



KEEP TTC PUBLIC

ATU campaign takes on big issue. **8**



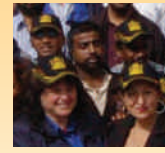
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Our latest crop of scholarship winners. **12**



LABOUR DAY

Local 113 out in force yet again. **18**



NEW MEMBERS

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on the move



Dynamic New Leader for ATU International

With strong support from Bob Kinnear and the entire Local 113 delegation to the International Convention, Larry Hanley, the combative, media-savvy and politically-connected President of Staten Island Local 726 was elected 9th International President of the Amalgamated Transit Union.



GEORGE ROBITAILLE

Hard worker, nice guy and, oh yes, life saver, George cared deeply about his fellow workers



George Robitaille's death at age 56 on November 29 did not make front page news, unlike the picture of him nodding off in the Collector's booth at McCowan station last January. That infamous image, gleefully printed and broadcast for months on end by Toronto media, went viral on the Internet and became the lightning rod for long-simmering customer dissatisfaction with the TTC. Whether the story was rising fares, crowded vehicles, TTC management incompetence, poor signage or (no kidding) how long it should take a bus operator to urinate, there was George's picture – a non-stop, end of life humiliation for a man who had a spotless work record spanning three decades and who had once saved a Wheel-Trans passenger's life.

Bob Kinnear's comment that it was "disappointing" that no one who passed by George that night had bothered to tap on the glass to see if he was alright was sneered at. When it came out that George was on heavy new medication for the heart condition that eventually felled him, the fact was ignored. Now that he is gone, a few in the media are backing away from their persecution of this good man. NOW Magazine said that the reaction to George's picture "bordered on the insane." Read the whole story at <http://www.nowtoronto.com/daily/news/story.cfm?content=178069>.

We in the union honour a man who was grossly mistreated by the media and who constantly felt guilty that his one short nap caused so many problems for his fellow workers. It wasn't your fault, George. It was the fault of a media system that thrives on conflict and negativity. Rest in peace, Brother. We'll remember you with respect for your long years of service and the fact that you were an all around great guy.

on the move

December 2010

Editor-in-Chief: Bob Kinnear

on the move is published by
ATU Local 113, Toronto Transit Workers.

Affiliated with the Toronto and York
Region Labour Council, Ontario
Federation of Labour and Canadian
Labour Congress.

MAIL PUBLICATION AGREEMENT
#41202529 RETURN
UNDELIVERABLE CANADIAN
ADDRESSES TO
THE FOLLOWING ADDRESS
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2010 was a very demanding year but we emerged stronger than ever and ready for new challenges.

Bob Kinnear
President/
Business Agent



Just the highlights of what we have gone through in 2010 will remind us of how important it is to have a union and how much better off each of us is when we all stick together. And because of what we have gone through and achieved this year, Local 113 is now indisputably the most active, aggressive and influential union in Toronto.

Attack of the media

At the beginning of the year, the media frenzy aimed squarely at trashing transit workers took us by surprise.

We're used to the general ignorance about our work and the insults of union-haters but the blitzkrieg of negative stories launched by the media in mid-January was like nothing else in our history. We moved quickly to defend ourselves but it took a while to calm things down. The Town Halls were a success in achieving what we set as the objectives: To show we were not afraid of facing the public and begin to redirect the conversation towards the *real* problem facing the TTC: lack of funding.

Transit the top election issue

Transit was the number one issue in the municipal election. Mayoral candidates could not avoid having a transit policy and most of them were proposing some form of privatization. This wouldn't have been a problem for us if privatization itself were not a problem. But it is! We had to attack this idea very aggressively and ensure that politicians couldn't get away with ignoring the massive body evidence against privatization. This was the purpose of the Keep TTC Public campaign, which was very successful in changing the political conversation about privatization.

I recently presented our campaign to an ATU conference in Chicago attended by many American ATU locals and U.S. transit advocacy organizations. The response was extremely positive and several locals want to use our campaign as a model for their own.

Drug and alcohol testing

The company began implementing its invasive "Fitness for Duty" testing policy in October. Although the Commission (the City Councillors who govern the TTC) directed TTC management in 2008 to fully consult with the union on this issue before implementation, they have not done so. So it proceeds over our legitimate objections.

Our big problem on this matter is that the union is completely opposed to any degree of impairment on the job. If you are not capable of safely performing all your duties, you must stay home or go home. But at the same time, we defend our members' rights to privacy off the job. Even on the job, the union maintains that existing laws (the *Occupational Health and Safety Act*, and the *Highway Traffic Act*) are quite adequate to protect public and worker safety from impairment. There is no good reason to invade our bodies when other protective measures – long in use and proven to be effective – are readily available. This is a very complex area of law and social policy that is not going to be resolved soon. Follow this one closely. It's very, very important.

A new International President

On a high note, our International Union has been re-energized with the election of Larry Hanley as our new leader. Bother Hanley is a Bus Operator from Staten Island in New York. He also happens to be very smart, very strategic, very well-connected politically, and very successful in defending both his Local's members and the transit needs of the public they serve. He is also committed to a stronger union in Canada through more organizing and inter-local cooperation. Transit issues are essentially the same on both sides of the border and we have much to learn from one another. I am very impressed with Larry Hanley and look forward to working with him in the months and years to come to make our International union greater.

2011 will be a challenging year as well. Contract negotiations will be tough and a provincial election in October may well affect our future. Let's get ready, but first let's all have a safe and happy holiday season with our loved ones.

Thanks to our Stewards and Health & Safety Reps

Local 113 salutes all our Shop Stewards and Health and Safety activists. They are on the front lines in the defence of our collective agreement rights and our personal safety. Without them, the union could not be nearly as effective. We owe them our thanks and our cooperation as they do their often difficult jobs. Thank you, Brothers and Sisters!

OFFICER REPORTS

Toronto election night – October 25, 2010

On election night, Bob Kinnear was the only labour leader in Toronto to be interviewed by the media for reaction to the Rob Ford landslide victory. Kinnear played it cool, encouraging Ford to cooperate with the union in getting more TTC funding from Queen's Park but warning that there would be no concessions in the upcoming contract talks.

It was a busy night for the Local 113 President.



1) Interviewed in the back of a moving streetcar by CP24's Pooja Handa, 2) With Mitchell Soares, Roncesvalles, and Bac Vong, Russell, who were on duty on that streetcar. 3) On set with Stephen LeDrew. 4) With CP 24 Anchor Merella Fernandez. 5) CTV's Paul Bliss gets reaction for the 11:00 news. 6) With Councillor Maria Augimeri just minutes after her razor-thin re-election victory. Augimeri is the Councillor for the Ward in which the ATU office is located and is a member of the Toronto Transit Commission.

Ford election signals new era of challenges at City Hall

The Toronto municipal election on October 25, 2010 was a watershed moment in the history of the city. When Ward 2 Councillor Rob Ford entered the mayoralty race in late spring, he was given virtually no chance of winning. The frontrunner at the time, George Smitherman, was polling at 44%. A crowded field of other credible mayoral candidates seemed likely to split the remaining votes, easily handing the crown to "Furious George," the well-known former Ontario Deputy Premier and Minister of Health.

As the campaign wore on, however, Ford's drumbeat message – "Stop the Gray Train" – took root in the electoral consciousness and his numbers kept rising. By Election Day, it had turned into a runaway. Smitherman was a distant second; labour's candidate, Joe Pantalone, an even more distant third. Ford lost no time trying to make good on his major campaign promises. Declaring that "The war on the car is over," (what war?) he announced that the Transit City plan that had been years in the making was to be scrapped, though there are differences of opinion about whether a mayor can single-handedly overturn a decision of a full Council. Ford wants all future transit to go underground. So does everyone else, but since he has promised a tax freeze, there is no money to do this. Subways cost more than three times what above ground light rail vehicles cost. We'll see what happens with that one.

