



WHAT A LIFE!
Oldest ATU
113 member
reached 105! **17**



GREAT JOB!
Scholarship
winners make
us proud. **18**



PLUNDERED!
Brits pay 10x more
for privatized
rail service. **4**



GREAT LOSS
Public transit
champion gone
too young. **10**

On the Move

FEBRUARY 2014



POLITICAL ACTION COMMITTEE READY TO ROLL

Never before has the importance of politics loomed so large in the future of ATU Local 113. The Ford administration is starving the TTC. The Ontario government is hell-bent on privatizing all future transit. The Federal government couldn't care less about Toronto's transit problems. Our Political Action Committee is already hitting the streets, working hard to defeat our political foes and elect our friends. Join them! **PAGE 8**



PRIVATIZATION & CONTRACTING OUT. LABOUR'S 21ST CENTURY CHALLENGE



This issue of *On The Move* focusses on the ongoing fight against contracting out and privatization. Because whatever other issues we may have as workers, they are usually only issues if we have jobs. The best known solution to threats against workers is solidarity. By ourselves, we have so little power. Together, united, we can make the world better. We have in the past and we will continue to do so.

Dream Makers and Local 113 give member's grandson a day to remember

Lawrence Ali is a Local 113 member working in Harvey Shops at Hillcrest. His grandson, Jaden, was born with Gilbert's Syndrome, a genetic condition that often severely affects both the length and the quality of life for those who have it. Doctors warned the family that Jaden might not be able to walk or talk. But the spunky, unstoppable kid and his loving, supportive family proved them wrong, though he still has serious physical limitations to deal with.



Lawrence Ali's (Harvey Shops) grandson, Jaden (green shirt) had a great time at Canada's Wonderland, thanks to Dream Makers and Local 113, which funded the trip for him and his family. Jaden was born with Gilbert's Syndrome, a physically very challenging genetic disorder that has nevertheless not stopped the energetic six-year-old from enjoying life as fully as possible.

Enter Dream Makers, a non-profit children's charity started 25 years ago by another 113 member, Mario Barone (Roncesvalles) and half a dozen union volunteers. Barone was approached to help organize fund-raising for the Air Canada children's charity program, Dreams Take Flight, which flies groups of sick children to Florida's Disney World for a day. That experience led to the founding of Dream Makers, which now has over 200 volunteers. Seventy per cent of them are Local 113 members. The charity helps a wide range of causes, in Toronto and around the world, that are devoted to helping children facing serious life challenges.

When Dream Makers learned about Jaden, they decided to send him and his family on an all-expense paid day trip to Paramount Canada's Wonderland. A very memorable time was had by all, especially Jaden.

Dream Makers is supported by many personal and business donations. The Local 113 Executive Board insisted on paying all expenses for Jayden's trip, on top of its normal generous support for the charity.

on the move

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on the move

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Contract, politics and union operations are the big challenges for 2014

Bob Kinnear
President



There are four major challenges facing our union in 2014. Each will affect every member today and future members for a long time to come. You'll be hearing a lot more about these challenges in the weeks and months ahead, especially if you attend membership meetings. Here's a summary:

Collective Agreement

Our Number One job as a union this year is to negotiate the best possible collective agreement for our members. The nature of how we negotiate has changed dramatically since the election of Mayor Ford in 2010 led to the denial of our right to strike by a provincial Liberal government that was scared of the mythical "Ford Nation." Sure, we can sit in a room and talk with management all we want, we just can't use our labour and skills as a bargaining tool. Going to binding arbitration is risky because we don't know who will be the arbitrator or what his or her instructions, if any, will be from the government. So we try to avoid arbitration. But if management wants to roll the dice in that way, there's nothing we can do about it. It's a tricky situation that will require hard work, tough decisions and complete cooperation of the Executive Board. We cannot afford division within either the leadership or the membership. If we don't stick together, management will stick it to us. Solidarity will be as important as ever, although for different reasons.

Ontario Election

A spring Ontario general election seems almost certain. The outcome is anybody's guess at this point. A minority Liberal, NDP or Conservative government are all possibilities. A majority government seems unlikely but is still possible. A majority Conservative government would be a disaster for workers. Tory Leader Tim Hudak wants to be a "Good Ole Boy" to the corporations and turn our province into Alabama North. He just loves the way U.S. Conservatives have rendered unions powerless through the deliberately misnamed "Right to Work" laws. A serious threat? Can Hudak win a majority? Maybe not this year, but if the Tories get a new leader who has more appeal, a Tory majority could be possible in the following election, which might come soon if there is another minority government. Remember that until 1985 the Tories ruled Ontario for 42 straight years.

Even a minority Hudak government could be very, very bad for Local 113. The government has the power to appoint a contract arbitrator if the two sides cannot agree on one. A Hudak government could appoint a right-wing arbitrator with the absolute power to get rid of our job security and allow part-time Operators. It would be a disaster for both Maintenance and Transportation members.

We must join with other unions and do all that we can to prevent a Tory government. Our best bet is to help turn existing Liberal seats in Toronto into NDP seats. We have already identified vulnerable Liberal seats. An NDP minority government is a real possibility and would definitely be our best bet, especially when it comes to appointing arbitrators and stopping privatization.

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IT'S A FACT!

The Benefits of being a member of ATU Local 113. #1 in a series.

How do you get one dollar to turn into nearly \$1300? Be a member of Local 113.

For every dollar in dues you deposited in the union from 2005 to 2014, you've received an additional \$31.50 in wage increases over that same period. (Average of all bargaining unit members).

Some may think those raises would have happened without the union. Check out the wages of non-union transit workers in North America today. *(In Europe, virtually all transit workers are unionized, except for in the United Kingdom, home of privatization).* Many non-union workers make less than half what TTC unionized members are paid, for the same work. On average the difference in wages between union and non-union urban transit wages is over 30 per cent. And that's just the wages. Union-won benefits, especially pensions, are very superior to non-union benefits.

Privatized rail service costs more

By Ian Fellows

It is now clear that the Toronto Transit Commission, the City of Toronto, and Metrolinx are attacking Local 113 through their drive to privatize and contract out transit services. As the Local continues to fight for its members, it is useful to look at what has happened elsewhere when public transit has been privatized. A recent study by the United Kingdom's Office of Rail Regulation has shown that a publicly owned and operated rail line costs taxpayers less than privately operated lines.

In a telling piece of history, the government had been forced to take over the service when a private contractor abandoned the service mid-contract. This would have been bad enough, but in spite of this, the public service relies on government subsidies for only one percent of its operational funding, in contrast to the UK's other rail franchise, a contracted out, privatized service which receives thirteen percent of its funding from



According to a study revealed by a major British newspaper, British passengers on the privatized railways pay up to ten times the fares charged by publicly-owned and operated railways in other parts of Europe for the same distance. The taxpayer-subsidized profits of the private UK railways are staggering, so passengers pay twice - as users and as taxpayers. This is the result of Thatcherism, which holds that the private sector is more efficient than the public sector.

government subsidies. The average state subsidy for all rail lines in the UK is thirty-two percent. The publicly operated system provides cost effective service that far exceeds the privately held lines.

Astonishingly, despite finding that the publicly funded service is a good deal for taxpayers, the government's Transport Secretary has announced that the state will be returning the rail line to the private sector in February 2015. The Minister of State has attempted to justify the re-privatization on the basis of poor punctuality figures; however, those figures demonstrate that the publicly operated service's punctuality is nearly identical to that on private lines operated by large multinational corporations. It appears that the steadfast desire to privatize

regardless of the evidence exists not only in Toronto, but around the world.

Taking a step back, the study's findings draw into question the orthodox view that the privatization of industries leads to greater efficiency and boosts growth. As unions in the UK have observed, the government's decision to privatize in the face of the cost savings created by the publicly owned and operated service may amount to nothing more than an ideological decision to privatize for privatization's sake.

Studies such as this should be given far greater attention in Canada, particularly at a time where governments are considering further privatization of transit. In the UK, at least, the facts about the efficiency of public versus private transit have brought the pro-privatization rhetoric under scrutiny although to date it has not led to less privatization. Governments continue to storm ahead in their campaign to privatize as much as they can.

With the Toronto Transit Commission and Metrolinx seeking to privatize core maintenance services and transfer ownership of new lines such as the Eglinton Crosstown to the provincial level, we must be steadfast and united in our opposition. We must stand together in favour of high quality, efficient publicly operated transit and must ensure that politicians and bureaucrats are not allowed to mislead the public about the savings to be found in their campaign to contract out.



Ian Fellows has provided legal counsel to Local 113 for many years and is regarded as one of the very best union-side labour lawyers in Ontario. He studies transit privatization very closely, especially in the United Kingdom and, of course, Canada.

How do Local 113 wages compare to other Canadians?

We don't need to tell you what your own hourly wage is because you know it, down to the penny, right? But you probably don't know how you compare with other Canadian income earners. The following table includes all occupations.

Males	\$25.42
Females	\$21.85
Full-time.....	\$25.20
Part-time	\$16.59

Source: *Livingin-Canada.com*

Who would you trust to protect your job and your pension?

