he stands in moments of comfort and convenience, but where he stands at times of challenge and controversy."

- Martin Luther King, Jr.

Paul Callaghan

Maintenance - At-Large



If only the people of Toronto knew how much money TTC Maintenance workers save the city every year, we might get a

bit more of the respect we deserve. The idea that contracting out our work would save money would be funny if it were not

so sadly misinformed. But the Ontario government has bought into this myth.

Time for a history lesson. A hundred or so years ago, the privately-owned Toronto Railway Company had a 30-year contract to provide public transit to Toronto. That contract expired in 1921. As the expiry date approached, the incentive for the TRC to invest in maintenance fell to zero. They knew their contract would not be renewed. Passengers were fed up with the poor service, the lack of safety, the constant breakdowns. The shareholders came first. So the company just let everything fall apart and pocketed the money. The newly-formed TTC had an enormous job to do, to catch up on all the deferred service improvements, to lay many miles more track and to train a whole new generation of skilled maintenance workers.

Time goes by and people forget that we used to have a privately-operated and maintained transit system in Toronto that was a rip-off. So those who do not learn from history are doomed to repeat it.

Here we are again.

The new 30-year Eglinton Crosstown "public private partnership" is a disaster in slow motion. The consequences will be paid for by the next generation. The maintenance jobs for the vehicles and track will be given to the private sector partner, not the TTC. And what will be the prime objective of the corporation that gets that work? It's another 'P' word: Profit. It should be called a Profitable Public Private Partnership. A P4. And that's only the beginning of the march back in time. More P4s are planned, including maintenance facilities.

When will they ever learn? As long as corporations are able to contribute massive amounts of money to the right wing political parties, they'll probably never learn.

John Di Nino**Equipment "E" Carhouses**

Some time has passed since our last article, and many things have occurred, multiple master sign-ups, cross maintenance bump, contract negotiations, provincial and municipal elections, private public partnership threats, contracting out, etc. These all have one thing in common, they all affect our livelihood and are attacks on working class people.

It is greatly appreciated that the membership has allowed us to carry the fight on, while still being professional, courteous, and responsible in maintaining the quality of service that we are the leaders in delivering. That being said it is also important to acknowledge the front line people who assist us daily and that is the Shop Stewards!

I would like to take this opportunity to thank all of our Shop Stewards for their tireless efforts in dealing with the day to day issues, their support is much appreciated.

The maintenance board had many challenges as well in working through any and every change that was proposed by the employer and trying to reduce the impact to our members, and I am proud to say that we worked together with a common goal in mind and that is all of you our members!

We always have new challenges and obstacles to overcome but I am confident that your Maintenance Board will continue to work together like we have so far regardless of where we all came from, keeping our members best interest front and centre. We are committed to working for the good and well being of All of our members and help ensure that we are all treated equally and fairly for the good of this great Local! Remain loyal and united and we will prevail. As the

summer months approach I wish all of you a safe and memorable summer with you families and friends.

Phil Horgan**Equipment "A" Garages**

Brothers and Sisters,
As you are all aware, new provincial legislation was introduced on

January 1st concerning inspections on Commercial Vehicles.

It is now mandatory that on all MTO inspections, in order to inspect brakes, all wheels must be removed from the bus.

In the past, a bi-annual MTO inspection was conducted as well as an annual brake inspection on the entire fleet of buses.

The commission has decided to schedule their annual brake inspections around the MTO inspections, as well as a seven month variance from the province.

In other words, this means, if an MTO inspection has been completed and a brake reline performed within the past seven months, there is no need to remove the wheels for the MTO inspection.

This is not the case with the new articulated buses "ARTICS". The MTO Inspection and brake reline, will be performed in the respective bus garages.

Some of the bus garage managers are trying to convince your Union Board Member to commit to timings for these specific tasks.

However, it is not the job of the Maintenance Board to commit to timings, set standards or goals for our members. This task lies with Management.

We will await their direction in this area and if the timings and tasks are not appropriate or attainable, then I, on behalf of the Maintenance Board, will certainly bring forward your concerns.

Staying on the subject of "Artics". Several months ago, when the buses first arrived, the TTC put me on notice that they were going to contract KAL-TIRE to change tires if and when they needed changing while in service. This practice was unacceptable to the Maintenance Board, and after some discussions with the TTC, it was decided that KAL-TIRE would be used temporarily while the proper equipment was purchased and SOPs were in place, so that our members could do the work on the city streets in a safe and practical manner. TTC is very close to having all equipment put in place, and the SOPs completed, we should be performing this duty soon. I want to remind you that safety is a number one priority as well as preventing contracting out of your job for the Maintenance Board.