Ford also campaigned on the promise to make the TTC an "essential service." This means strikes would be outlawed and all collective agreements would be settled by arbitration. This is a popular idea because people don't like being inconvenienced, even if that means taking away other people's rights. The fact that TTC workers have been on the job 99.99% of the time over the last 30 years doesn't impress Ford. In any case, the issue will be decided by the Liberal government at Queen's Park. Stay tuned.



The media love conflict and the Toronto Star was quick off the mark after the election to stoke the prospect of a showdown between the new Mayor and the city's most powerful union leader over the issue of making the TTC an "essential service" which would ban strikes.

Union response to media frenzy stemmed the tide of public anger towards our members and put the lid on privatization

Rocco Signorile
Secretary-Treasurer



In my last article I touched on what was going on during the media frenzy over a couple of our members who were photographed. In it I stated let these paparazzo's have their 15 minutes of fame. Here we are months later and what has happened?

Well, Bob and the Local took the initiative and conducted town hall meetings and stopped the rhetoric.

At the time the mayor's race was in

full swing and most of the candidates were swinging at us, with words like privatization, essential service, P3's, etc, etc as part of their platforms. However, after the town hall meetings and Bob's constant press conferences, something happened. The public and the candidates realized what we in the Union have always known: Yes, we have our problems, **BUT** the majority of the problems at the TTC are in **MANAGEMENT** and **FUNDING**.

We then initiated a website (KeepTTCPublic.ca) and a television commercial showing the pitfalls of privatization, which again quieted our enemies, eventually to the point where privatization fell off the radar. Yes some of the candidates mentioned us in passing but now it was the TTC in general they were talking about, not the Union.

Even though we couldn't stem the tide of change wanted by the public at City Hall with a right wing mayor, we still stemmed the tide of the animosity towards our Local, all of which we couldn't have accomplished with out the support of the Sisters and Brothers of Local 113. The membership of this Local became the driving force to stop this and for that I thank you. Now where do we go from here?

The new mayor isn't going to pay for the City's and the TTC's shortfalls on our backs.

We have a new mayor with an agenda. Well, I can tell you that he isn't going to pay for the City's and the TTC's shortfalls on our backs. Over the years we have saved this City and company millions of dollars and we won't give up anything.

Having said that we do understand that times are tough and we will need to look at ways of having a good contract without breaking the bank, **BUT** we won't be making any withdrawals.

So talk to us, let us know your ideas for the contract and let's stick together and make this work and **NOT** compromise our **UNITY**. We are there to work for your best interests, so don't listen to those who just want to politicize things like in the past. That causes us to be divided, which is exactly what management wants.

Remember: **UNITED WE STAND, DIVIDED WE FALL!!!!**

Caution needed to avoid WSIB pitfalls

Manny Sforza
Executive
Vice-President



Greetings once again to all of our members. It has been a very busy first year in office. As a Union we dealt with a number of challenging issues.

We took on Toronto media head on, after a rash of photos of our members made headlines. We had three town hall meetings and quickly discovered that most of the concerns from the public were issues the union had no control over. We heard about service complaints, poor communication,

and many other concerns that were directly related to the lack of funding from various levels of government.

Our Union had concerns with several of the mayoral candidates that hinted of privatizing the TTC. We launched a very effective media campaign, in order to inform the public, including newspaper ads, TV spots, and a web site that included plenty of information on the disastrous effects privatizing transit has had on other major cities around the world. Then of course we had the election of the next mayor of Toronto, Rob Ford, a millionaire politician that continuously claimed he spent none of his office budget, however, had access to an endless supply of personal money that flows down from his millionaire parents. Unfortunately, too many Torontonians bought into it.

A lot of people in Toronto have fears of dealing with Rob Ford, but it won't be long before it becomes clear that he is not the frugal money managing expert he claims to be. As a Union we will take

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OFFICER REPORTS

Rick Ball keeps on running



Rick at the 2010 Labour Day Parade with son Brayden. Rick has always said he could not have achieved what he has without the Local's support.

Local 113's triple world record marathon runner Rick Ball continues his quest to represent Canada at the 2012 London Paralympics. He has taken a two-year leave of absence from his job as a Subway Mechanic to train for the once-in-a-lifetime opportunity. In early December he was the featured celebrity runner at the first Antigua Half-Marathon, where he delivered dozens of Local 113 caps to delighted island kids. Runners World Magazine named him a 2010 Hero and made a short video of him. See it at RunnersWorld.com. Follow Rick at his own site: RickBallRuns.com



In October in Ottawa, Rick met the brother and parents of his hero, Terry Fox. L-R, Darrell Fox, Rick, Simcoe North MP Bruce Stanton, Betty Fox, Rolly Fox.

Brantford Steelworkers get ATU support in fight against scabs.

Brantford Steelworkers at Electro-Coated Products have been on strike for two years. The American-owned plant is being run by scabs. In September, the Ontario labour movement came in droves to Brantford for 3 days of protests, calling for a renewal of the anti-scab law in force during the NDP government of the early 1990s. Local 113 was on hand and donated \$10,000 to the hardy strikers.



Ontario Federation of Labour President Sid Ryan holds the ATU flag up in Brantford with Paul Haynes and Bob Kinnear. Many other Local 113 Executive Board members attended the rally.



Bill Merlin hands off the Local 113 donation to Garry MacDonald, President of the Brantford and District Labour Council.

Great progress being made on WSIB appeals and Accommodated Work

continued from page 5

Ford head on and not back down. Contract negotiations will be very interesting and difficult to predict, as we have not seen him in action yet. We will work hard, and work as one, and if the first year is any indication, I can proudly report that we have an incredibly unified Executive Board.

In September, we proudly participated in the ATU International's triennial convention. Our Local played an instrumental role in supporting and electing a new International President, Larry Hanley, and International Vice President, Bob Baker. It was exciting to be part of history. Our Executive Board, and every elected delegate worked tirelessly to ensure we had change in Washington.

I have had an extremely busy year catching up on a number of unresolved issues in my area. Including, a large number of WSIB cases that had been idle when I took office. I am pleased to report that they have all been before a decision maker at WSIB, or are currently awaiting a hearing date.

I previously reported some serious concerns with the company's inconsistent practice of Accommodating members in certain locations, a practice I refer to as "Selective Accommodation". Although we have made some progress, we still have many challenges ahead. I have begun using the grievance procedure to resolve these matters. I have filed countless grievances for members

that have not been accommodated, or returned to work, in a timely manner. If you feel you are not being treated fairly by your work location, contact your Union Representative immediately and you may also contact the Human Rights Unit of the TTC.

In closing, we are all aware of the many challenges we will be facing in the upcoming months, and even years. But I am extremely confident that with strong leadership in our Union, and the continued support of our members, we will succeed.

New SBA Application

A new Sick benefit application has been recently introduced which is shorter and much easier to complete. We anticipate fewer errors, and in turn, fewer delays in payment. When completing your SBA application, ensure all of the information is complete and accurate before sending it in. Please keep in mind your time limits for being assessed by your doctor as well. This continues to be a major reason for claims being denied. If you are unable to get an appointment to see your doctor within 48 hours, make every effort to visit a walk in clinic.

Union responding aggressively to discriminatory discipline by management

Scott Gordon
ABA Maintenance



As we near the end of 2010 we can reflect back on the year, the changes that we have made over the early part of the year, and the effectiveness of those changes.

It has been the goal of this Maintenance Board to identify the areas that need improvement so that we may effectively represent our Members and, at the same time, allow sufficient time to focus on the potential changes, and their effects

on our Union Brothers and Sisters, as associated with the growth/change of our transit system.