Kevin Morton
Secretary-
Treasurer



This issue of *On The Move* is largely devoted to politics because of the events that will take place this year. Members who believe that it doesn't matter which party gets elected are dead wrong. You work hard your whole life to build a good home for you and your family and with election of one BAD government (remember MIKE HARRIS) they take it all away.

If you think this is an exaggeration, you're wrong. Let's start with your pension. Thanks to your union, the TTC pension is in great shape. That's because the UNION holds four of the eight Directors' positions and the TTC can't make any pension decisions without our agreement. As a result of the union's primary concern, protecting our members' pensions, we are 100% FUNDED on a Going Concern Basis. Your pension is secure!

That's not the case, however, with the Ontario Municipal Employees' Retirement System (OMERS), the pension fund that covers most city employees in Ontario. OMERS has problems – funding problems. Which is why the Liberal government wants to get its hands on the TTC fund and roll it into OMERS. This will take some pressure off OMERS but will do nothing for us. In fact, it will endanger our pension rights!

Think that can't happen? Look at Alberta, where the Conservative government has simply passed a law to “reform” public sector pensions. Early retirement is being discouraged. Benefits are being reduced. No negotiations were held with the affected unions. The changes will be imposed by the Alberta government, just like our right to strike was abolished by the Liberal government here with the stroke of a pen. The only thing stopping the Ontario Liberal government from following Alberta's lead is that they do not have a majority at Queen's Park and the NDP would NEVER allow a government to steal workers' pensions.

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A letter to our most famous Collector: George Robitaille

Manny Sforza
Executive
Vice-President



Dear Brother George, I hope there's no media where you are, just nice weather, beautiful scenery and good feelings, earned from a lifetime of doing the right thing and contributing to your society. Because you would not believe what has happened in our city since you passed in late 2010 because of your heart condition.

The stress of being ridiculed and berated around the world no doubt contributed to your early farewell. You paid a high price for that single picture of you dozing off on a Saturday night at the little-used McCowan Station. Here in Local 113, we all greatly admired the way you handled the situation – with dignity, apologizing not just to the public but also to your brothers and sisters in ATU for “letting them down.”

George, if that had happened today, and you were Mayor Ford, you could have been fast asleep in that picture, holding a crack pipe, a near-empty bottle of vodka in plain view and a half-dozen or so spliffs rolled up and ready to be lit. You could then have lied about all this, insulted your wife at a

press conference, crazily threatened to kill someone you obviously disliked, shown up drunk in public (often) and have fired off libelous and outrageous claims about reporters who are just doing their jobs. And instead of being reviled and made the brunt of everyone's complaints

about public sector workers and their unions, you, George Robitaille, would have been defended, even celebrated, by a large part of Toronto's population.

You see, we've developed this weird double standard for job performance and responsibility. Many, (many!) of the same people who demanded that you be fired for your heart drug induced catnap, now have no problem whatsoever with the Mayor doing all those things listed above, sometimes while hanging out with criminals. And the polls show support for him still running over 40 per cent. “So what? He's human!

(continued on page 6)



George Robitaille: Saved a life in 1995 while on the job. 15 years later, nodded off while on heavy medication. How will he be remembered?

SFORZA: A double standard for public service and workplace conduct

(continued from page 5)

Big deal. At least he's not a lefty and he's saved the city a lot of money. Besides, it's all a media plot."

So, George: do you think 40 per cent of Torontonians who saw that one picture of you would have said: "*Hey, give the guy a break! It's a really boring job. He's on medication. What's the huge deal?*" Not really, eh? Your 30 years of flawless service to the TTC was very seldom mentioned. The fact that you were publicly recognized for saving the life of a Wheel-Trans passenger in 1995 was leaked out by a journalist. You certainly didn't talk about it.

Mayor Ford, however, can't stop talking about how wonderful he is and how great are his accomplishments. But like his countless lies about his behaviour while on duty, there is no substance to his constant self-congratulation. His claim of saving the city a billion dollars has been debunked so many times even he has stopped saying it. The land transfer tax is still with us. We're deeper in debt as a city. Our taxes are higher than ever. Our services have been cut. Our transit system is so stressed that it's time to import some of those white-gloved Tokyo subway pushers to squeeze a few more onto the system.

George, maybe you are thinking that the standards for job performance and public service have been modified downward by the Mayor's example. The answer is no, because of that double standard thing. Nothing much has changed for us since you left. We at the TTC are still

MORTON: Our jobs at stake because we lost the right to strike

(continued from page 5)

In Parliament, the Harper Conservative's intend to chop two years' worth of Old Age Security benefits off everyone. Right now you are eligible for OAS at age 65. The Conservatives want to claw back this benefit and make you wait to you're 67 you're 67. That's \$13,000 out of your pocket. Still think voting in elections doesn't matter?

Okay, your retirement income is at risk because of politics and the party the gets elected.. What about your job? In Ontario, both the Liberals and the Conservatives are in love with privatization, which they call "public-private partnerships" (P3s). The new Eglinton Crosstown LRT is being set up as a P3 and unless things change due to an election, the 500 or so Maintenance jobs for the Eglinton line will be done by private companies, not TTC employees.

The job protection we now have against contracting out could be torn out of our collective bargaining agreement by an arbitrator appointed by a new anti-union Ontario government.



Local 113 Executive Vice-President Manny Sforza gets ejected from City Council Chamber's public gallery. During a wild scene at Council last fall, Mayor Ford and his brother Doug walked around the chamber and taunted opponents in the gallery Doug Ford then aimed his insults at Councillor Raymond Cho, who

had said that Rob Ford had created two trains, "A crazy train and a gravy train of his own." Sforza yelled out "Bully!" and Council Speaker Frances Nunziata ordered him removed. As he was being escorted out by security, Sforza continued to yell: "I have more right to be in here than Doug Ford does, he is a bully. Why don't you have security remove him!" As the picture above was taken, Manny was loudly scolding Doug Ford: "You're a bully! Your brother is a bully and people of Toronto are sick and tired of it!" The gallery burst into a prolonged, thunderous applause and loud jeering at the Fords as Sforza left the chamber.

accountable for attendance, performance, customer service, drug and alcohol use and so on. We're even accountable when we're off duty and in uniform. We can be disciplined for a number of reasons: buying alcohol, seeming intoxicated, and so on.

We may disagree with management on some rules that seem arbitrary but we've got no problem with very high standards of conduct. We believe in responsible public service, especially where it concerns public safety. We recognize that there must be limits on personal behaviour. We just think those limits should apply to *everyone* on the public payroll. Including His Worship.

Rest in peace, George. You've earned it.

We would have no recourse then! We can't strike, (the LIBERAL GOVERNMENT took it away) remember? In terms of labour relations, the TTC will be run like Wal-Mart. This is already the case with our unions in many U.S. cities.

At the City of Toronto level, the Ford brothers could hold public floggings of TTC workers and sell tickets to Ford Nation, who would cheer them on. We as a union must help elect a new Mayor that respects the rights of all workers and the excellent job they do for our City.

There will be two elections this year. A provincial election is likely to be held in the spring and in October we'll elect a Mayor and Council. If you care about the future, think hard about who you would trust to protect your job, your pension, your family's health care, the education of your children and the public services that have made Toronto and Canada one of the world's best places to live.

VOTE ACCORDINGLY!

We cannot afford to 'sleepwalk' into further job loss

Frank Grimaldi
Assistant
Business Agent
Transportation



As you know 2014 is a contract year. These negotiations are not going to be easy. I'm hoping that membership will give the Executive Board a mandate to Save Jobs and improve working conditions. Tough decisions need to be made. We cannot afford to sleep walk into the loss of further jobs. As most of you know 200 jobs have been contracted out already. We cannot allow this

trend to continue. The labour movement was founded on the principle that an honest day's work deserves an honest day's pay. Contracting out is an attempt by employers to get more work for less pay.

We must negotiate an agreement that protects the jobs and wages of our current members and present a Memorandum of Agreement to them. Let the Membership decide whether to accept the offer or go to the arbitrator.

I look forward to working with my Transportation Board in the coming years. Some have experience; others will get a taste of what negotiations are all about.

Contracting out and negotiations our main concerns

Scott Gordon
Assistant
Business Agent
Maintenance



I would like to start off by extending my appreciation to the rest of the Maintenance Board, the wardens and all of our shop stewards for all their hard work and dedication over this past year. We have faced some very difficult challenges over the last 11 months and I believe that it has been our ability to adapt to ever changing circumstances that has allowed us to be successful in resolving each and every issue that has been placed

before us. The fact that the total number of grievances that have reached mediation levels has dropped by over 30% is a direct reflection of this.

The key issues that remain directly in front of us at this point in time are Contracting Out and Contract Negotiations. We will remain focused on these two issues until both are resolved and I believe that the opportunity to resolve both of these issues will present itself over the next few months as it is in the best interest of both the Union and the TTC to put these issues behind us. It is imperative that our membership stand TOGETHER beside the Executive Board throughout this process and educate themselves on the areas of concern and the avenues that must be taken in order to be successful throughout the bargaining process, the whole time remembering that what we have today was not given to us, but fought long and hard for over the last one hundred plus years with long strikes and many other sacrifices.

Your Maintenance Board is currently trying to make the necessary changes to outdated Maintenance Regulations and grievance procedures. We have engaged in discussions with the Company on these matters and will take them into

Contract Negotiations if necessary.