It has come to our attention some of our members have been disciplined by supervisory staff without union representation.

If you are called into the office for a meeting with your supervisor, there are two questions you should ask before entering the office. "Is this a Disciplinary meeting?" and if the answer is "No", the other question you should ask is "Could this lead to disciplinary action?" If the answer is "Yes" to either of these questions, you should have a union rep present. Either a Shop Steward or your Board Member.

If you would like more information on the progressive discipline process, please contact your Maintenance Board Member, and/or your Shop Steward.

The tables are turning. The recent ruling by the Supreme Court gave the right to workers deemed essential the right to strike. There is a strong chance that we may challenge the law in Ontario in the coming future. More to come.

Quite recently, the Mayor and City Council visited Harvey Shop to announce a

\$95 million budget increase to the TTC. This is a drop in the bucket to our overall allotment, and a slap in the face to our members and commuters alike.

At the announcement, Duncan and Harvey shop members showed their disgust by chanting, "KEEP TRANSIT PUBLIC" during the mayors speech.

This put the pressure on Byford, his buddies and the Politicians to increase the allotment to something substantial. This, my Brothers and Sisters, is the way a Union works. We are the Union, United and Strong.

And in closing, to remain strong, I urge you to attend your monthly union meetings, and express your opinions, ask the tough questions, and get involved!

Carmen Lint

Birchmount/Malvern



2015 is an important year. We have two elections that affect us all. The first will be the Federal Election. The Federal

Government needs to start regularly funding transit and we as citizens of Canada, need to hold our Government accountable.

Ask the candidates what they will do about the lack of permanent and consistent funding that we desperately need. Our transit system has the least amount of funding. Volunteer an hour or two to transit friendly candidates, even if it's just delivering fliers door to door. Let our voices be known.

We are bursting at the seams, the GTA has one of the worst commute times in North America.

This is also the year of our Union election. Get to know the candidates and ask questions. There are too many rumours out there. Be informed and most importantly, exercise your right to vote.

As Chairperson of the Women's Committee, I would like to thank

everyone who supported our Winter Clothing Drive for the Children's Breakfast Clubs of Toronto. This was their first clothing drive. A special thank you to Duncan Shop, I made many trips there to pick up clothing. Duncan Shop outshined everyone.

In closing, I would like to wish everyone a great 2015. Remember, your union representative is just a call away.

Frank Malta

Wilson Bus/Wilson Subway



There was a time when the TTC was one of the most respected public services in Toronto. Not just in Toronto, but worldwide. This is

obviously no longer the case and has not been for a number of years. Since the days of the Conservative Harris government, which cut off all funding to the TTC, to punish Toronto for not electing enough Conservative MPPs to Queen's Park, things have gone downhill.

Issues surrounding TTC management were also growing. As public dissatisfaction with a declining TTC increased, management ranks ballooned on the theory that the system would become more "efficient" with more managers around. The reverse happened, as managers stumbled over one another trying to justify their existence and fat salaries. Things got worse, not better.

The media didn't help either. They had a field day attacking TTC workers. They painted a poor image of us and the stories and photos just kept coming and coming. We were left to feel vulnerable to the public. Where was TTC management through all of this? They took a back seat and allowed the media and the public to portray us in a light that was negative and untrue.

New top management was brought in from offshore, from different parts of the world. People who did not know Toronto or its culture, people who did not know

the history of the complex relationship between the city and the province, people who did not understand the collective agreement, people who thought buses should be able to leap over rush hour traffic to meet unrealistic schedules – all of a sudden, people with no experience here in Toronto were in charge of the continent's third largest public transit system.

I'm not being critical of the new top management's intentions. Everybody *wants* to do a good job. I just question their experience and competence. It's difficult to work with people who have more power than knowledge. And they don't seem to be fighting very hard for either their employees or their customers.

The last few years have proven that we, the workers, cannot count on others to stand up for us. Thank goodness we have a strong union that has no interest in being popular with politicians or management. Thank goodness our union leaders have defeated plans to take over our pension, so that we can eventually get out of this rat race with some dignity and security.

It all comes from solidarity, brothers and sisters. We can't count on anyone else. All we have is each other. And make sure that every new member understands that. We stick together. Never forget that.

Cliff Piggott

Arrow Road/Mount Dennis



There seems to be no end to the challenges facing our underfunded transit system.