Up until the late months of 2010, your Maintenance Board had successfully limited the number of arbitration cases that were processed and, as a result of our extra efforts to bargain in good faith, we dropped those numbers into single digits. The unfortunate part of this is, as the saying goes “all good things must come to an end!”

As of late we have had an unusual number of grievances come up through the system that would normally have been addressed in the initial stages of the grievance procedure. This is a direct result of the staff members applying/imposing different levels of discipline to incidents that are very similar in nature. We have been left with no

choice but to strengthen our position on discriminatory discipline and advance said grievances to levels that will include mediation as well as legal costs and, at the same time, absorb a significant amount of our time. This seems to be a common practice as we approach contract negotiations.

We have had numerous discussions on transit expansion programs with a number of different representatives at all levels of the TTC as well as outside individuals that are directly involved in the development of these programs. We are taking the appropriate measures to ensure that we maintain/protect our current workforce as well as open up opportunities in order for us to expand on our current status.

Our main focus over the next few months will be on contract negotiations, the transition of transit expansion, new vehicle implementation and, most importantly, assessing our educational and training systems and how they relate to the Members and their ability to maintain qualifications necessary to keep up with an ever-changing society as well as allow them opportunities to promote themselves within our system.

We look forward to hearing your concerns especially those that are related to these issues.

May you all enjoy your time with family and friends over the holiday season and all the best in the new year.

Our Union has entered a New Era

Frank Grimaldi
ABA Transportation



The delegates to the International Convention in Orlando, Florida made one of the most important decisions in the history of our Union. Local 113's delegates were a major force in pushing the “One ATU” and “Time for a Change” goals.

In electing Larry Hanley as our International President, the delegates opened the door to a new era in the ATU – an era of openness, activism

and of labour principles that will enhance our members' welfare. We look forward to working with Brother Hanley to change our union from a passive organization that things happen to, to an active union that makes things happen – and that puts its members ahead of everything else.

On another note, since being elected Assistant Business Agent by Local 113 Transportation members, I have had the opportunity to meet our members from the east, west, north and south. It's interesting that no matter where you work, the problems are the same. Our new Board members have exceeded my expectations in

how quickly they learned to solve problems. We are working well together and look forward to negotiations next year.

In preparations for the upcoming contract, I have held meetings with a number of smaller groups including Traffic Checkers, Revenue Operations and Wheel-Trans Clerical to ensure that their issues are being addressed. I'm also taking proposals from the Divisional Clerks. Some issues have been looked into and solutions are being negotiated. President Kinnear has sent out notices for our members to submit proposals for our contract. Don't hesitate to make your views known. All members have great ideas and we want to hear them.

As your Assistant Business Agent, I can tell you that we have had a great year and we look forward to the next two years to make our union work even better for our members. I'm very happy to see so many younger members getting involved in our Union's affairs. They are the future and I am proud of the fact that I was part of encouraging these members to get involved. President Kinnear's goal of encouraging our younger members to participate in our union has worked well. From junior Shop Stewards to Health and Safety members, the involvement has been great. These members have been welcomed into the fold like at no other time before. It is indeed a new era!

KEEP TTC PUBLIC CAMPAIGN

Groundbreaking 'Keep TTC Public' campaign a first in Toronto electoral history

In the early days of the race for Toronto mayor, four out of five of the major candidates were proposing various forms of privatization for the TTC. After the launch of the Keep TTC Public campaign in September, they all stopped talking about it. We won Round One.

“Except for Joe, they’re all talking about TTC privatization,” said Bob Kinnear following a mayoral all candidates’ debate he attended back in May. “Joe” was Joe Pantalone, the anti-privatization Deputy Mayor who ultimately finished third in the October 25 election. All the others - George Smitherman, Rob Ford, Rocco Rossi and Sarah Thomson – were advocating either outright privatization of the Toronto Transit Commission or, more commonly, “public-private partnerships” (P3s) as a means of expanding the TTC.

more Toronto seats on their way to a second majority government. In March of 2010, however, McGuinty broke that promise and indefinitely “deferred” half of that amount, which will leave over one million Toronto residents (and taxpayers!) without adequate transit for at least a decade, probably longer.

“No worries, we’ll do it with public-private partnerships,” was the George Smitherman solution. He was the Deputy Premier and former Minister of Health in the McGuinty government before he decided to run for

Toronto mayor. Sarah Thomson also called for TTC P3s. Rocco Rossi repeatedly said the private sector could do a better job running the TTC. Rob Ford said that the TTC would “turn to the private sector” to build more subways. Only Joe Pantalone opposed all forms of privatization and demanded restoration of the Transit City funding.

Shortly after that all-candidates’ debate, Kinnear told the Local

113 Executive Board that the union could not sit on the sidelines on the privatization issue. “Lack of funding is the real problem with the TTC but the money must come from governments, not the private sector,” he warned. “If the private sector starts mucking around in the TTC, they’ll run it even worse than present management and, once again, our members will get the blame.” Authorization to conduct a campaign was forthcoming from the Board and confirmed at a General Membership meeting.

Kinnear made the decision to forge an alliance with the Public Transit Coalition, a group of dozens of organizations and thousands of Toronto residents that had sprung up in the spring to protest the Transit City clawbacks. His reasoning

PRIVATIZE the TTC?

See the video exposé of public transit privatization disasters in other large cities around the world.

Narrated by Eric Peterson

KeepTTCPublic.ca

WIN A FREE TTC MONTHLY METROPASS at KeepTTCPublic.ca

One winner every day until November 1, 2010

PUBLIC TRANSIT COALITION

The Public Transit Coalition is a non-partisan organization dedicated to safe, reliable and affordable public transit for all Torontonians.

Dozens of ads were run in five Toronto newspapers.

was realistic: any campaign against TTC privatization sponsored by the union alone would be dismissed as self-serving. But the same campaign by individuals and groups who had no direct connection to the TTC – the Chinese Canadian National Council, for example – could not be so easily dismissed. The union would provide major funding for a Keep TTC Public campaign. The coalition partners would provide some funding and all of the in-kind work such as campaign design, research, the candidates’ public transit survey, media relations and so on.

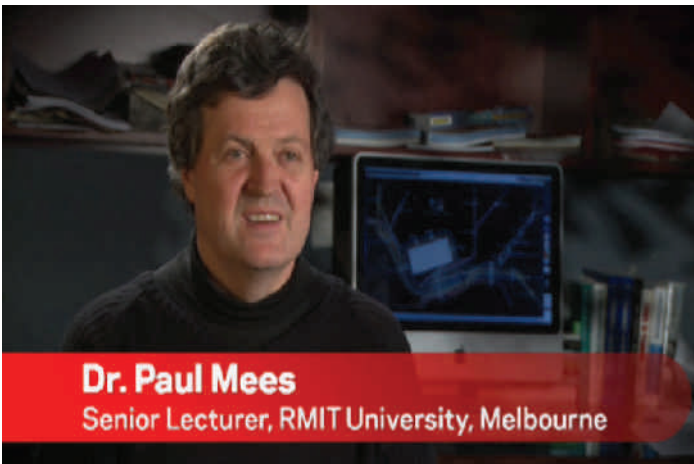


The campaign was launched at a well-attended press conference by Bob Kinnear and Dr. Franz Hartmann (left), Executive Director of the Toronto Environmental Alliance. The Alliance was the lead group behind the Public Transit Coalition and did much of the campaign research.



The hard-hitting TV ad quoted transit experts from around the world on the failures of privatization. This one called the London Underground P3 “Dysfunctional and unworkable.”