Your Maintenance Board is also continuing to work on avenues to provide more educational opportunities for our members up to and including additional internal programs, made available only to our employees, as well as increasing the number of apprenticeship positions.

Streetcar Operator Lauds Wedding



The following email was sent recently to Local 113:

My name is Joseph Assenza and I got married this past Saturday to Stephanie Stranges. After the ceremony in East

York, we headed to the Gladstone Hotel to take our wedding pictures. As we stepped out of the limo at approximately 2:45 pm, a TTC streetcar was heading westbound on Queen St. W. The male driver stopped in front of the hotel, opened his doors and asked, "Are you guys here for a wedding?" We replied yes. He then said: "On behalf of the Toronto Transit Commission and the City of Toronto, I would like to congratulate you on this momentous occasion!" He then proceeded to ring his bell down Queen St. W.

We had a busy and at some points, stressful day. However, that courteous and gentlemanly act by one of your union members was a huge bright point in our day and our wedding.

On behalf of myself, my wife, and my wedding party, I would like to thank Local 113, the TTC, and that particular streetcar operator for giving us a fond and warm memory of our wedding day.

Political action is essential

By Tony Ultimo, Director, Local 113 Political Action Committee

Much has changed during the 12 years I have been a member of the Political Action Committee.

The labour movement is facing its toughest challenges as the Federal Progressive Conservative government is moving forward with its austerity agenda. We only need to look back to the mid-1990s that saw the Provincial Progressive Conservatives in power implement the so-called “Common Sense Revolution.” This political ideology was centered around re-structuring and downsizing public services. Today, we see the same drive towards precarious employment and the contracting out of public services.

We are facing daunting times as labour today stands to lose the many gains it has made over the past century. These gains did not come without struggles by workers. During the post-war years, workers and their unions were able to win legislation to enjoy better wages, benefits and working conditions. In Ontario, the Hudak Conservatives promise to introduce legislation that will weaken unions and their role in the workplace.

As unionized workers, we make up a significant part of the middle class. We share common values. We believe a worker should have job security, a pension and benefits. The next generation should have the very same benefits and opportunities we now enjoy. There is a growing realization that these values are now at risk. We only need to look to the south to see 24 of 50 states now have “right-to-work” laws, clever code words for no unions or, at best, weak unions.

The essence of democracy allows for worker participation and requires a commitment to elect those who will shape labour policies and laws. Over the next year, we may face two elections, but one is certain and that is the municipal election on October 27, 2014.

In response to these very challenging times, our Local, led by Bob Kinnear and the Executive Board, are committed to changing the political landscape. The Political Action Committee has been increased to play a larger role. There is experience on the PAC and a new level of energy and commitment.

Our participation in elections is vital. Positive change cannot be achieved without it. If we sit on the sidelines as spectators, we will lose and so will our children. With time and through our votes, we can collectively achieve what we cannot as mere individuals. History shows us that if we work together,

we can achieve and maintain social and economic progress that benefits all.

Local 113 and our leader, Bob Kinnear, have earned a reputation as a union committed to political action to help secure a better future for us and the next generation. Let's keep that up!

WATCH FOR IT!



In a push to grow the Political Action Committee in advance of the expected provincial general election, Local 113 Stewards will be distributing leaflets that explain the reasons to get involved. The leaflet has a tear-off panel members should fill out and return to their Steward. This signals your willingness to get involved but does NOT obligate you to do any particular thing during an election if you are not available. You will be contacted and asked to be part of a campaign, come to a rally or donate small amounts to an ATU-endorsed candidate. (\$100 donation gets you \$75 in tax credits so costs you only \$25).

Make politicians fear the “ATU PAC Attack”

PAC MEMBERS (PICTURED ON FRONT COVER)	
Tony Ultimo, Director	<i>Duncan Shop</i>
Joe Strazzeri	<i>Roncesvalles Carhouse</i>
Eleanor McKnight	<i>Collectors</i>
Peter De Angelis	<i>Duncan Shop</i>
Tony Meglio	<i>RSEM</i>
Cathlena Mason	<i>Eglinton Bus</i>
Frank Cosentino	<i>Duncan Shop</i>
Hindi Marges	<i>Clerical</i>
Mustaq Mohammed	<i>Wilson Garage</i>
Mario Jurcic	<i>Davisville Carhouse</i>
Jorge Medeiros	<i>Harvey Shop</i>
Avni Hyseni	<i>Mt. Dennis Operator</i>
Peter Gullo	<i>Wilson Operator</i>
Paul D’Oppido	<i>Revenue Ops</i>
Lionel Extross	<i>Birchmount Operator</i>
Cosimo Lacaria	<i>Harvey Shop</i>
Mike D’Agostino	<i>M&P – Toronto York Spadina Subway Extension</i>
Andrew Klamann	<i>Patten</i>
Jason Da Silva	<i>Wilson Bus</i>
Max Matharu	<i>Revenue Ops</i>
Nelson Felgueiras	<i>Landscaping</i>
Vince Perulli	<i>Greenwood Shop</i>
Enrico Signore	<i>Subway Maintenance</i>
Tony Maglio	<i>St. Clair RSEM</i>
Sybil Brannan	<i>Birchmount Operator</i>
Elyse McKeown	<i>M&P Malvern Garage</i>
Tim Brumwell	<i>YUS</i>
Massimo Gallo	<i>Wilson Carhouse</i>

Tony Barbosa	<i>Plant Department</i>
Patrick McLaughlin	<i>Bloor Danforth Subway</i>
Nick Papaevangelou	<i>Plant Subway</i>
David Arnot	<i>Wilson Operator</i>
Judi Wert	<i>Bloor-Danforth Subway</i>
Joe De Gabriellis	<i>Wilson Subway</i>
Sam Adamo	<i>Plant</i>
Alex Amm	<i>Plant</i>
Lina Burns	<i>Revenue Ops</i>
Vince Picchiello	<i>Duncan Shop</i>
Carlos Santos	<i>Roncesvalles Operator</i>
Gordon Keith	<i>Duncan Shop</i>

PAC MEMBERS NOT PICTURED ON FRONT COVER	
Frank Cosentino	 <p>ACT TOGETHER! It's the only way we win what's fair!</p>
Lionel Extross	
Hindi Marges	
Mario Jurcic	
Elyse McKeown	
Vince Picchiello	
Massimo Gallo	
Joe DeGabrielis	

GET ACTIVE! JOIN US!

The Political Action Committee was formed by the following 40 members from across the property. They have already held several planning and training meetings and have participated in by-election campaigns and labour movement political events. Join them and make Local 113 a dominant and respected political force in Toronto. Don't just hope change will happen. Make it happen!

Paul Mees

1961-2013

Privatization Foe

One of the world's most effective and respected defenders of publicly-owned and operated urban transit died last summer at the age of 52, a victim of cancer.

Dr. Paul Mees did much in his short life to energize Australia's public transit movement, particularly in his home city of Melbourne. But it was outside of his native land where his ideas had the most influence. And it was in Toronto that many of his insights on how to best design a transit system were born.

Mees was born in 1961 and began a promising career as a lawyer in the early 1980s. It was when he began legal work for the Public Transit Users' Association (PTUA) in Melbourne, however, that he found his true life's work. He was president of the PTUA from 1992 to 2001, where he made political foes by repeatedly embarrassing transit authorities with his research and commentary on the State of Victoria's road, rail and urban planning systems. His legal training was very useful

Paul Mees on P3s

In the Local 113 video, Keep TTC Public, Dr. Mees was scornful of the idea of public-private partnerships (P3s).

"P3 is the most recent brand name that's been invented to sell privatization to people. They had to come up with new names so that they could say: 'Yes, privatization failed before, but this is a new form. This time for sure... this one will definitely work.'"

Mees also points out that the public subsidy for the privately-run Melbourne, Australian transit system is four times that of the taxpayer subsidy of the publicly-run TTC, even though the Melbourne system carries one-third fewer passengers than the TTC.

To see the entire 16-minute video, which has been shown to great acclaim at transit and urban affairs conferences around the world, go to YouTube.com and search for "Keep TTC Public." The video is in two parts and Mees is in both parts. Watch "Keep TTC Public Part 1" first. Then click on the upper left square that appears when Part 1 finishes. That will take you to Part 2, which has an inspiring ending.



Internationally-renowned public transit expert Dr. Paul Mees of Australia was extensively interviewed for the 2010 Local 113 video about the hazards of P3s. The video can be viewed on YouTube.com under the search term *Keep TTC Public*.

In the mid-1990s, Mees spent much time in Toronto researching his 1996 PhD thesis, a comparison of the Toronto and Melbourne transit systems. Ironically, his thesis held the TTC in high regard just before the Mike Harris government sent the TTC into a tailspin by withdrawing hundreds of millions of dollars a year in provincial support.

After attaining his PhD, Mees began teaching at the University of Melbourne in 1998. He was fearless in his criticism of political neglect of transit and the poor planning decisions that unsuccessfully addressed the problems caused by that neglect. He launched several lawsuits to stop some of these decisions. In 2008 he was demoted by the University for making controversial comments about state government figures, even though by then he had become an international transit authority. His work provided the basis for the European Union's 2005 HiTrans project on improving public transport in medium-sized cities and towns. He was also a member of the International Advisory Council for Paris's New Mobility Agenda Project.