In light of the recent incidents, there is a heightened focus toward safe operation. Safe operation has always been our number one priority and must continue to be, regardless of the outside pressures that we face daily. Your safety Brothers and Sisters, and that of your passengers, is paramount.

I attended the recent Commission Meeting where the primary discussion was with regard to funding, safety and fare enforcement. These meetings are held monthly at City Hall and are open to the public. I would encourage everyone to attend.

The Federal Election, as well as our own Union Election, are coming up and will take place in the fall. Brothers and Sisters, this is your opportunity to impact the future, and exercise your right to vote.

Make sure to ask the candidates the questions to find out who will best represent you. Be ready to make an informed decision when you mark your ballots.

See you all at our next Union Meeting.

Rocco Signorile

Transportation – At Large



Anyone who has any misgivings about what the affect of privatization has on workers in the transit industry don't have to

look any further than north of Steeles and our own members who work at Transdev.

Transdev was underbid by TOK Transit who will take over the operation effective September 5, 2015.

The members, who the majority have been there for many, many years will now have to apply for a job, the very job they've dutifully held all those years.

Imagine if one day you are a 20 year employee at the TTC and were told that effective a certain date you will be required to apply for your job and maybe you might be hired.

That is the way York Region gets around paying good employees fair and competitive wages in the GTA, sad but true.

There are no successor rights, no guarantees about severance, no guarantees about accrued wages,

vacation, benefits, no guarantee of who will represent them, etc. etc.

In this way, the Region is able to put their thumb pressing down on these workers and yet absolve them of any responsibility because technically they don't work for the Region.

The bottom line is if you think about it, if the new company underbids, where do you think they will make the savings in order to turn a profit? Gas costs the same, tires cost the same, but wages and benefits don't. Therein lays the profit, on the backs of the workers.

So when you hear about Politicians taking about 3Ps or privatization, look no further than the model in York Region. We must support politicians, especially in the upcoming Federal Election that support Unions, public transit and good wages, and benefits for workers.

Tony Vaccaro

Hillcrest Complex



Dear sisters and brothers,

We have had a very challenging 2 years as a Union. We as a board have increased

apprenticeships, “ working with the Ontario College of trades, successfully reintroduced GED program, negotiated tuition aid to \$3,500 a year as opposed to the previous \$2,500 a year for education courses for our members to utilize and working on a common core curriculum.

The attacks on organized labour has just been increased by prime minister Steven Harper of the PC party. He and his party intend to wipe out organized labour and people's rights to a decent standard of living by eliminating full time public sector jobs and replacing them with part time jobs without benefits. He is doing it with the postal workers accross Canada, this means no more door to door mail delivery and will continue to eliminate more. The agenda is loud and clear, he's coming after your job, your

benefits, your health care, your public schools and ultimately your public sector pensions. The Federal government is continually selling off all our assets to private corporations, giving corporations huge tax breaks and subsidies, which would have paid for Public education, public health care, public affordable child care, palliative care for the elderly, all our utilities ie: “Hydro” the “407” and now public transit. “NOW” is the time to stand up, stand tall, fight back and reclaim our right to a decent standard of living be a part of “history” and make a difference. This election, ask what your constituent is doing to protect public health care, public education, affordable day care, palliative care for the elderly, the right to a pension and affordable public transit. “Wake Up People” Steven Harper and the PC government are coming after “YOUR” jobs like it or not.

“LETS MAKE HISTORY “ and be heard , only “you” can prevent the “genocide” of the middle class, let's “unite” and become one, “together we shall triumph”.

Anthony Watson

Queensway-Roncesvalles-Russell



Hello Brothers and Sisters:

It's time to talk to you about what's been happening in our Union. In the last year,

we got a new mayor. The new mayor, John Tory has business sense, like David Gunn back in the day. Not sure how good he will be, but, Rob Ford made such a mess of things for transit. I want to be optimistic about where we are headed, now we still have Metrolinx as a threat, we are still unsure what their intentions are. Management has been playing hard ball with Customer Service looking to discipline, discipline, discipline. We have been fighting back. They are even going after members on social media, so please watch what you talk about on your site.

As I said in my last column, it's refreshing to see new faces coming to the General Meetings to be more informed on what's going on in the Union. As a first time Executive Board Member, I've learned so much. We have been working very hard to keep management from running a muck. I hope I have proven my dedication to all the members. I will keep fighting the fight.

We have a lot of winnable grievances on the go. But I found out some grievances take months and some take years to resolve. We have a great percentage of arbitration wins, which resulted in saving members' jobs or getting members paid. I believe this board has worked so well together and that's why we are so successful, team work, solidarity forever.