There was widespread agreement that the TTC had to be expanded, but how? In the 2007 provincial election, Premier Dalton McGuinty extravagantly promised to fund Transit City, an ambitious plan to bring ultra-modern light rail service to the many parts of Toronto that were starving for transit. The cost: eight billion dollars, a tiny fraction of the money that Toronto taxpayers would send to the province over the ten-year Transit City construction schedule. It was a popular campaign promise and helped the Liberals win even



Dr. Paul Mees
Senior Lecturer, RMIT University, Melbourne

Months were spent gathering research on other cities comparable to Toronto that had privatized transit. The undeniable fact was that the consequences of privatization in all cases ranged from disappointing to disastrous for commuters and taxpayers. Getting that message out to the public was the job of the Public Transit Coalition. It helped that transit consistently polled as a top issue in the municipal election. The campaign was a multi-media effort on a scale that had never been tried by any union anywhere in Canada. It set a “gold standard” for single issue campaigns that will be hard to equal. The

elements:



Canadian actor Eric Peterson, here in his most famous role as WWI flying ace Billy Bishop, narrated the Keep TTC Public YouTube video. Peterson is also well-known for his roles on CBC’s Corner Gas and Street Legal.

Television. A rapid-paced, visually powerful 30-second television ad showed how privatizing public transit has failed around the world. “In London, England, it’s been a disaster. In Melbourne, Australia, it’s been a nightmare...” The ad aired hundreds of times on CBC, CITY, CP24, CTV and OMNI. For OMNI, it was translated into Chinese, Portuguese, Spanish and Italian, because so many TTC users speak these languages.

YouTube video. A compelling 18-minute documentary was produced that explored in detail the awful consequences of transit privatization in London, England, Vancouver, Canada, Melbourne, Australia and Auckland, New Zealand. The video was narrated by Canadian icon/actor Eric Peterson of Corner Gas, Billy Bishop and Street Legal fame. It was posted on YouTube where it has been viewed 26,000 times, an incredibly high “hit rate” for a long documentary video about a Canadian public issue.

KeepTTCPublic.ca website. This innovative website’s homepage had the appearance of the inside of a subway car. From there visitors were able to watch the YouTube video, the TV ad, get information about the hazards of privatization and enter a contest for a free Monthly TTC Metropass. One contest entrant was chosen randomly

One of the world’s leading public transit experts was extensively interviewed for the Keep TTC Public video. Dr. Paul Mees of the Royal Melbourne Institute of Technology in Australia explained in detail the breakdown of Melbourne’s transit system following its privatization in 1999. Mees is also an expert on the Toronto Transit Commission. His PhD thesis was a comparison of the Toronto and Melbourne systems. In the video he warned Toronto against going the privatization route: “For goodness’ sake, let at least one city in the world benefit from the mistakes we have made here in Melbourne. None of the problems facing the TTC will be made easier to fix through privatization.” To see the entire video go to youtube.com/watch?v=xAmnmehAy3w.

every day to win a Metropass. The site also contained the results of a survey of mayoral and City Council candidates on where they each stood on key public transit issues. There were well over 200,000 visits to the website. Sure, most of them were there to enter the Metropass contest but they got educated along the way. To enter the contest they had to first complete a short survey on what they thought about public ownership and control of the TTC. (90.8% wanted to keep TTC public.)

Newspaper ads. Dozens of ads were run in the Toronto Star, Toronto Sun, NOW, Metro and 24 Hours. The ads promoted the website, the Metropass contest and the YouTube video.

Transit ads. TTC vehicle ads summarized the TV ad (“Transit privatization has failed everywhere it’s been tried”) and referred people to the website and the Metropass contest.

Subway platform videos. 15-second ads were played thousands of times on those subway platform video screens that hang from the ceiling. Launched just two weeks before the municipal election,

The undeniable fact coming from the research was that the consequences of transit privatization in all cases ranged from disappointing to disastrous for commuters and taxpayers.



In the commuter paper Metro, the campaign launch was front page news, along with Julia Roberts.

KEEP TTC PUBLIC CAMPAIGN



Thousands of TTC vehicle signs summarized the messages in the TV ad and video and pointed riders to the KeepTTCPublic.ca website.

these ads proved to be very effective. Traffic to the website went up noticeably after they began appearing.

The campaign was launched at a well-attended press conference on September 20, exactly five weeks before the October 25 election. Then, a remarkable thing happened. The mayoral candidates that had been advocating public private partnerships for the TTC suddenly stopped talking about it. Transit remained an issue but the argument became solely focused on whether the future was in subways or light rail. A side issue was Rob Ford's biggie: making the TTC an "essential service" (meaning the banning of strikes.) But the idea of bringing the private sector into the TTC simply evaporated in the electoral atmosphere, as if it had never been discussed. Clearly, the candidates were spooked by the Keep TTC

Public campaign. And they should have been. They had no answers to the overwhelming evidence from around the world that transit privatization doesn't work.

Whether or not this economically bankrupt idea surfaces again now that the election is over cannot be predicted. But if it does, we will be ready. We've already done our homework. Now it's on to the 2011 provincial election, where restoring pre-Mike Harris TTC funding will be a major issue.

PUBLIC TRANSIT COALITION

Local 113 has been a member of the Public Transit Coalition (publictransitcoalition.ca) since its inception in the spring of 2010. The PTC is a non-partisan collaborative of thousands of Torontonians who agree that the TTC must be kept public, properly funded by all levels of government and that the Transit City Light Rail plan be completed by 2020. To date, over 12,000 individuals have become members along with almost 40 unions and community and environmental groups. ATU worked with the PTC on every aspect of the Keep TTC Public campaign.

After the election, coalition spokesperson Franz Hartmann wrote to Bob Kinnear to thank Local 113. *"It is because of ATU Local 113's support that we successfully undermined an insidious agenda to promote public-private partnerships as a way to address the TTC's development and growth concerns."*

In London, England it was a complete disaster.

In January 2003, a public-private partnership was established between two private contractors and Transport for London (TFL), a local government agency that oversees the city's transit system, much like the TTC does in Toronto. The plan was that the private contractors – Metronet and Tube Lines – would refurbish the run-down system by enlarging and modernizing the stations and fixing the tracks and signalling systems. Daily operations of the Underground, however, would remain the responsibility of the publicly-run TFL.



The massive London Underground had been run down for decades because of Conservative government failures to properly fund it. A public-private partnership to make up for the lost time plunged the City of London into debt. The private partners made out like bandits and the system is once again back in public hands.

In 2007, only after three years into the contract, Metronet filed for bankruptcy. But not before shafting taxpayers. The city paid Metronet about \$1.3 billion in 2006 alone (all figures \$Cdn). That same year,

Metronet had refurbished only 4 stations as opposed to the expected 17 stations. Under the protection of the carefully drafted contract, Metronet shareholders were responsible for only up to \$110 million and were able to walk away from rest of the financial and legal responsibilities leaving the city in debt to the tune of over \$2.4 billion. Tube Lines was bought out by the City in early 2010 because of non-performance. Now the London Underground is once again operated solely by the public sector but billions were lost along the way. A P3 disaster!



Current London Mayor Boris Johnson famously said: "In other countries, this would be called looting. Here it's called a public-private partnership."

International Convention elects new top leadership



Local 113 was the largest delegation to attend the 56th International Convention of the Amalgamated Transit Union – the largest ever such gathering since ATU’s founding in 1892.