He resigned from the University of Melbourne and began teaching at the Royal Melbourne Institute of Technology, a university similar to Toronto's Ryerson University, where he focused on planning decision support tools for multimodal urban transport systems, and improvements to urban public transport planning in Australia.

A consistent theme in Mees's research was that privatization of public transit did not work, at least not for transit users and taxpayers. This was an important issue in Melbourne, where the local transit system had been fully privatized in 1999. Mees had warned against it but was ignored by transit planning authorities, who publicly claimed that the private sector would deliver better service at a reduced cost. The experiment was a disaster, as Mees had predicted. Service was cut, fares went up, taxpayer subsidies skyrocketed. Maintenance became

Australian transit expert who studied the TTC explained the inevitable failure of “Public Private Partnerships” in Local 113’s acclaimed video: *Keep TTC Public.*

so bad that system outages became a regular feature of Melbourne life. The original private operator (Veolia, which now runs much of York Region Transit just north of Toronto) was kicked out and a new one brought in. Mees warned once again that the problem was not with the individual private operator. The problem was that the private sector’s interest in maximizing profits would always be at odds with the public’s need for a reliable system that would attract more riders and thus reduce road congestion, motor vehicle pollution and other economic problems. Once again, Mees was proven right as there was little or no improvement by the second private operator. This helped prevent the privatization of transit systems in other Australian cities.

Mees and the Local 113 anti-privatization campaign

In 2010, ATU Local 113 conducted a major public campaign against transit privatization during that year’s municipal election, which ended with Rob Ford as mayor and a raft of right-leaning councillors.

The Executive Board and the Membership approved an all-out campaign, which featured television, newspaper and TTC ads and a short, powerful video that showed the failure of transit privatization around the world. The video was narrated by well-known Canadian actor Eric Peterson but the “star” was Dr. Paul Mees. Local 113 hired a video crew in Melbourne to interview Mees, who explained in plain language the persistent failure of transit privatization. At one point, Mees says he was “astonished” to learn that some people in Toronto were advocating privatization as a cure for the TTC’s problems.

“Do not make the same mistakes we made here in Melbourne,” he said. “Whatever problems you may be having with the TTC now will only be made worse through privatization.”

Premier and Minister of Transportation ignore warnings

In 2013, Bob Kinnear held separate private meetings with Premier Kathleen Wynne and Transportation Minister Glen Murray about the planned Eglinton Crosstown P3. At the end of the meetings, he personally handed them a DVD copy of the *Keep TTC Public* video.

Neither Wynne nor Murray have commented on the video, not even mentioned it in subsequent meetings with Kinnear. Probably because they never watched it. Like many (most!) politicians, they don’t want mere facts to get in the way of their ideology-based decisions, a tendency that has led to multiple

Local 113 Memorial to Paul Mees



Darren Peters and Trevor Carroll of the South Morang and Mernda Rail Alliance were the first winners of the Paul Mees Award for Transport Advocacy. The annual award was established by the Public Transport Users’ Association of Melbourne with funding from ATU Local 113.

Upon learning of the untimely passing of Dr. Mees, Bob Kinnear contacted the Melbourne Public Transit Users’ Association to offer, on behalf of Local 113, five thousand Australian dollars for a project or award to memorialize Mees, who had declined to take any payment for his interview.

“We are very grateful to Dr. Mees for his very

articulate contribution to the privatization debate,” Kinnear told the PTUA. His name and his achievements deserve to live on and we want to help that happen.”

With equal gratitude, the PTUA established the Paul Mees Award for Public Transport Advocacy. The first winners were Trevor Carroll and Darren Peters, past and present leaders of the South Morang and Mernda Rail Alliance. South Morang and Mernda are suburban communities north of Melbourne, on the south coast of Australia. PTUA President Tony Morton presented the award at the PTUA’s 2013 Annual General Meeting.

expensive P3 failures like the increasingly expensive Highway 407, the billion dollar E-health failure, the Ornge medivac helicopter scandal, the Brampton Hospital fiasco, the gas plant money pits that will never produce a single watt of electricity, and dozens of other, less-publicized P3 failures.

“It is shocking that the Premier and the Minister do not have 16 minutes to listen to an internationally-renowned transit expert before making huge, billion-dollar decisions that will affect Toronto for the next century,” says Kinnear.

“It is doubly sad that Dr. Mees is no longer with us to explain in person the undeniable hazards of transit P3s. But we will continue to spread his advice to all who will listen.”

Across the Board

Mark Bertoia

*Bloor-Danforth Subway/SRT/Eglinton
Wheel-Trans*



I am wishing every member and their loved ones all the best, in health and wealth, for 2014.

A special thank-you to Jody Kerr, Donald Macleod and John Bethune. The team chosen by our President to head up the upcoming contract is a very strong team. They will serve us well.

The upcoming elections, city, province and federal are very, very important from a union perspective. Please vote.

The Union is you. Empower yourself with knowledge. Stand up for your rights in the workplace, exercise your rights in a legal just way, and within the collective agreement. Know your rights under the Ontario Health and Safety Act. Talk to your safety representatives. Your co-chairs are very dedicated and hard working.

I am looking forward to providing the membership with the servitude now and in the future.

Sandro Bonadies

Plant and Rail Infrastructure



Sisters and Brothers,
What a year 2013 turned out to be! This Maintenance Board took off running and we haven't stop

yet. We have taken on the difficult issues and the battles are still coming with a force that this local hasn't experienced for years. We have faced constant threats of contracting out, a triple Master Sign Up/ bump that this Maintenance Board hasn't seen in twenty years and the constant pressure of a changing political landscape which is coming at us like a well planned and

calculated attack. We are absolutely focused and more committed in working together for our members and this Local. YES, this Maintenance board is working together, we have no choice and we are working even better than ever before.

"If everyone is thinking alike, someone isn't thinking."

- General George Patton Jr.

I value everyone's opinion and fear no challenge that's presented to me, I will not back down, I know I will upset some of us along the way but changes need to be made. I was elected to do what's right for you and this local.

The TTC wants changes and they will change with us involved or without us. I understand the changing landscape and know that we must change or this local will suffer for many years to come. Change is hard sisters and brothers but decisions must be made to secure the Maintenance operation for us today and tomorrow. Sacrifices from all our members will be asked but we need to come together and support those brothers and sisters that have the most to lose. Not one group or one classification is better than the next, we need to unite and defend those members who might be on the chopping block.

"There is no victory at bargain basement prices."

- Dwight D. Eisenhower

We are one Union. We will fight together, Win or Lose. Tomorrow will come and our future local 113 members will be proud of the tough decision we all have made today and they will benefit from our scarifies for years. Get out and get involved, our future is under attack. Support the Executive Board and your Shop Stewards, WE CAN WIN.

"Better to fight for something than live for nothing."

- George S. Patton

Plant's biggest challenge is Contracting out. I will have to prioritize more of my attention on this upcoming contract. My Stewards are all on board and ready to fight. The Stewards will play a bigger role for me to free up more of my time so I can direct my attention on our upcoming contract and the upcoming government elections. This Contract could be a game changer for Plant.

In the early part of the new year, I will be on property as much as I can to inform as many members as I can regarding the upcoming contract and what our group will be facing. I'm hoping we can come together and make a difference.

Changing language in our Maintenance Seniority Regs and our CBA to insure our seniority is protected is key with this changing landscape in our future. We can not afford to lose our right to our Seniority. I have already started changes to the master sign-up rules but more language needs to be change. We can not disqualify our members for advancements because of strict out dated rules. The Maintenance Board has already entered into discussion regarding apprenticeship, grooming our own to fill in vacancies instead of hiring off the street. This involves a lot of work but it can be done.

Let's make 2014 a year we will all be proud of.

- 2014 -

This year marks the 115th year of continuous operation of ATU Local 113. Founded in 1899, we are one of Canada's oldest and most successful local unions.

Paul Callaghan*Maintenance - At-Large*

First off I would like to take my hat off to the other Maintenance Board Members who ran the Master Sign-Ups. There

seems to be only a few hiccups falling out from the multi department sign-ups. Of course anything that was a violation of our Maintenance Regulations is being grieved by the Board. Well done Brothers!

This Maintenance Board has been working together now for almost a year and I like what I see. We are working in the best interests of our members by being interchangeable with one another. Our grievances are being shared with the Board Members who may know the case best, while the others backfill.

A lot of our grievances appear to be falling on deaf ears of Management, but remember what the Fram Oil Filter Mechanic said, "You can pay me now or you can pay me later". More and more grievances are being settled at Mediation and Arbitration due to a third party involvement. If the company continues to say no to us the Maintenance Board will have no choice but say "See ya in Arb".

Contract talks will soon be opening up in the next few weeks. It is so critical that we try to negotiate a contract that's fair for us and to eliminate Contracting Out for the next 3 years. This Maintenance Board is ready for the task to try to accomplish this so that the Maintenance workers will be proud of a contract which is in their best interest.

Now that 2014 is here, let's take this opportunity to put past differences behind us - at work and at home - and work together to make this year one of our best ever.