I would like to thank my brothers and sisters before me that fought for my rights and benefits because without them, I don't know where we would be. I was in the pharmacy the other day and an older gentleman pulled out his Visa to pay \$ 400.00 for his medication. If I had to do that once a week or month, ouch! That would be a big hit in my pocket book.

In closing I want to say that some don't believe how strong we really are, but with Bob Kinnear at the helm, we are now considered the innovators, where other strong unions follow our lead. The International even used a big portion of our video to make their own. Believe it or not, if you stay positive, strong positive things happen. I've seen it. We have asked for more running time, unfortunately, accidents that happened. The TTC and the politicians are finally doing what's right.

I would like to thank my Shop Stewards, Roncesvalles Division, Eddie Braga, Russell Division, Doug Pickering and Queensway Division, Rob Kempers for their hard work and dedication through this term.

To my brothers and sisters, stay strong, solidarity forever.

Mark Bertoia

Bloor-Danforth Subway/SRT/Eglinton Wheel-Trans



Dear Sisters and Brothers

It has been a pleasure serving you for the past 4 ½ years. It has also at times been challenging.

Thank you to the Shop Stewards who work very hard at what they do. Safety Committees: thank you for your service.

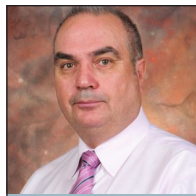
This employer has shown me that they put service above operator safety. Oh yes they talk a good game but when push comes to shove for these people it is service above operator safety.

I am asking all operators to operate their mode's the way you were trained! Put your safety above everything else. DO NOT go into the office without union representation. It is your right. They will call you in under false pretenses then bring you a basket of things to talk about. The downside is enormous.

Your union will keep fighting for your jobs, your families and a standard of living that compensates us for the sacrifices we make on the job at the expense of our families. Always remember FAMILY FIRST.

John Wales

Collectors



Well it's that time again. One last article to be published as the next article will be posted on our web site or so I'm told.

My last article was kind of tongue in cheek with a touch of humor. Well, there's nothing to laugh about now. TTC changed the Subway line names to numbers and ended our uniqueness. New uniforms. Well, we didn't get the red noses or ties that squirt water. Instead we got outerwear that doesn't cover your back

or rear end enough, obviously chosen by someone who has never driven a cold Bus/Streetcar or had to stand in the cold doing rear door loading, Customer service or Crash gate.

We are still fighting contract workers/ Supervisors doing our work and have been successful numerous times. Our vigilance on who is doing our work is paramount if we are to be successful in protecting our jobs. If you see anybody doing our job that is not a member of ATU113 contact your Union rep. The bottom line: IT'S OUR WORK!

The greatest challenge has always been to maintain our job security. Andy Byford agreed to prohibit any further contracting out of our service when we signed the four year contract, Well, enough said about the contract.

Job security and job protection is and will always be a never-ending fight. We now face more pressure on wage demands and in other crucial departments. We have experienced changed wages in Wheel Trans. We must continue our fight to keep what we have worked hard to achieve. We cannot afford to lose anything more to offset the efficiencies of today's world. This includes Collectors. We need to keep them in the booth and not as Andy Byford sees them: as mobile Customer Service Agents. Yet, I believe we will see the addition of these mobile Customer Service Agents in the busy stations on a temporary basis in the coming months and as we get nearer the Pan Am games. So, as you can see, the fight continues to maintain our job protection in spite of a growing "efficient" company. I say efficient company but to me it seems we now have more Supervisors than General Motors and Ford combined and less is accomplished. I'm just guessing, but when a Supervisors puts on their new coat, it not only keeps them warm but makes them invisible. Well that's my take on things.

SFORZA: *Mental health a serious but overlooked issue for transit workers*

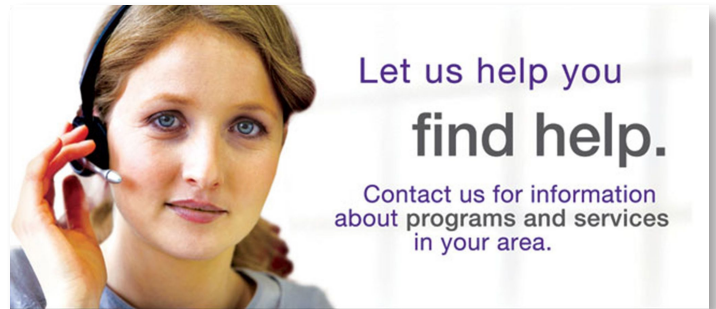
(continued from page 5)