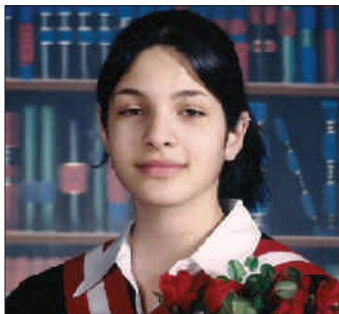
Held in late September in Orlando, Florida, what made this convention different from all the rest was the close contest for the union’s top leadership. Incumbent International President Ron Heintzman (Local 757, Portland, Oregon) was challenged by Larry Hanley (Local 726, Staten Island, New York). Local 113 led a strong campaign for Hanley because of his aggressive activism, his proven experience in successfully fighting transit cutbacks and his commitment to putting more ATU resources into Canada. Bob Kinnear’s dynamic YouTube video endorsement of Hanley (and his running mate for International Executive Vice President, Bob Baker) was credited by many for the Hanley-Baker margin of victory. (See the video at youtube.com/watch?v=mPkhfOw4_k.) Long-time International Secretary-Treasurer Oscar Owens was re-elected without opposition.

1) Bill Chrisp & John Di Nino with the Hanley-Baker logo: One ATU 2) Otis Leow, Mark Bertoia, Carmen Lint 3) Scott Gordon 4) Bob Kinnear addresses the Convention 5) Incoming International Executive Vice-President Bob Baker waves the Canadian flag with Stan Dera, Brampton Local 1573 6) Bill Merlin 7) Pino D’Armiento and Anthony Wallace 8) Leo Gerard, a Canadian from Sudbury and International President of the United Steelworkers spoke about Canadian-American solidarity 9) Frank Grimaldi and Manny Sforza with Larry Hanley 10) Jackie Jeter, the highly-respected president of Washington, D.C. Local 689 11) Rocco Signorile 12) Bob Kinnear and Paul Haynes 13) Ian Mackay 14) Larry Hanley began chairing the convention immediately after the vote was announced 15) Oscar Owens was re-elected International Secretary-Treasurer 16) Barb Byers, Executive Vice-President of the Canadian Labour Congress 17) More than 600 delegates attended the convention. Photos by Bill Fowlie.

2010 SCHOLARSHIP WINNERS

The 2009 John Lorimer Memorial Scholarship Winners

The John Lorimer Memorial Scholarship was established in 1964 for the children of active or retired ATU 113 members who are entering or attending university. In that first year, three students received the scholarship in the amount of \$400 each. To date, close to 1000 scholarships have been awarded for a total value of approximately \$700,000. Each of this year's 40 winners have received \$1500 to assist them in their university course of studies. We congratulate them and their justifiably proud parents.



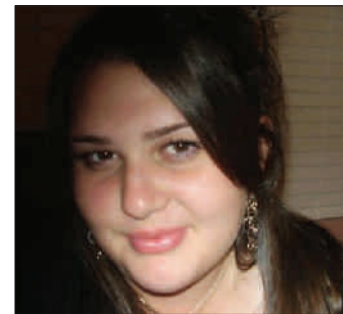
Samar Akash
University of Waterloo
Accounting & Finance
Parent: **Ahmed Akash**
Bloor-Danforth Subway



Marley Anthony
Averett University— Virginia, USA
Pre-Med
Parent: **Ken Thomas**
Malvern Division



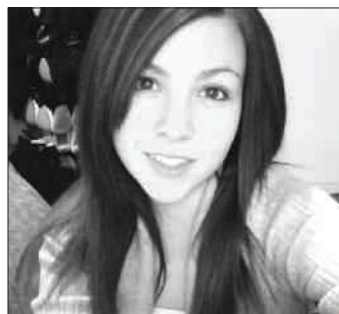
Sarah Anthony
McMaster University
Health Sciences
Parent: **Joseph Anthony**
Collectors Division



Alessia Antonucci
York University
Theatrical Arts
Parent: **John Antonucci**
Arrow Road Traffic



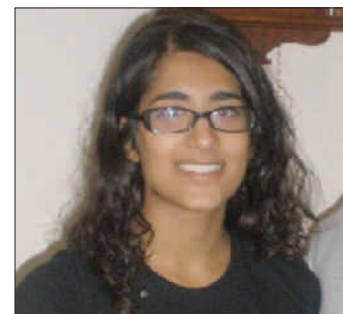
Sofia Bzovsky
University of Waterloo
Honours Life Sciences, Co-op
Parent: **Vasyl Bzovsky**
Plant Maintenance



Lindsay Marie Chard
Georgian/Laurentian
Graphic Design Production
Parent: **Jeff Chard**
Arrow Road Garage



Taylor Curley
Carleton University
Journalism
Parent: **Bryan Curley**
Birchmount Division



Sasha Doodnauth
McMaster University
Bachelor of Science
Parent: **Umrow Doodnauth**
Wilson Division



Vanessa Finiello
Ryerson University
Bachelor of Arts
Parent: **Gaetano Finiello**
Arrow Road Traffic



Samantha Fleming
University of Toronto
English (Humanities)
Parent: **Clarence Fleming**
Davisville Carhouse



Lane Gibson
McMaster University
Engineering
Parent: **Gary Gibson**
Malvern Garage



Angeliqua Grange
York/Seneca
Nursing
Parent: **Peter Grange**
Wilson Carhouse



Brittney Gray
University of Toronto
History
Parent: **John Burton**
Russell Traffic



Cylita Guy
University of Toronto
Bachelor of Science
Parent: **Mahlon Guy**
Eglinton Garage



Melissa Liu
McMaster University
Bachelor of Science
Parent: **Simon Liu**
Caldari Veolia



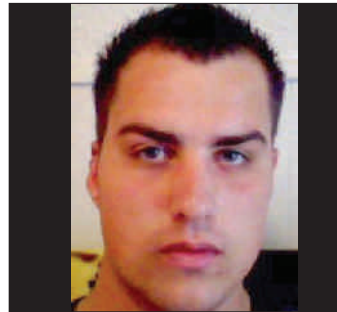
Katelynn Negrazis
University of Waterloo
Bachelor of Arts
Parent: **Lou Negrazis**
Birchmount Traffic (Retired)



Katelyn Neville
York University
Children's Studies
Parent: **Brian Neville**
Harvey Shop



William Orpin
Queen's University
Engineering
Parent: **Paul Orpin**
Plant



Alex Harasimowicz
Ryerson University
Geographic Studies
Parent: **Witold Harasimowicz**
Duncan Shop



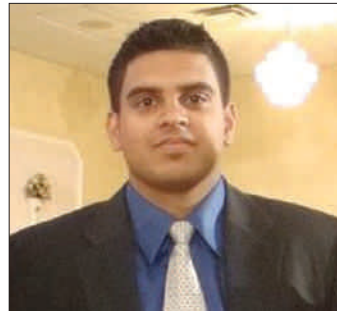
Amber Yaworski
Ryerson University
Early Childhood Education
Parent: **Gregory Yaworski**
Wilson Garage



Danielle Reid
University of Western Ontario
Biological & Medical Studies
Parent: **Bruce Reid**
Arrow Road Traffic



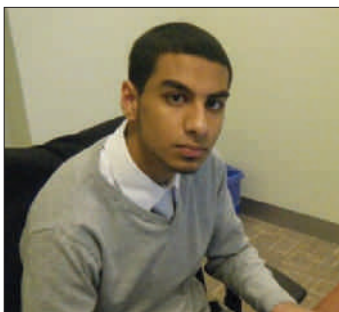
Lesia Romaniuk
University of Guelph/Humber
Business Administration (BBA)
Parent: **Oleh Romaniuk**
Arrow Road Traffic



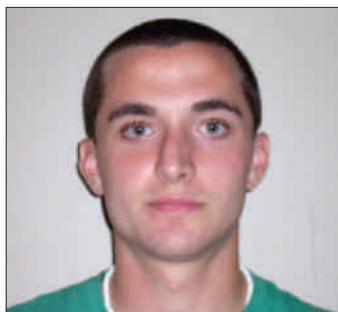
Navneet Saini
McMaster University
Medical Radiation
Parent: **Davinder Saini**
Arrow Road Traffic