John Di Nino*Equipment "E" Carhouses*

Firstly I would like to express my sincere appreciation to all of the sisters and brothers for their cooperation in the

recent re- alignment of our workforce! The recent Master sign-ups in all of the maintenance departments followed by the cross maintenance bump was a huge undertaking with many of our members having to make many difficult decisions as to where the workplace would now take them and once again we all took on the challenges and proved to the employer that we are all professionals and take are employment seriously. I would also like to take this opportunity to thank all of our Shop Stewards for their tireless efforts in helping make the Master Sign-ups a smooth transition and helping our members with the stresses of this restructuring.

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 was all of you our members!

We have new challenges and obstacles to overcome in the near future with trying to negotiate a new collective agreement this year, 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.

Phil Horgan*Equipment "A" Garages*

We've accomplished many things in 2013. Here is a recap of the whirlwind year in the Maintenance Department.

As you recall, we had early negotiations to prevent any more contracting out. And, we had an unprecedented Master Sign-Up/Cross-Bump as a result of the loss of the Bus Service Line.

Considering the number of employees who were involved in the process, things went quite well. We had a few small glitches that are now resolved. Most of the displaced employees have now signed up or bumped into other jobs. The few who were unable to sign up at the time will be placed within the system shortly. In the end, we came out with a surplus of available jobs.

One of the prominent issues within the Maintenance Department is training. Brother Vaccaro and I have been working diligently at securing more training opportunities for our members. By securing more training for Maintenance, it allows semi-skilled employees to move up into positions that hold more responsibility thus become higher-paying positions. We believe it will also dissuade the company from contracting out.

I am happy and proud to say that over the last year, many of you have asked me for guidance with regards to upgrading your education and skills. I encourage the membership to continue this approach to your future and the future of this local.

Another issue with the automotive section is some confusion regarding vacation dates and sick benefits.

Page 39 of the Collective Agreement, under the heading VACATION

SELECTION, states:

“Employees absent through covered illness or injury and entitled to sick benefits in November and December and who have unused vacation entitlement, will be required to use up their vacations before the end of the year (does not apply to those on Workers’ Compensation). Such employees who have been forced onto vacation will receive holiday pay for holidays listed in paragraph 1 of Statutory Designated Holidays to which they are entitled that occur during the forced vacation”.

An employee who suffers an illness or injury that requires hospitalization of two (2) work days during a scheduled vacation period of at least one week, will upon proper proof of such hospitalization and compliance with all other SBA provisions, be entitled to reschedule the vacation subject to the approval of their supervisor. The Commission will consider an employee’s request to re-schedule vacation due to illness if it does not meet the above requirement. Any rescheduled vacation must be utilized in the year it was granted.

The 2013 Vacation Regulations for Garages, Lakeshore and Shops

These regulations are reviewed on a yearly basis and adjustments are made when necessary. According to this year’s regulations:

“ALL VACATION AND/OR LIEU DAY SELECTIONS MUST BE MADE BY OCTOBER 1, 2013 AND TAKEN BY YEAR END”(unless you are carrying weeks over the following year as outlined in the Collective Agreement).

If you have any questions regarding vacation selection/sick benefits, please contact your Shop Steward.

I want to wish all the members of ATU Local 113 all the best for the holiday season to you and your families. Have a Safe and Happy Holiday!!

Carmen Lint *Birchmount/Malvern*



We are now heading into contract negotiations. Proposals were due November 15th to the Union Office.

Contracting Out will be a major issue. Hopefully we are able to settle the contract without going to binding arbitration.

Upcoming elections are very important, be informed and exercise your right to vote. Utilize the advance polls if necessary. These and all elections are important and affect all our lives and the lives of our families.

I believe a major issue that the company needs to address is STRESS. Many members express to me they are stressed and that it is affecting their health and family life. This is becoming more and more common. Uncaring management is part of the problem by not granting vacation changes or allowing leaves. When this happens a member in the future will book off sick. Management then wonders why there is a high absenteeism rate.

Take care and look after one another.

Frank Malta *Wilson Bus/Wilson Subway*



I would like to take this opportunity to wish everyone a all the best for the New Year. I would also like to thank the shop

stewards and safety committee members at Wilson division for doing a great job in 2013.

There are a number of ongoing issues that have yet to be addressed by TTC management and one of these that continues to be at the forefront is our working conditions. Management is continually stating that they want to

modernize the TTC, however, their day-to-day business is persistently being delivered with an archaic approach. We are asked to work under consistently high pressure conditions that are not acceptable. This is a direct result of management covering the fact that they are not able to achieve their own expectations. This directly impacts the overall morale amongst all of us.

So I ask the question – how do you expect so much from us, when you offer so little in return? A modernized approach to conducting business can only be achievable once management makes an effort to understand and meet the changing needs of our economy, our family life, and the needs of us as individuals. I am challenging management to listen, accommodate, and be fair. The result will be a change in morale, one of the biggest topics with operators today. I will always support better working conditions and will never stop fighting until we get there. I believe together, sisters and brothers, we will achieve this goal.

The contract negotiations are coming up and I have been asked by Frank Grimaldi to be part of the negotiating team. This is an experience that I am looking forward to. I believe this is going to be one of the toughest contracts thus far. This company is going to be sending some great challenges our way, and I believe contracting services out is on their agenda. I am ready to work hard and do whatever it takes to get it done right – in the best interest of our members.

I want to conclude by thanking everyone at Wilson division for their support. I really enjoy working with you all and will be there anytime, for any issue, with any support a sister or brother requires.

Cliff Piggott*Arrow Road/Mount Dennis*

2013 was a crazy year, with our Mayor and the Ice Storm both taking us by surprise.

The Collective

Bargaining Agreement ends March 31, 2014 and we are working toward getting it settled without having to take it to an arbitrator. One of our biggest concerns with this contract has to be the loss of jobs through contracting out. Lost jobs have an impact on everyone and must be stopped before they have a negative effect on our benefits and pensions.

WE have a GREAT pension. Let's keep it that way. Byford doesn't need it. He is well paid at the tune of \$300,000. So if you think he cares about whittling away at his pension he doesn't.

On a personal note, time flies by. Mount Dennis enters their sixth year and Arrow Road recognized its 25th anniversary. At the Arrow Road celebration honouring this event were past and present Executive Board Members, Shop Stewards and Divisional Management. It is an honour and a privilege to serve the members of Local 113.

Rocco Signorile*Transportation – At Large*

We are approaching contract negotiations, probably the most important negotiations we have faced in the history of our Local.

We can all speculate of what is coming but be very clear the direction this city and the TTC is going (albeit the "grave train" seems to have derailed a bit) the tone of the public and the politicians federally, provincially and municipally is to contract out.

I'm sure our members have heard it over and over about the attack we face

but folks ITS REAL.

Management has shown they want to attack what they feel is the most vulnerable, which is our maintenance workers. But, be clear, that's the START, if they feel they can get a foot in the door which they already have but want more, nothing will stop the TTC from going after Transportation.

We need to stick together. We cannot sacrifice one group for the other. ALL our members are an integral part of the Local and the TTC, we are the best at what we do in ALL our jobs.

On that note the next elections that are coming also play a role in this and again the Conservative agenda is to destroy Unions, Harper with his anti Union bills, Hudak with right to work legislation and Ford with privatization of services. We need to ensure that these governments do not get in!

There is not much more to say on this topic but this, would you rather see a \$11.25 hr person sweeping in your division NOT contributing to YOUR pension or a Local 113 member making a good living wage contributing to YOUR pension?

WE have a GREAT pension let's keep it that what Byford doesn't need it he is well paid at the tune of \$300,000.00, so if you think he cares about whittling away at his pension he doesn't.

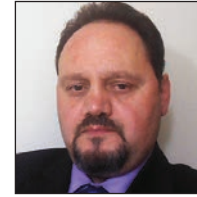
ANY job we lose WE LOSE pension contributions.

The real "grave train" is the increase in management with \$100,000 plus salaries. Just look at the new station masters or whatever they are?? Really stations masters?? What's next Wal-Mart greeters with a BIG name tags on their jacket, remember Byford's a fan of name tags.

We make a decent living not unfair to what others in our job make in the GTA, what TTC should do is stop the management grave train. Next time I'm down at Hillcrest I'm sure if I check I

will see if there has been an increase in WSIB injuries related to paper cuts. LOL. I thought I would add that in as TTC has found a new avenue to attack our members isn't that right @TTCHelps, @bradTTC, @TTCchris, @karenstintz, find something better to do!

No worries folks I'm watching....LOL!

Tony Vaccaro*Hillcrest Complex*

Dear Sisters and brothers of Local 113, it has been an incredible journey for everyone to date. We have a new Chief

General Manager who has challenged this membership and you have responded admirably in the face of adversity. I want to take this opportunity to say thank you for your dedication pride, valuable contributions and quality of workmanship in every department. You continue to amaze all the skeptics that have doubted your abilities we must continue to show everyone that you are the most valuable asset of the Toronto Transit Commission.

I would also like to thank the wardens and all shop stewards for their dedication and hard work in helping to achieve the level of efficiency and outstanding workmanship that comes with working together as a team.