With that background, it's time to talk about our workplaces at the TTC and YRT. Did you know that ATU Local 113 members experience more Post Traumatic Stress Disorder (PTSD) claims than any other work place in Ontario, and possibly Canada? Subway suicides, armed robberies, vicious assaults on operators, subway janitors, and end terminal cleaners take their toll on a high number of members every year. Sadly, we can't forget traumatic workplace accidents affecting individuals, entire work crews, and family members. A recent study on various jobs and depression found that transit operators suffer from depression more frequently than workers in any other studied profession. A very sobering finding that makes the "one in four" statistic a realistic number. And there are grounds to believe that the situation is getting worse, not better.

What has the TTC done, or more importantly, what is it obligated to do, to assist employees with mental health issues? Other than adjudicate SBA mental health claims, and tell a member they can (or cannot) do their current job any longer, what steps, if any, have they taken? As I have stated publicly numerous times over the past few months, the company's focus has been fixated on Customer Service and nothing else! It is about time for the TTC to wake up and start looking after the urgent needs of its employees. Investing in employees and providing a better support system, and service for improved Mental Health benefits everyone.

In 2013, The Ontario Ministry of Labour put together a Round Table forum to develop a plan to deal with PTSD in the workplace. The forum was made up mostly of "first responders" (police, firefighters, EMS, etc.) Fortunately, the group also included Public Transit workers and I was pleased to represent our Local at that forum. Unfortunately, after meeting on a regular basis for over a year, the completed report lacked any true authority! It contained many recommendations and a model for organizations on how to deal with PTSD. Unfortunately it was also voluntary. I did go on record at the time stating that if the Ministry of Labour was not going to require organizations to get past the talking stage and start implementing the recommendations and models, the entire exercise would be pointless.

50% of those living with mental stress do not seek treatment.



You don't have to be in crisis to call the Ontario Mental Health Helpline. If you think you have a mental health problem, which may or may not include a substance abuse problem, talk about it in complete confidence with a mental health professional. 1-866-531-2600.

Sadly, after completion, the draft report sat on a shelf for months. Only after a series of media reports exposing the high rate of EMS paramedics committing suicide due to PTSD was the report looked at again. Last October, the Ministry of Labour announced it had commissioned a report to deal with the EMS suicide crisis. An important step, to be sure, but it falsely led the public to believe that the Round Table report was drafted to specifically deal with the first responder suicide crisis and not the much larger problem of PTSD in workplaces and society at large. Typical government response: "See, we're doing something about it. Next problem?"

The time for talk alone is way behind us. It is clearly time for all levels of Government to take ACTION. A broken bone can be seen on an x-ray. Metal rods, plates and screws can fix them! Not so with mental health problems. Just because it can't be seen on an x-ray doesn't mean that the problem isn't real. People with mental health issues deserve the same level of compassion and support as someone with a physical disability.

Please stop suffering in silence. I urge everyone with mental health issues – including substance abuse problems – to seek immediate attention, if they have not already done so. Help is out there for you. Talk honestly with your doctor. He or she knows the system and can refer you to genuinely sympathetic professionals. Or open up to a close friend or family member or trusted religious guide. If you can't do any of that just yet, call the Ontario Mental Health Helpline: 1-866-531-2600. It's completely confidential. Counsellors have no way of identifying you and can tell you about help resources in your community. All kinds of help and treatment are available, most of it covered by OHIP or the health insurance program the union has negotiated.

Stay Healthy Brothers and Sisters!

Public transit

was a critical element in the expansion and economic development of early Toronto. As in many North American cities, transit lines in the city were developed by private companies, under arrangements with the local city council. We can well imagine the bribery and “entertainment” that led to these exclusive and lucrative deals, here and elsewhere, but proof of such backroom theft of the public purse is lost in the mists of time. One thing is known, however. Transit unions were a threat to the immense profits of private companies that were granted public monopolies. And because so much was at stake, owners fought the formation of transit unions tooth and nail.

The Wynne Liberal government of Ontario wants private companies to develop future transit projects. Before they go too far, however, they should study the history of transit privatization from Toronto's past.

BACKDROP PICTURE: The Toronto Street Railway used horses to pull trolleys on a rail network around the city. Electric-powered trolleys did not appear until 1891. During the short, explosive strike by the newly-organized transit workers in 1886, strike-supporting crowds de-latched the horses and lifted the cars right off the tracks. The last horse-drawn car in Toronto ran on August 31, 1894.