Maryam Saleemi
University of Toronto
Life Sciences
Parent: **Yasim Saleemi**
Collectors Division



Omar Saleemi
Ryerson University
Bachelor of Commerce
Parent: **Yasim Saleemi**
Collectors Division



Anthony Schembri
University of Western Ontario
Kinesiology
Parent: **Sebastian Schembri**
Eglinton Divisional Stores

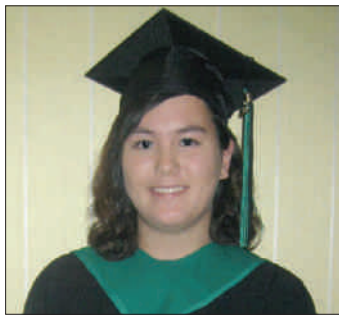


Shaurrya Sharma
McMaster University
Engineering
Parent: **Nitin Sharma**
Mount Dennis Traffic



Erin Passmore
University of Ontario
Institute of Technology
Honours Legal Studies
Parent: **Timothy Passmore**
Birchmount Traffic

2010 SCHOLARSHIP WINNERS



Megan Simpson
University of Waterloo
Planning Co-op
Parent: **Danny Simpson**
Revenue Ops



Alexandra Stornelli
York University
Honours BA – English & Criminology
Parent: **Domenic Stornelli**
Wilson Bus Traffic



Gunit Tatla
Ryerson University
Nursing
Parent: **Harjinder Tatla**
Queensway Traffic



Jonathan Travaglio
York University
Bachelor of Arts
Parent: **Joseph Travaglio**
Wilson Subway



Claire Watson
University of Toronto
Neuroscience
Parent: **James Watson**
Birchmount Garage



Michael Hafezi
McMaster University
Life Science
Parent: **Reza Hafezi**
Eglinton Traffic



Pirave Eahalaivan
University of Toronto
Concurrent Education
Parent: **Alvapillai Eahalaivan**
Malvern Division



Kimberly Cuozzo
York University
Visual Arts
Parent: **Jerry Cuozzo**
Greenwood Shops



Melissa Brouwer
Lakehead University
Visual Arts
Parent: **James Brouwer**
Wilson Subway

The following were also Lorimer Scholarship winners.

Beatrice Wong
University of British Columbia
Bachelor of Arts
Parent: **Andrew Wong**
Birchmount Division

Lauren Baker
Ottawa University
Communications & Political Science
Parent: **Tom Baker**
Bloor-Danforth Subway

Sonam Dhuna
McMaster University
Life Sciences
Parent: **Birender Dhuna**
Collectors Division

Where are they now?

Updates on past John Lorimer Scholarship winners



Lucy Tong, a 2001 winner, studied English and French at the University of Toronto and graduated in 2005. She now lives in Markham and works in Human Resources for the Federal Government. Father **Chi Tong** works in Harvey Shop.



Mark Thompson, 2001 winner, graduated from Waterloo University in 2005 with a degree in Math and Computer Science. Now married, he lives in Ottawa and works as a software programmer for Promethean Logic. Father **Arthur Thompson** works in Malvern Division.



Ashley McElhone, a 2002 winner, has a 2006 Honours BA in Health Sciences from McMaster University. She lives in Toronto and works as a Senior Research Manager at IPSOS Reid. Father **Paul McElhone** works in Roncesvalles Traffic.



Kristina Muxworthy, a 2002 winner, graduated as a French major at the top of her class at Queen's University in 2006. Married, with a new baby, she lives in Courtice and intends to return to teaching Grade 2. Pictured here with mother **Carol** and father **John Muxworthy**, Malvern Traffic.



Ian Mackay Wilson Bus/Wilson Subway

It is my pleasure to update you on what has been happening at Wilson division. I am pleased to report that a lot of negative attention from the media and public earlier this year has subsided. I believe our town hall meetings and operators are responsible for this improvement.

Another issue facing our operators is the company's renewed interest in uniform compliance. The Union has formed a committee to try and negotiate changes. We believe that the uniform is sub-standard and has to be changed to reflect the needs of the job. We are presently focusing on the 'so called' winter parka and the obviously poor quality of the pants with bad zippers and split seams etc. We will continue to stress to management the need for a proper uniform that is suitable for the weather conditions year round.

Our subway management is still pushing speed control with limited success, although they are optimistic that the Sheppard line will be problem-free on all the trains on that line soon. We will continue to monitor and will keep you informed of any developments.

I would like to take this opportunity to thank the Health and Safety committees for the great work that they are doing. The members are committed and very focused! It is my pleasure to work with you. I would also like to mention the BST teams. They are working very hard to make our workplace safer. Thank-you for your commitment.

I had the honour and pleasure of attending Diwali...The festival of lights. It was great to see so many of the stewards, board members and Wilson operators. It was certainly a great celebration and we all had a great time.

The Wilson Christmas party was a fantastic success. As usual the Wilson Recreation committee did an outstanding job and it was a great night. Thanks to everyone involved!

Wishing everyone a Safe and Happy Holiday.



Bill Merlin Hillcrest

Bill 168 is a year old now but still not many people are aware of it. The bill was a set of amendments to the Occupational Health and Safety Act around the issues of workplace violence and harassment.

Workplace violence means:

- The exercise of physical force by a person against a worker, in a workplace, that causes or could cause physical injury to the worker
- An attempt to exercise physical force against a worker, in a workplace, that could cause physical injury to the worker
- A statement or behaviour that it is reasonable for a worker to interpret as a threat to exercise physical force against the worker, in a workplace, that could cause physical injury to the worker.

Workplace harassment means:

- Engaging in a course of vexatious comment or conduct against a worker in a workplace that is known or ought reasonably to be known to be unwelcome.
- Workplace harassment may include bullying, intimidating or offensive jokes or innuendos, displaying or circulating offensive pictures or materials, or offensive or intimidating phone calls.

Employers must have policies and programs in place regarding how to assess, control and deal with workplace violence and workplace harassment. The programs must include procedures for workers to report incidents of workplace violence/harassment and set out how the employer will investigate and deal with incidents or complaints.

Now, even though it is the employer's responsibility to deal with these issues, the union recommends that you speak with your Steward or Executive Board member first before going to management. This does not apply if you feel immediately threatened. In such cases, immediately leave your work location and report to your supervisor. But if it is a case of a fellow worker trying to bully or intimidate you, you will probably find that the union will be more effective in addressing the issue. We will not stand for member-on-member harassment and will take measures to end it.

On another subject, an important advance has been made in recognizing the importance and value of skilled trades in Ontario. The government has passed legislation to establish the Ontario College of Trades, a regulatory college that will modernize the province's apprenticeship and skilled trades system. The College will encourage more people to work in the trades and help the system better serve employers, skilled tradespeople and apprentices. Establishing the College puts skilled trades on a similar footing with teachers, doctors and nurses, who have their own professional regulatory colleges. It's about time! There is a shortage of skilled tradespeople in Canada and that is holding industrial productivity back.

The union will not stand for member-on-member harassment and will take measures to end it.

Giving our skills the respect (and compensation) they deserve will keep Canada as a world leader in innovation and manufacturing quality. And it will also be good for TTC riders.

Finally, there's the new Mayor. It is going to be interesting watching him try to live up to a lot of those promises he made but can't keep. But he can easily live up to promise of taking away our rights to free collective bargaining – rights that workers in the past were imprisoned for trying to exercise. Some even died to defend the right to sell their labour at a price they deemed fair and equitable. The union haters out there will cheer on Mayor Ford. But ask yourself: "Where would you be today without a union?" That's exactly where Mayor Ford wants you to be. Ford's Toronto: No rights, less money for your family, no job security. Is this progress?