We have yet another challenge ahead of all of us and that is educating our members on the importance of joining the fight against organized labour by large corporations and the three levels of government who threaten our very existence in earning a decent standard of living. Our forefathers and sisters have sacrificed lives and there was a lot of bloodshed in order to achieve all the rights and benefits we have been privileged to enjoy today.

We must all join this movement to educate our members and the public; to lobbying our neighbours in all of

our ridings to fund public transit and keep it public. Let's join together: stand up, stand strong, stand proud, and become a part of history in the labour movement. This is our time to shine and show everyone how important each and every member of our labour movement is and the contributions unions have made to society. This is our fight, our time, our destiny. Let's make our mark in history.

In closing I hope that your holiday season was great for you and your family and I hope that we all have a stronger and prosperous 2014.

John Wales *Collectors*



Welcome to the starship Andy-B and its endless mission to explore new ways to change the culture of planet TTC. In a world

of instant information the crew of the Andy-B believes visitors to planet TTC cannot read signs like YUS, Bloor/Danforth and Sheppard Line or even read a map. So they have toyed with the idea of changing the names to numbers or colours. Line 1 or Red line? I don't know about you, but I find this to be kind of dull. We deserve better, how about Line Tic, Line Tac and Line Toe? At least we will not be like every other subway system in the world; nondescript and bland. Maybe that's the plan; take away our identity, umm that's not going to happen.

How about the proposal for new uniforms? They come complete with a red rubber nose and a lapel flower that sprays water. Great eh?

If only the new direction of the TTC was like a TV show and we could rewrite the script with a better ending and a better cast. But it's not and we can't.

We are still under the shadow of contracting out our work; it's no longer just a maintenance issue! We obtained a

photo taken just last week of a Contract worker manning a crashgate and collecting fares. Undeniable proof of the TTC is taking valuable work hours away from our Members.

We as a Union must be vigilant. If you witness any non-union persons performing tasks that should be done by a Member under Local 113, take action! Contact your Board Members or Shop Stewards. Ask for someone to witness what you have observed, take a photo and make a note. Our work is OUR work and we will take the appropriate action to protect what is rightfully ours.

The TTC is planning changes that are not to our benefit, they are looking to change the agreement that we presently have. Why would we renegotiate something we already own? I find their proposals not fully thought out, more like let's fly by the seat of our pants and see what happens. Nobody seems to be in charge or has the ability to make a decisive decision. I am not against change but I do not believe in change for the sake of change.

Well that's my take on what's going on.

Anthony Watson *Queensway-Roncesvalles-Russell*



So an entire year has gone by with things going where this Union has fought tooth and nail to stop the Commission from

strong arming Local 113. I have learned so much from my Brother Board Members and that's from both sides, Maintenance as well.

As I said in my earlier comments we still work well together, still giving each other a heads up on what's coming our way.

So now onto Rob Ford, wow, the Teflon man nothing seems to stick to the Mayor of Toronto. For the upcoming elections, next year, I'm hoping we do not forget what this man has done to

us and this city. It is despicable. If we as Local 113 members had done half of what he has done we would be out of a job. For you that are part of Ford Nation, please re-think your position, now Tim Hudak has been surprisingly quiet on this Rob Ford debacle, where months back he stood side by side with the Mayor.

This man is not good for us he is an opportunist; he still speaks of messing with our pension siding with OMERS to take it over and giving us 40 hours a week on our pension.

Contract time is near. I hope you submitted your proposals. I would like to see everyone have a say. It's yours to exercise. Your vote matters. Don't waste it

I think this is going to be another intense round of negotiations. Hopefully, we will not go to binding arbitration, the risks are too great. Contracting out seems to always be our thorn of contention. Benefits I think is a better way to go. The benefits we have do not go far enough for our diverse membership. Our goal; should be 75% to 100% of everything.

I still like the fact that more members are coming to General Meetings. Local 113 could and should be the lion in the room. Everyone should recognize our presence we truly are big and strong. We just need to stick together, united. We need to ask questions, so we all stay completely informed of all that's going on in the local.

The holiday season has come and gone but that doesn't mean we have to lose the goodwill and the resolutions to do better in 2014. The more we act as a true family, brothers and sisters, the better off we will all be.

HAVE YOUR SAY!
Vote on union issues!
Attend Local 113
Membership meetings.

At 105, Robert Ayers was longest living Local 113 member

One hundred and six years ago, in September 1908, Henry Ford began the automobile revolution in Detroit by producing the first Model T car. The very next month, Bob Ayers was born in the car-less town of Portland, Ontario, near Smith Falls. He grew up there, got married to Mildred there, and raised a daughter, Dawn, who now lives in Florida.



The Roaring 20s, the Great Depression, World War II and TTC strikes; the 105-year-old Bob Ayers had seen it all. He was retired for 40 years, longer than he worked, when he passed away in January, 2014.

For even a hard-working and ambitious young man like Bob, the lingering Depression made it hard to get steady work until “I got lucky and got a job with the TTC” in the late 1930s. Even though he was not a certified mechanic, his problem-solving mind proved very valuable and his optimistic disposition was a welcome presence in an often dreary, management-oppressive

maintenance shop. Bob was well-liked and well-regarded at the TTC. World War II intervened, as it did for so many, and Bob woke up one day to learn that he was a mechanic with the Royal Canadian Air Force.

“I worked on everything. I had to, we had to keep all the wheels moving,” says Bob. “One single truck in the supply chain can make the difference between success and failure on a mission.”

The work was critical and fast-paced, especially when he was stationed in Britain, which was the staging ground for the air demolition of Hitler’s power bases. “We were so busy our work was 50% mechanical and 50% prayer,” smiles Bob. “But we won.”

Bob came back from the war into the TTC and worked steadily until he retired in 1973. He lived in the welcoming and pleasant-feeling Villa Care Centre in Midland, north of Barrie. The Centre held a birthday party for him on October 2, 2013.

Last November, Local 113 President Bob Kinnear went to Midland to visit Ayers, who was very pleased to get the latest version of the Local 113 ball cap from the President.

“As far as we can tell, Robert lived the longest of any Local 113 member ever,” said Kinnear. “His was a great story, more than a century long.”

“His contribution to his country and his city should be acknowledged and celebrated. He deserved every day of his retirement.”

All in the Local 113 family for 50 years



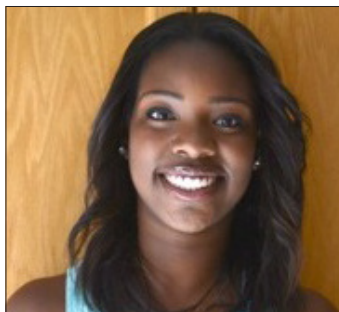
Three generations of the McKeown family have been part of Local 113 and the TTC for half a century. Jim, centre, joined the TTC in 1964. He retired in 1998 as a combine unit driver and cleaner at Birchmount. He now lives in Utterson, Ontario. His son, Wayne, left, was hired in 1986 and works as a service person at Eglinton. Elyse, right, Wayne’s daughter, signed on with the TTC in 2011 and is currently a Storeperson at Malvern. Both Wayne and Elyse live in Scarborough.

The 2013 John Lorimer Memorial Scholarship Winners

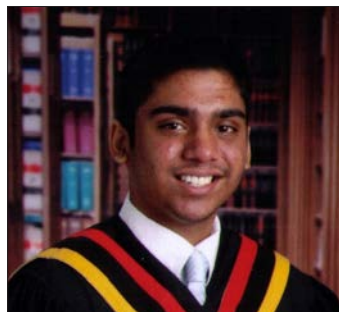
The John Lorimer Memorial Scholarship was established in 1964 for the children of active or retired ATU 113 members who are entering or attending university. In that first year, three students received the scholarship in the amount of \$400 each. To date, over 1,000 scholarships have been awarded for a total value of well over \$1,000,000. 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.



Nicole Alessandrini
York University
Kinesiology
Parent: **Enrico Alessandrini**
Wilson Division



Zoiana Ashley
Queen's University
Music Education
Parent: **Alrick Ashley**
Eglinton



Adesh Bachan
McMaster University
Life Sciences
Parent: **Indarjit Bachan**
Plant HVAC



Raheim Bailey
York University
Criminology
Parent: **Dexter Bailey**
Arrow Road



Kaiten Batta
McGill University
Bachelor of Commerce
Parent: **Sunil Batta**
Arrow Road



Smaranda Joana Birjovanu
Wilfred Laurier University
Honors Psychology - B/A Science
Parent: **Mihai D. Birjovanu**
Roncesvalles



Robert Camilleri
Wilfred Laurier University
Business Administration
Parent: **Joseph Camilleri**
Plant



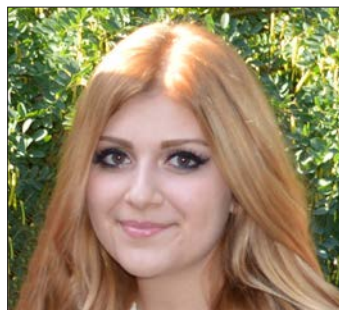
David Cariati
McMaster University
Business (Chartered Accountant)
Parent: **Tony Cariati**
Arrow Road