1886

The Toronto Street Railway (TSR) was granted a 30-year city franchise in 1861 and soon began operating the first street railway line in Canada, from Yorkville Town Hall to the St. Lawrence Market. A second line was on Queen Street. Other lines were served by horse-drawn omnibuses. Ownership of the company changed hands more than once as it grew with Toronto, one of the fastest-growing and increasingly wealthy cities in the British Commonwealth.

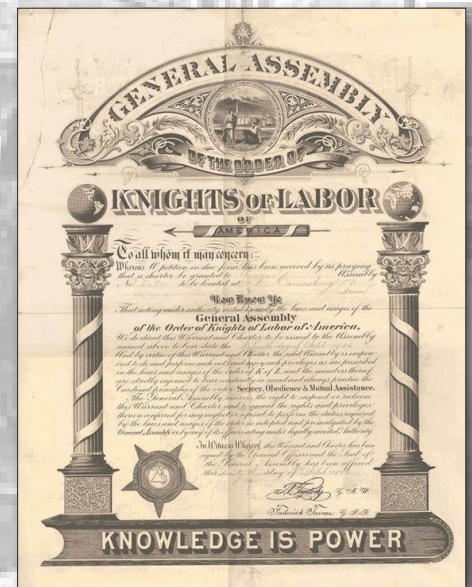
TSR workers did not share in the general prosperity. They worked 14-hour days, six days a week for low wages, in deplorable working conditions. The owner, a Canadian Senator named Frank Smith, required every employee to sign an iron clad pledge that they would not join any union. That agreement evaporated in 1886 when the workers asked to be organized by the surging North American labour organization, the Knights of Labor. The local was chartered on Sunday, March 7th of that year, a Sunday, when transit did not operate.

Smith fought back immediately. On Wednesday, March 10th, the assignment board was left blank. The workers did not know what to make of this but if Smith thought it would break the union, he was

The Toronto Street Railway & the Knights of Labor

mistaken. All but a few of the workers walked out and began Toronto's first transit strike.

News of the strike spread across the city within hours. Smith offered continuing work to those who had not walked out and to others who were induced to scab. Despite most Torontonians relying on streetcars, however, public support for the striking workers was immediate and widespread. Workers rushed out



THE KNIGHTS OF LABOR was the first union to organize Toronto transit workers but they could not overcome the political power of the privately-owned TSR.

EARLY HISTORY

MILITANT MEMBERSHIP THAT OFTE

of their shops and factories to block the still-running streetcars. Drivers of wagons and coal carts would stop on the tracks causing delays. On some routes, large crowds gathered, surrounded the omnibuses, freed the horses and lifted the cars right off of their tracks. Local newspapers blamed “clamorous youth” for throwing mud, stones and bricks at police and scab drivers. And that was only the first day of the strike! The second day was even more chaotic.

On the third day, over 7,000 people gathered at the intersection of King and George streets, where the TSR’s stables were located. Using vehicles of every description as obstacles, they prevented the streetcars from leaving the barn. Although the mayor, William Holmes Howland, had voiced strong support for the workers, the police were given orders to clear the crowds and let the streetcars roll. They took on this task with enthusiasm and indiscriminate clubbing, injuring many and arresting dozens. When the clubbing didn’t work, the city’s mounted police were called out and over 100 officers were eventually able to break a streetcar free from the crowd. The street fighting spread to other areas of the city and continued into the afternoon.

Victory for the strikers came with a compromise between the Knights of Labor and Smith was arranged by a group of city alderman. On Saturday, March 13th, the streetcars returned to normal service. The workers were all taken back, and given the right to organize. Before long, though, the TSR backed down on the agreement and began to fire members of the Knights.



The workers were ready to strike immediately, but the leadership of the Knights was cautious. For weeks they tried to negotiate and apply political pressure, without success. On May 8th, the strike began again but the Knights’ leaders were less militant than the workers. They discouraged street protests and instead called for a boycott of the TSR. They even created a Free Bus Company, which naturally proved very popular. Many donated to the strikers when they rode the free bus. Meanwhile, scabs continued to keep many TSR cars running.