Cliff Piggott Arrow Road/Caldari/Mount Dennis/ Newmarket

As 2010 draws to an end I would like to take this opportunity to reflect on the past year. WE have had to deal with an assortment of issues. There has been a new mayor elected and the talk of privatization has

been in the mix. The possibility of becoming an essential service is also being thrown around. In 2011 the current collective agreement expires and we will be faced with challenges that it will bring forth. Also my brothers and sisters to the north at Veolia Transit are going to be getting a new contract of their own in September. I also want to remind everyone in transportation that there are a couple of clauses from the 2008 agreement that will become active. First there is the GTA clause and secondly the paid travel time back to the division will be reduced to 19 minutes. In closing I would like to wish everyone and their families a safe and joyous holiday season.

ACROSS THE BOARD



Bill Chrisp Maintenance-At-Large

Going around the property since the city election, members have been asking me: "How is Rob Ford going to be with us? What's going to happen?"

Well, if you take Ford at his word, there are some reasons for concern. First and foremost, Ford

campaigns strongly on the idea of having the TTC declared an "essential service." As our President Bob Kinnear points out in his report (page 3), this will be a major area of potential conflict between Local 113 and the Ford administration. Taking away our right to strike will simply take management off the hook. They will not have to bargain seriously because everything will just end up in front of an arbitrator who will not be able to appreciate the complexity of a lot of our issues.

On election night, Bob Kinnear publicly congratulated Rob Ford on his victory and extended an olive branch to him, saying that he is willing to cooperate in any efforts to improve customer service on the TTC. But it will be difficult to cooperate with someone who wants to take away a fundamental right that those who came before us struggled to win: the democratic right to withdraw our labour if we do not feel we are being treated fairly.

Another issue of concern is Ford's campaign promise to remove the City's Fair Wage policy. The policy was put in place in 1893 with the support of both labour and management in the construction industry. The intent was to prohibit companies from exploiting new immigrants by paying them far below standard rates while getting tax-supported public projects. Now, Rob Ford and others on Council want to remove that century-old policy. They see nothing wrong with exploiting immigrants. That's sort of ironic because during the campaign Ford said the city couldn't afford any more immigrants. A large number of our Maintenance members are immigrants or the children of immigrants. We should collectively - and very strongly - oppose removing a policy that has prevented the exploitation of immigrants on tax-supported projects.

Finally, the question on everyone's mind is: "What are the contract negotiations going to be like? What can we expect?" I do not have a crystal ball but it doesn't take a psychic to predict that these are going to be very tough negotiations. With anti-union types in charge at City Hall and with every level of government pleading poverty, management will be emboldened. But we have been through tough times before and, as always, solidarity is the key to success. So let's stick together!



Mark Bertoia Bloor-Danforth Subway/SRT/Eglinton/ Wheel-Trans

Thank you, Jody Kerr, Shop Steward, Eglinton Bus Division, Otis Leow, Shop Steward, Bloor-Danforth subway and S.R.T., Donald Macleod, WheelTrans.

Your dedication to the membership in your Divisions is greatly appreciated.

When supervisory staff want to see you for whatever reason, tell them you will see them when your union representative is available. Management does not respect you, eg. fitness for duty policy – let's call it for what it is – a degrading, dehumanizing policy called drug testing. These are troubled times facing Local 113. Even so we need to be united and strong to deal with the challenges facing this union. The right leader is here at the right time. God Bless Bob Kinnear.

Merry Christmas and a Happy New Year to everyone. Season's Greetings to people of all faiths.



John Di Nino Equipment "E"

As the first year in office comes to a close and the New Year approaches, we are faced with the challenge of having to deal with negotiating a new Collective Agreement. This may be our toughest contract yet when you consider a newly elected Mayor, newly elected City Councilors, hence tough economic times.

More specifically, to Rail Cars & Shops, we need to consider the aggressive approach management is taking with our members when imposing discipline. The company has moved towards imposing specific penalties as well as longer penalties to our members. We have also seen an increase by management imposing discriminatory discipline to our members and not working with the Union to try and resolve these issues. We have seen a considerable increase in our issues going to Step 3, mediation and arbitration and it is important to understand that this is not your Union's doing, but rather management's.

If there was ever a time in Union history to remain united, the time is now. Stand behind your Union Executive and the decisions they make and we will work in our member's best interest.

Have a Safe & Happy Holiday



Carmen Lint Birchmount/Malvern

It seems hard to believe a year has passed so quickly. I have been trying to visit Birchmount and Malvern Divisions as much as possible. This year was an exciting time at the International Convention where Local 113's delegates were instrumental in electing

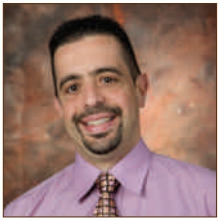
Larry Hanley and Bob Baker as our International President and International Executive Vice President.

We saw the company centralize C.I.S. again and it did not work, just like the last time they tried it. I and many of your Executive Board Members brought this to the attention of management and they did not listen to us. Finally, after constantly bringing to their attention the problems our members are facing out there, C.I.S. was back in the divisions where it belongs. We as your Executive Board Members cannot raise issues with management if we are not aware of the problems our members are facing. It is important that these issues are brought to the attention of your Shop Steward or Executive Board Member.

Soon we will be heading into contract negotiations; any proposal should be put in writing and given to your Union Representative.

As some of you know, I am also the Chairperson for the Women's Committee, which consists of six members (4 from Transportation, and 2 from Maintenance). We are currently raising funds to support the Y.W.C.A. Elm Street Centre. Hoodies with the women's pin logo are being sold to raise funds. Please help this Women's Committee endeavour. We are also distributing the women's pins across property. You can contact a committee member for more information. Happy Holidays and New Year.

Attend Membership Meetings. Learn what's happening.
Ask any questions. Voice your views. Be part of the union's decision-making process. Local 113 is a democratic union.



Pino D'Armiento Plant Department

Your Maintenance Board continues to actively fight in the best interests of you the members in our day to day operations and, most especially now, going into the next round of contract negotiations. Yes, contract time is fast approaching. Local 113 is going into the

talks with strong membership support and a strong bargaining team. Each and every issue is top priority.

As always, it is our members at the forefront who enable us to come through with a contract that we can all be proud of. Now is the time to bring forward your concerns to your board member or your shop steward. Your Maintenance shop steward is a fast and easy way to voice your opinion and concerns. Being the on the front line gives them accessibility to you and the board. They are the best source we have of keeping us up to date. During contracts I rely on the shop stewards and they do a great job of keeping us informed.

It is extremely important at this point to reiterate the issue of "member-on-member." I cannot stress enough how your issues and concerns belong within the union. Your board member, shop steward and all the executive officers are the ones that will help you deal with any problems that may occur on the job site, NOT THE COMPANY.

I will say it again: your Union, not the company, looks after your best interests. By involving the company in a member-on-member issue, it only gives them ammunition to discipline. They are empowered by the knowledge that we, like all families have disagreements, arguments and conflicts. The old saying: "Don't air your dirty laundry in public" is a good one for us.

Remember that the company is not your friend, no matter how many times and how many ways they tell you they are. They embellish the stories they hear and use them when they see fit. They see member-on-member issues as a sign of low solidarity in the union. The company resolves member-on-member issues by imposing discipline, and usually unfairly at that.

The union is here to deal with your issues. The objective of your board members and stewards is to fairly represent each and every member, without discrimination. We will be the ones who come to a suitable resolution for all.