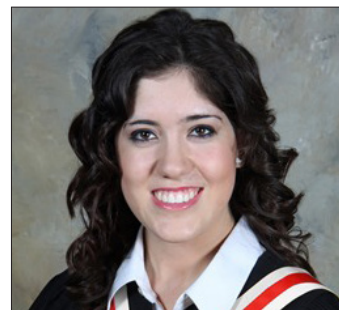
Micah Cho
Laurentian University
Biomedical Biology
Parent: **Sung-Sup Choksi**
Eglinton



Kanva Choksi
University of Waterloo
Physical Sciences
Parent: **Sameer Choksi**
Mount Dennis



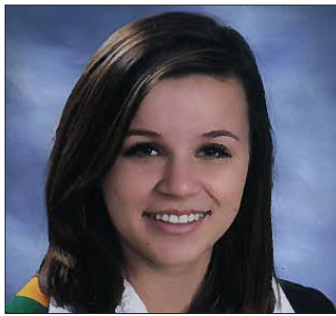
Nicole Dilisi
Ryerson University
Urban & Regional Planning
Parent: **Gus Dilisi**
Duncan Shop



Nadia Greco
York University
Liberal Arts/Professional Studies
Parent: **Alfredo Greco**
Wilson Subway



Paul Greco
University of Waterloo
Mathematics
Parent: **Bill Greco**
Wheel-Trans



Laura Green
Ryerson University
Youth & Child Care Worker
Parent: **John Green**
Wheel-Trans



Julia Rae Guido
University of Toronto
Life Sciences
Parent: **Corrado Guido**
Wheel-Trans



Aqsa Hanif
McMaster University
Environmental & Earth Sciences
Parent: **Muhammad Hanif**
Lakeshore



Laura Harrison
Queen's University
Psychology & English
Parent: **Merritt Harrison**
Malvern Division



Shawn Holmquist
Fleming College
HVAC
Parent: **Mike Holmquist**
Duncan Shop



Dondre Homer
Humber College
Culinary Management
Parent: **Daniel Homer**
Arrow Road



Edward James Hoover
University of Toronto
History and Political Science
Parent: **Kenneth Donald Hoover**
Birchmount



Kenneth Donald Hoover
University of Toronto
Computer Science
Parent: **Kenneth Donald Hoover**
Birchmount



Louisa Julius
University of Toronto
Concurrent Education
Parent: **Thomas Julius**
Malvern Division



Courtney Langille
Ryerson University
Bachelor of Technology
Parent: **Shane Langille**
Greenwood Yard



Tyrrell Lewis
Queen's University
General Sciences
Parent: **Bryan Lewis**
Bloor-Danforth



Matthew Mah
Wilfred Laurier University
Bachelor of Business Administration
Parent: **Jim Mah**
Collectors Division



Renee McPherson
University of Toronto
Life Sciences
Parent: **Colin McPherson**
Greenwood Carhouse



Alicia Mendes
Glendon College
French Studies
Parent: **Jorge Mendes**
Arrow Road



Marina Pedias
McMaster University
Business
Parent: **Anna Pedias**
Collectors Division



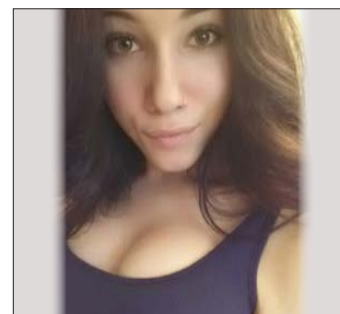
Julie Redemann
Sheridan College
Art Fundamentals
Parent: **Michael Redemann**
Wilson Division



Jonathan Riccio
University of Guelph
Bachelor of Arts
Parent: **Costantino Riccio**
Queensway



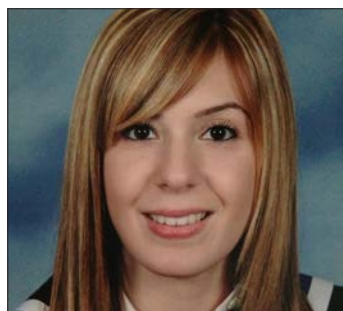
Rizann Rodrigues
University of Ontario Institute of
Technology
Health Sciences
Parent: **Brian Rodrigues**
Arrow Road



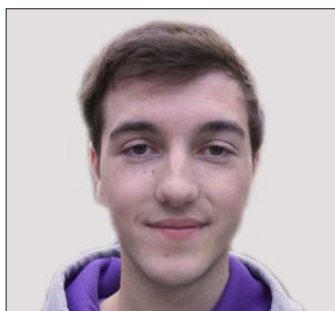
Jessica Ruffolo
University of Guelph
Biological Science
Parent: **Costantino Ruffolo**
Patten Building Rev. Ops



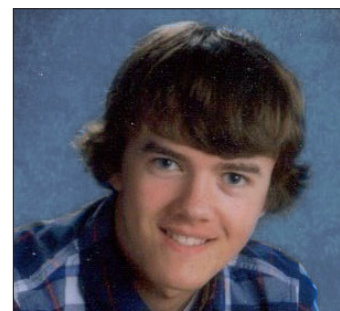
Justin Matthew Saunders
Seneca College
Biotechnology Technology
Parent: **Glenn Saunders**
Malvern Division



Sophia Nicole Simeone
Ryerson University
Engineering (Civil)
Parent: **Marcello Simeone**
Arrow Road



Shawn Gordon Skrepnek
University of Western Ontario
Medical Science
Parent: **Randall Skrepnek**
Wilson Division



Callum Stanford
Trent University
Forensic Science
Parent: **Mark Stanford**
Malvern Division



Jamie Stewart
University of Guelph
Applied Human Nutrition
Parent: **Douglas Stewart**
ECD Line Mechanic



Samantha Tu
University of Toronto
Life Sciences
Parent: **Thanh Tu**
Arrow Road



Brooke Uroda
Glendon University
Sociology
Parent: **Robert Uroda**
Malvern Division



Vimal Verma
University of Waterloo
Health Sciences
Parent: **Rajesh Kumar**
Mount Dennis



Andrew Wooning
McMaster University
Business
Parent: **John Wooning**
Queensway



Kelly Wooning
Ryerson University
Nursing
Parent: **John Wooning**
Queensway

Peter Bodnick Memorial Scholarship

The Peter Bodnick Memorial Scholarship is available to children of active or retired Local 113 members who are entering a Technical Post Secondary Registered Trades Course leading to a Skilled Trades License.

The \$1,000 scholarship was established in 2004, following a bequest by Local 113 member Peter Bodnick, who died that year at the age of 91. Bodnick was a Subway Emergency Repairman who worked out of Greenwood Carhouse from 1945 to 1975. The first scholarship was awarded in 2005. There were no applications for the 2013 scholarship. Application forms are available on the union's website: wemovetoronto.ca.

Canadian Labour: Yes, it's a movement and yes, we're part of it.

Local 113 has accomplished many great things in the years since our birth in 1899. But we didn't do it all alone. In fact, there is very little we could have done on our own. Such as the right to collective bargaining, the foundation of all the progress we have made.

From its very beginnings, the Canadian labour movement was pushed by sheer geography in the direction of federations, councils, congresses and other forms of uniting different unions with the same goals. Here is an overview of the larger labour organizations to which Local 113 belongs.



A carpenter by trade, John Cartwright is President of the Toronto and York Region Labour Council. A tireless organizer, you'll see him on the front lines on every labour-related issue.

Labour Council

The Toronto and York Region Labour Council local unions with a total of 195,000. Its mandate is to help organize and advocate on issues that are vital to working people throughout Canada's most populous region. The Council is very active in the political and economic life of the City of Toronto and in York Region. The President and other Officers regularly make deputations to City and Regional Council and its committees, including the Toronto Transit Commission. It is opposed to P3s and any form of transit privatization.

An excerpt from Labour Council's policy on public transit

"FUND IT, FIX IT, EXPAND IT! Public transit affects us all. Over the last three decades, the failure of right-wing politicians to address our region's transit needs has seriously eroded the effectiveness of Toronto's transit system. While commute times have increased to an average of 82 minutes per day (and expected to rise to 102 minutes by 2031), the health impacts are also felt in the quality of life we live and the air we breathe. The time spent in traffic congestion (for both riders and drivers) amounts to a tax on our daily lives."

For the full policy (it's short but comprehensive - and a good read, especially for transit workers), go to labourcouncil.ca.

The "Fed"

The Ontario Federation of Labour (OFL) represents 54 unions throughout the province. Collectively, these unions represent a million workers.

The OFL is a very important labour body because most workers are covered under provincial labour laws. The OFL closely monitors the government's plans and actions in these areas and aggressively advocates for laws that are fairer to workers and their unions. Over the years, the Fed has been very effective in its role. The vast majority of improvements to labour legislation were led by the OFL.

The OFL meets in Convention every two years to elect officers, set policies and develop action plans to protect workers and their families. There is always a delegation from Local 113 at these conventions. The Amalgamated Transit Union has a seat on the 34-member Executive Board. Sign up for an email bulletin of Ontario labour issues and activities at the Fed website: ofl.ca.



Sid Ryan was a CUPE nuclear power worker before rising to President of Canada's largest provincial federation. Sometimes controversial when he pulls no punches on big issues. Is totally opposed to privatization of public services.