Sympathetic Torontonians once again obstructed and attacked the streetcars, and scabs brought in from outside the city had a hard time finding lodging. After a couple of weeks, however, passions began to cool and the strike began losing momentum. The workers became increasingly frustrated at the money being thrown the free bus service when their own strike pay was so low. The strike was lost when, at the end of June,

AN 1886 NEWSPAPER ILLUSTRATION OF THE TORONTO TRANSIT RIOT: The horses must have been scared s****less as the TSR scab drivers whipped them into leaving the stables at King and George into a crowd of 7000 shouting protesters who were being beaten with clubs by the Toronto police, under orders from the mayor.

a suspicious fire burned the makeshift stables of the Free Bus Company to the ground. The TSR refused to take back any of the strikers and the population that had been so supportive back in March was not willing to repeat the rioting. The only grim, belated satisfaction for the workers was when the much-hated TSR lost its franchise in 1891. Though many editorials called for the transit system to be taken over by the city, they were three decades ahead of their time. The TTC would not be established until 1921. Instead, the newly-formed Toronto Railway Company (TRC), run by politically powerful men (with deep pockets) somehow secured another 30-year franchise to operate a monopoly transit. The new company would prove to be just as anti-union as the TSR.

OF TRANSIT UNION SHOWS A N HAD STRONG PUBLIC SUPPORT.

Law finally recognizes assaults on transit workers must be taken more seriously

After years of lobbying by the Amalgamated Transit Union, the Canadian Parliament has passed Bill S-221, *An Act to Amend the Criminal Code (assaults against public transit operators)*. The bill was introduced in the Senate by Senator Bob Runciman, a Conservative who served in the Ontario Legislature for nearly 30 years.

The law requires a judge to consider assault on a transit driver an “aggravating circumstance” that would be taken into consideration when passing a sentence.

This includes school bus drivers and taxi drivers as well as bus, streetcar and ferry operators who are attacked during performance of their duties.

“If a transit operator is assaulted while the bus is moving it not only jeopardizes his or her safety but the broader public, the people who are driving cars on the other lane or pedestrians on the side walk,” Runciman said. The vote on the bill was unanimous in both the Senate and the House of Commons.

Local 113 President Bob Kinnear praised the new law, telling the media that there are around 200 physical assaults on TTC operators every year. In Canada as a whole, over 2,000 transit workers are assaulted every year. According to Kinnear, the walkout incident in 2006 that shut down the TTC for half a day was “a distress signal” from TTC workers who were frustrated by the employer’s weak response to the steadily growing assault problem.

Kinnear said that while the union welcomes the change to the Criminal Code, he does not understand why employees who do not operate vehicles, such as station collectors, are not covered.



Senator Bob Runciman introduced Bill S-221, which requires judges to consider an assault on a public transit operator to be “an aggravating circumstance” that would lead to harsher sentencing than for most assaults. Several private members’ bills on the same issue had been introduced in Parliament for over a decade, but never passed. This time, the vote was unanimous from all parties.



An October 2013 vicious assault on a Winnipeg bus operator was recorded by a surveillance camera. There are many short videos of attacks on transit workers on YouTube. This one can be viewed in its entirety at [youtube.com/watch?v=PHZKuHJMYg](https://www.youtube.com/watch?v=PHZKuHJMYg).

CAUTION! It will make you sick.

*“Sometimes the government likes to beat up on unions, for whatever reason, but in this case we should have a sober reflection on the good work that unions do. Unions are there to represent their membership. It is important that we listen to these stories, and to the **Amalgamated Transit Union**, which has been carrying the flag for this cause. It is about people having the ability to go to work without being threatened. This is something that the Amalgamated Transit Union has done good work on. I want to give credit to them.”*

— Paul Dewar, MP (Ottawa Centre)



NDP Member of Parliament (Ottawa Centre) Paul Dewar, spoke in support of Bill S-221 and gave credit to the ATU for pressing for the legislation.

“It is disappointing that some transit workers are excluded from this additional protection,” Kinnear said. “Collectors have been threatened with guns and even shot and wounded. It was a Collector, Jimmy Trajeski, who was stabbed to death while on the job at Victoria Station in 1995. This exclusion is strange and we hope Parliament will revisit this oversight.”

Continued: York Region Transit shows the price of privatization

(continued from page 13)



A three-month strike against three YRT private bus contractors in 2011-12 was the longest walkout in the history of Local 113.

Where does all the money collected by YRT's contractors go? (There are now four private contractors.) YRT will not reveal the actual per-ride operational cost. It would be too embarrassing. Much of the excess revenue goes to the top-heavy management organization. Each company in the YRT system has its own management structure and YRT itself has a separate operation to keep watch on all the companies under it. Six management structures in all. Not cheap and certainly not efficient. Then the rest of the money goes to profit. Don't ask how much because they won't tell.