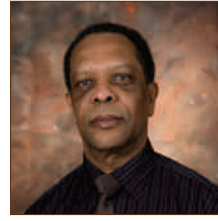
I would also like to take this opportunity to discuss grievances. It seems that management has adopted a new approach to dealing with grievances, it's called "pass the buck." There is a growing trend in the company of referring almost all grievances to the next level, even when it is clearly not necessary. Management at lower levels are now afraid to make decisions. The grievance is quickly moved to the next level instead of being dealt with and resolved.

This causes grievances to take longer, they become drawn out. The process is slow, to say the least, which is naturally frustrating for the member. Management stalling makes it hard for us to solve the grievance in a timely manner, which is not how we operate. We know you deserve better. To make matters even worse, discipline is not being applied consistently. The company has now taken to giving out completely different punishments for the exact same infractions.

How is the Union dealing with this? By applying great pressure on management to proceed quickly. By exercising our right to due process. By grieving undue hardship. And by actively challenging the company to act in a timely and fair manner to each issue. We will not be swayed from our duty to uphold the collective agreement rights of each and every member.

Brothers and Sisters I am committed to do my best to represent you. Together we continue to grow in our strength and in our determination. United We Stand!

In the spirit of the season, I would like to extend warm wishes to you and your families for a Merry Christmas and Happy Holidays. As you ring in the New Year, may it be safe and prosperous.



Paul Haynes Queensway/Roncesvalles/Russell

Dear Brothers and Sisters: I would like to take this opportunity to say thank you once again for allowing me to be your representative. It's been almost a year since you elected me to this position and it has not all been a bed of roses. What I did find out however is why I ran for this position.

First let me start by saying that we here at the union office are working hard to insure that all our brothers and sisters are well looked after. We are the enforcers of the collective agreement. We are also working to make sure that you get the best possible representation. My promise to you was one of fairness and hard work to insure it continued. As far as that's concerned we believe we've done just that. I would be remiss if I did not say thank you the great support of the shop stewards, namely: Anthony Watson, Patrick Lavallee and Rob Kempers. Their dedication is tremendous. Believe me when I say to you that without their involvement it would be a more difficult task.

I also would like to say to all of you that please allow us to do the job you elected us to do. No matter how small or big, keep us informed. Do not take it upon yourself to try and solve situations that may spiral out of control. As you know we have a difficult and arduous task ahead of us. However we will do our utmost to get for all our members the best possible deal there is. We have a great Board here and with the leadership of our distinguished president and supporting Executive Board we will do right by you. I will close by saying once again thank you all and stay tuned. Together we will stand tall and make each and everyone of you proud that you elected us to these positions.



For several years, ATU Local 113 members have volunteered their time in the first weekend in December to "Stuff the Bus" with toys donated by people shopping at large malls. This year the TTC joined in the effort and there were five buses around the city collecting toys on behalf of the Canadian Centre for Abuse Awareness. See cfaa.com. The CCAA is a national, non-profit organization that works to prevent child abuse and adult victimization. The CCAA operates solely on private donations with no funding from any government. Shown above at the Pharmacy and Eglinton location is L-R: Kevin Kane, Daryl Wilcox and Ruth Johnson, all from Birchmount.

Toronto's Labour Day Parade 2010



Leading the large Local 113 contingent. L-R: Tony Vaccaro, (Asst. Warden, Maintenance) with Executive Board members Mark Bertoia, Carmen Lint, Scott Gordon, Bill Chrisp (*he's there, look closely*), Bill Merlin, Frank Grimaldi, Bob Kinnear, Manny Sforza, Larry Kinnear (International Vice President & former Local 113 officer), John Di Nino, Pino D'Armiento, Ian Mackay, Rocco Signorile.



It was the rainiest Labour Day Parade in many years but that did not dampen the spirits of the thousands of union members and their families who marched the five-kilometre route from Queen & University into the Canadian National Exhibition. The theme of this year's parade was Protecting Public Services. This fit perfectly with Local 113's "Fund It, Don't Sell It" message about preventing privatization of the TTC.



Over 50 unions participated in the Parade, along with other progressive organizations and people who just love a parade. 1) CAW Youth float. 2) Chinese Electrical Workers' Assn. 3) The Toronto & York Region District Labour Council banner led the parade. 4) Federal NDP Leader Jack Layton. 5) An effigy of Prime Minister Stephen Harper watches the parade go by. 6) This marcher found no one to argue with his sentiment. 7) UFCW Canada President Wayne Hanley. 8) Boilermakers Local 128. 9) Scarborough Community Activist and NDP Federal Candidate Rathika Sitsabaesan. 10) No shortage of pipe bands at a Labour Day Parade. This one is the Highland Creek band. 11) Two sisters from Alberta, Linda and Diane, joined the march. 12) Mike Layton, who would soon be elected to Toronto City Council, with Trinity-Spadina MP Olivia Chow. 13) Oldest car in the parade, brought in by the International Brotherhood of Electrical Workers, Local 535. 14) Labourers' Union (LIUNA) Local 106. 15) Bob Kinnear gives an ATU flag to a happy little girl.

More York Region Transit workers choose Local 113



North of Steeles Ave. lies York Region, a sprawling regional municipality that takes in nine cities and towns, the largest being Vaughan, Markham, Richmond Hill and Newmarket. York Region Transit (YRT) is a fragmented operation with three different private sector carriers serving seven geographical "divisions" in York. In 2008, YRT's VIVA bus operators joined Local 113. VIVA is the rapid transit service on the Yonge St. and Highway 7 arterial corridors. It is operated by Paris, France-based Veolia Transportation. This year, the 160 Maintenance and Operations workers of Veolia that service residential areas also signed up with Local 113. They are now part of the local's Viva/Veolia/YRT group but have a separate collective agreement and seniority from the VIVA group. Here they are at their first meeting as Local 113 members, along with President Bob Kinnear and several other Executive Board members. Negotiations are underway for a first contract.

Walk a Mile in Her Shoes: Men March to Stop Gender Violence



Local 113 donated generously to Walk a Mile in Her Shoes, the International Men's March to Stop Rape, Sexual Assault & Gender Violence. (walkamileinher shoes.org.) The organization conducts marches in cities around the world to raise money for local rape crisis centres and community-based programs aimed at education and prevention. The march in Toronto on September 30 was well attended by hundreds of men, including police officers, firefighters, transit workers and businessmen. Proceeds from the march went to the White Ribbon Campaign. Founded in Canada in 1991 in response to the horrific 1989 massacre of 14 women by an anti-feminist at Montreal's École Polytechnique, White Ribbon is now active in over 60 countries. (whiteribbon.ca.)

Local 113 President Bob Kinnear, centre, and Secretary-Treasurer Rocco Signorile, right, try to steady themselves in red stilettos with the help of Todd Minerson, left, Executive Director of the White Ribbon Campaign, the world's largest effort of men to end violence against women. The shoes are the symbol of the Walk a Mile in Her Shoes campaign.



Local 113 sponsored the Children's Breakfast Club float in this year's Caribana Parade. The Club's purpose is to provide a hot breakfast before school for disadvantaged youth, as well as after school activities and outings. ATU 113 has supported the Club for the past several years and has recently committed to fund a kitchen in the Jane-Finch area for three years.

ATU Local 113 a great help to those in need

Dozing Collectors and Operator washroom breaks make the news but the media pays no attention to all the good that Local 113 members do through charitable donations. Besides raising over a million dollars for the United Way in 2010, the Local donated over \$200,000 for Multiple Sclerosis Research, Haiti Earthquake Relief, Abruzzo, Italy Earthquake Reconstruction, Pakistan Flood Relief, the Children's Breakfast Club, Argos Stop the Violence Foundation, the White Ribbon Campaign, and others. Well done, Brothers and Sisters!

Canadian Post Publication Agreement No.: 41202529

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