Ken Georgetti, A B.C.-born and raised smelter pipefitter with the United Steel Workers, has been CLC President since 1999. He is a globally-recognized labour leader, especially in the areas of forced labour for children and others, sweatshops, lack of literacy, and bringing younger members into the movement.

The Congress

The Canadian Labour Congress is big. It represents national and international unions with a combined membership of 3.3 million workers. It also brings together the Provincial and Territorial Federations of Labour. The CLC biennial convention every two years addresses federal labour laws and Canadian social and economic policies. The ATU always has a voting presence at these conventions. The Congress was a founding partner of the New Democratic Party of Canada in 1961.

The CLC is Canadian labour's main link to the global trade union movement. It is a highly respected affiliate of several world-wide labour organizations. Next time you're online, it's worth a visit to canadianlabour.ca.

KINNEAR: 2014 will be a politically challenging year. Bring it on!

(continued from page 3)

Toronto Election

Rob Ford has been the worst mayor ever for Toronto transit workers. Demanding the removal of our right to strike was only the beginning. Ford has starved the TTC by refusing to keep city subsidies in line with increased ridership. He has also taken surpluses from the TTC and thrown them back into general revenues instead of using them to improve the system and service. This negatively affects ATU members on the front lines as riders take out their justifiable frustrations on us while politicians are protected by police and other security. Ironically, the better we do our jobs, the more we suffer for it, along with our passengers. And speaking of irony, the guy who went to City Hall to stop the so-called gravy train wants to spend an additional billion in tax dollars for a Scarborough "stub-way" that will take much longer to build and serve far fewer passengers than the well-studied LRT that the Ontario government is willing to pay for.

But as we've seen from his 2013 meltdown, Ford is only one vote on Council, which is now almost evenly divided. We absolutely must help more Councillors get elected who strongly support PUBLIC transit. There are several Council

seats now held by anti-union people who are vulnerable to progressive candidates if we get our act together and help our friends get elected in October. And we will. Our PAC is going to be very busy this year.

Rethinking Local 113's structure

In looking at our history, every 30 or so years our union undergoes some kind of internal structural and operational changes to stay up to date, to become more effective and to ensure our members are getting the best service for their dues. It's time to do that again. The nature of negotiations has changed. The grievance and arbitration processes are more expensive than ever. Government interference in our operations will create more costs and more problems. The threat of privatization is very real.

Is our current way of doing things the best way to address these challenges? We have to study these things carefully and be prepared to make changes that make sense. Ultimately the membership will decide on any changes to our by-laws, which is how it should be. We are a democratic union and we always will be.

Go on offense against Hudak says longtime Local 113 member

The following letter was recently emailed to President Bob Kinnear at info@wemovetoronto.ca

As a member of the union for over 25 years, I am very concerned over the current political climate we all face. I am referring to the upcoming provincial election. Mr. Hudak, the Progressive Conservative leader, has made many speeches and outright attacks on public service unions and on many occasions has used the TTC union as a prime example.

If this man is elected he has vowed to do so much damage to us that we will never recover. He wants to take over the subway and streetcar divisions and take away our job security clause in our current contract so he can then contract out these divisions. He wants to change our PENSION ENTIRELY and ROLL BACK OUR WAGES! So my question to you is very simple: What is the union planning to do about this? Will we sit back and let this man get elected? OR start educating the membership and public about what the consequences will if he is in fact elected.

Hudak poses the BIGGEST threat to us in our history and now is NOT the time to sit back and do NOTHING! It is time

to start spending the money in the Defense Fund and go on the offense! You can start with the MEMBERSHIP! Let them know what this man represents and urge them to get out and VOTE(!) come spring, along with all their family and friends! I urge you to bring this up at the next general meeting and start a public campaign to educate the public! This man is FAR more dangerous to us than Rob Ford ever was! He is currently leading in the polls so NOW IS THE TIME TO ACT!!!



Local 113 member James O'Brien strongly urges using the Defense Fund to campaign against "our biggest threat," Ontario Conservative Leader Tim Hudak.

DON'T let this man get elected or every union in the province will suffer. Contact all the other unions and work together to prevent this. This is important. **IT'S OUR JOBS AND OUR PENSIONS THAT ARE AT STAKE HERE!!!**

– **James O'Brien**
YUS Subway Operator

Hell freezes over as Toronto Sun prints Kinnear blast at Harper anti-union law

It isn't often that the Toronto Sun, a newspaper not exactly known for its love of TTC workers, prints an unedited opinion piece by the transit union president. In fact, it's never happened until recently, when the Sun gave Bob Kinnear prime space for a guest editorial.

The subject was Bill C-377, a "private member's" bill introduced a while ago in the Canadian Parliament – a severely anti-union bill that would violate the Charter of Rights and Freedoms by treating unions very differently under the law than corporations and other organizations.

A Sun writer, Brian Lilly, had praised C-377 and pointed to a poll that showed most Canadians agreed with him. Kinnear objected strongly, not because the union has nothing to hide from its dues-paying members, but because *only* the members should have the right to know how their money is spent.

The bill would have required all unions to publish all annual expenditures over \$5,000 on a public website available to anyone. So the general public, in Canada and everywhere in the world, would know not just the gossipy stuff, like the salaries of union officers. They would also see how much the union was spending on grievances and arbitrations, lawyers and other experts, on Steward education, on communications with members (like phone calls from the President), on office equipment, on labour movement meetings, such as the recent convention of the Ontario Federation of Labour. And, of course, on political action of all kinds.

The Tories do not like this union political action thing. So they think that forcing unions to publish what is spent on political action will lead to internal union conflict and maybe even provincial laws restricting any political action or education by unions. The Conservatives would automatically benefit from such laws. They get nothing from unions because they reliably make anti-union laws. Which is why Prime Minister Harper had a public fit when the Conservative-majority Senate rejected C-377. Several Conservative Senators called it "the worst law we have ever seen." Others called it "immature" and "undemocratic."

Not one of the public financial reporting rules in C-377 applied to any other type of human organization in Canada. Law societies, Medical Associations, corporations of all kinds, profit and non-profit, no one else had to publicly open its books by the same rules being imposed on unions.

In his response, Kinnear pointed out forcefully that Section 15 of the Charter states that "we all have the right to equal treatment before and under the law, and equal protection and



Local 113 President Bob Kinnear took the Federal Tories to task for a bill that clearly discriminates against unions. The Senate killed the bill but Prime Minister Harper has vowed to try again.

benefit of the law without discrimination.”

“Bill C-377 is an obvious violation of this principle,” he wrote.

“Few non-union Canadians understand just how open and democratic most Canadian unions are,” Kinnear said. “In my union’s case, every expenditure by ATU Local 113 is subject to both prior approval and after-the-fact review by the entire membership at open meetings. Everyone has a chance to speak at these meetings and the majority rules. Our audited financial statements are both posted in workplaces and freely available by membership request.

“Our members do not need the public looking over their shoulders when we decide how to spend our money.”

Despite its death in the Senate, C-377 is far from gone. The fight is not over. Harper has said we will re-introduce it as a government bill and expect all Senators to vote for it. Or else what? What would Harper do to Conservative Senators who vote against a government bill? We may find out. Stay tuned.




ATU FAMILY & FRIENDS APPRECIATION DAY

FEBRUARY 15th, 2014




The Ryerson Rams Men's Hockey and Basketball teams would like to invite you to ATU Family and Friends Appreciation Day on Saturday, February 15th, at the Mattamy Athletic Centre (formerly Maple Leaf Gardens). Come join us as the hockey team battles Windsor at 2:00pm, and the basketball teams take on Queen's, with the women starting at 6pm, and the men tipping off at 8pm (one ticket is good for both basketball games). ATU Union members will receive an exclusive, discounted rate of \$8 a ticket per game, which can also be used for family and friends, and children 12 and under are free!


To secure your tickets, please visit www.ticketmaster.ca/ttcoffer and enter the code **TTC**.

Please contact Zanth Jarvis at (416) 598-5962 or zanthjarvis@ryerson.ca All tickets must be purchased in advance to receive this special offer.



TICKET PRICES	\$8.00 ATU FRIENDS AND FAMILY FREE CHILDREN 12 AND UNDER	 WWW.MATTAMYATHLETICCENTRE.CA
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This is a great deal, offered specifically for ATU members. Only 8 bucks a ticket (much less than a movie) and kids 12 and under are free! Advance sales only. Get a group together for a big night out. Call or go online right away. It happens Feb. 15.



WHAT WOULD YOU DO FOR 32?

THERE'S A REASON WHY WE NEED TO INVEST IN TRANSPORTATION.


ACTUALLY, THERE ARE 32.

Investing in a better transportation system, including public transit, benefits all of us by giving us new jobs, shorter commute times, healthier communities, and so much more.

But we need our politicians' bold leadership to make it happen.

Tell our politicians we need results now at:

your32.com


Greater Toronto CivicAction Alliance

Civic Action is a non-partisan, high-powered group of Toronto leaders who come together to forge big ideas and public support for a better future. For over a year, Civic Action has been pushing hard at getting much more investments in public transit. Local 113 President Bob Kinnear sits on the Regional Transportation Champions Council.

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