Our hard-working brothers and sisters in York Region are underpaid, compared with what they would be earning in a nearby public system. A two-week strike in 2008 and a three-month strike in 2011-12 resulted in some progress in the collective agreement, but not a lot. The conservatives who run York Region ordered the contractors to hold the line, despite the great inconvenience to residents who needed transit. To make matters worse, after the last strike, York Region dumped one of the private contractors that had been struck, First Student Canada, and the new contractor – Tok Transit – made a quick surprise deal with another union, displacing Local 113. This happened because the P3 contract allows the Region to terminate the agreement if a labour dispute has been unresolved for 30 days. This is a transparent threat to the workers. "If you strike past 30 days, you can lose your jobs because your employer will lose the contract." The fact that the members kept the strike going for three months is a testament to their courage and solidarity.

(Cy Tokmakjian, the Canadian owner of Tok Transit, was sentenced last year to 15 years in a Cuban jail for bribery and corruption. He was released by the Cuban government in February but his Canadian colleagues remain in Cuba indefinitely.)



Cy Tokmakjian, owner of Tok Transit and Can-Ar Coach, has two P3 contracts with York Region Transit. He was sentenced to 15 years in jail in Cuba for bribery and corruption but was recently released for unspecified reasons.

This same ploy to get rid of Local 113 is being tried again this year. YRT has changed yet another contractor. Transdev (formerly Veolia) will not have its contract renewed in September. The new contractor – Can-Ar Coach – is a subsidiary of Tok. Can-Ar is not legally obliged to rehire the Transdev workers, so a lot of jobs are at stake. Plus, Can-Ar is pushing employees to leave Local 113 and sign up with a new union that has no experience in the transit industry. The outcome of that struggle is still up in the air. An expensive fight at the Labour Relations Board is almost certain.

Privatization has made a mess of public transit in one of Canada's richest regions. The political goal of getting rid of a strong union like Local 113 has taken precedence over operational efficiency and customer service. Perhaps someday enough Regional Councillors will decide to rationalize the crazy quilt system of private operators and put in place a single non-profit public operator. Riders, taxpayers and workers would benefit. But transit corporations would lose a big profit stream. So, don't hold your breath waiting for this to happen.

LOCAL 113 TAKES TO THE STREETS FOR GOOD CAUSES



The 9th Annual Danforth Dash Bed Race last August raised tens of thousands of dollars for Toronto East General Hospital. Over a dozen teams pushed hospital beds at frightening speeds but the winner of the Golden Bedpan Award, for the third year in a row, was ATU 113, narrowly beating out a team of Canadian Olympic athletes and NHL players! L-R: Danny Cross, Carmen Lint, Ulando Robinson, Kahmall Smith, Dave Ballantyne, Jeremy Malcolm, Jay Wint. Not in picture: Team member Anthony Wallace.



Since 1977, Canada has celebrated International Women's Day on March 8. Toronto has often been the site of the largest IWD marches in the world, with diverse groups raising the flag for gender equality, for stronger government reaction to missing Aboriginal women and against harassment and violence against women. This year was no exception. Over 5000 people marched down Yonge Street, including this contingent from ATU Local 113.



Every March, the TTC All-Stars Hockey Team plays the NHL Alumni at Ted Reeve Arena with the proceeds going to help fund multiple sclerosis research at Mt. Sinai Hospital in Toronto. Presenting this year's cheque is: L-R: John Georgious, Scientific Associate, Lunenfeld-Tanenbaum Research Institute, Mt. Sinai Hospital; Local 113 Secretary-Treasurer Kevin Morton; City Councillor Mary-Margaret McMahon; TTC Chair Josh Colle; TTC Chief Service Officer Rick Leary, Local 113 EVP Manny Sforza.

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1921. One of the first Peter De Witt Streetcar tickets issued by the TTC. They cost 7 cents each, four for a quarter.

TRANSIT FARES ALWAYS A HOT TOPIC IN TORONTO

Fares have been controversial since public transit was introduced in Toronto in the 1860s. In early 2015, Local 113 President Bob Kinnear publicly opposed Mayor Tory's 10 cent fare hike. Tory broke a campaign promise to not raise TTC fares. "It's time to stop hitting up the passengers and have government contribute its fair share of the cost of transit," Kinnear said.

1893. One of the first trolley tickets issued by the privately-owned Toronto Railway Co., signed by Wm. Mackenzie, Pres. Cost: 3 cents. TRC Motormen had to buy tickets from the company and resell them to passengers once they boarded. There were riots when the company introduced "Pay before you board" tickets in 1902.

