

*100th Anniversary*

*ATU Local 113 1899-1999*

*Thanks, Local 113.  
You Led the Way*

**Before public power there was public transit.**

**Before organized power workers, there were  
organized transit workers.**

**Your solidarity inspired countless other public  
sector workers to act together.**

**Your historic achievements in collective bargaining  
are second to none.**

**Your commitment to public service and public  
safety is indisputable.**

**You're a credit to the entire labour movement.**

**We're proud to call you Brothers and Sisters.**

**100**  
**100 years old?  
You've never looked better!**

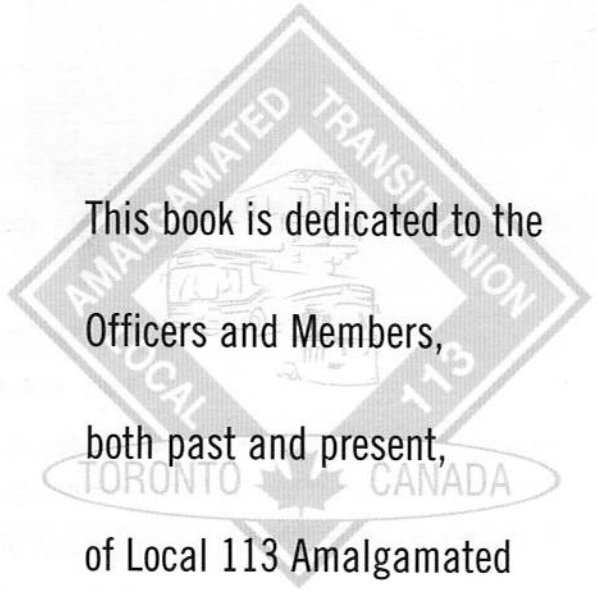
*Congratulations to all the Members of  
Amalgamated Transit Union Local 113  
From all 15,000 Members of the  
Power Workers' Union*



**POWER  
WORKERS'  
UNION**

**1-800-958-8798**






This book is dedicated to the  
Officers and Members,  
both past and present,  
of Local 113 Amalgamated  
Transit Union



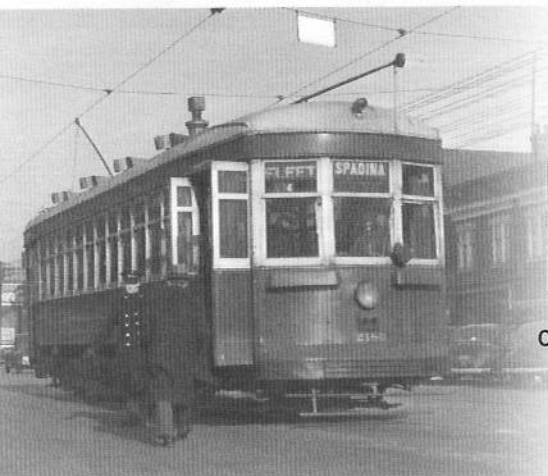
Illustration of a ten-passenger omnibus in Toronto around 1850.

# Our Objective



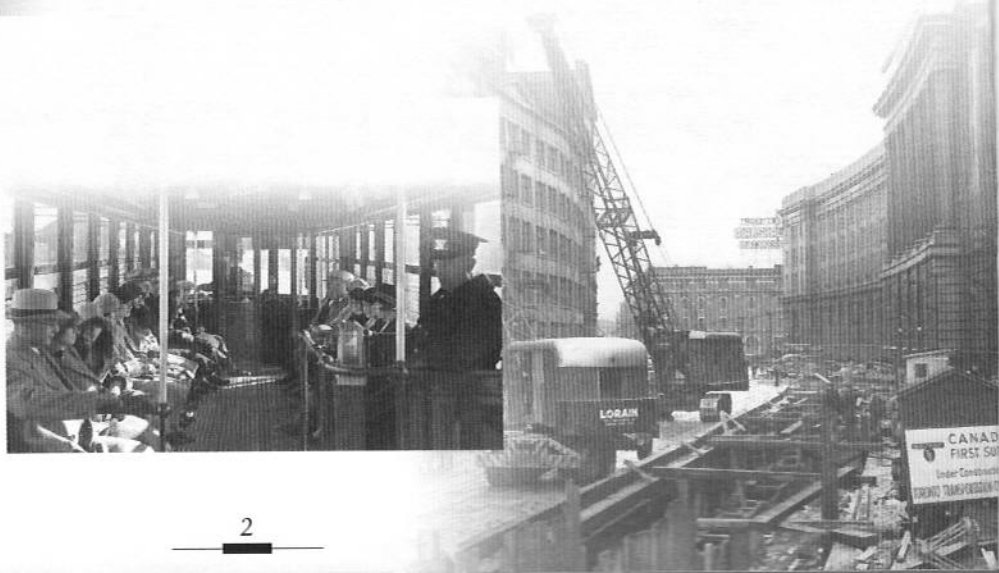
**T**HE objective of this Association shall be to place our occupation upon a higher plane of intelligence, efficiency and skill: to encourage the formation in Division Associations of sick and funeral benefit funds in order that we may properly care for our sick and bury our dead; to encourage the organization of co-operative credit unions in the Local Divisions: to establish schools of instruction for imparting a practical knowledge of modern and improved methods and systems of transportation and trade matters generally: to encourage the settlement of all disputes between employees and employers by arbitration: to secure employment and adequate pay for our work, including vacations with pay and old-age pensions: to reduce the hours of labour and by all legal and proper means to elevate our moral, intellectual and social conditions.

## Constitution and General Laws.



**I**t is proposed to defend the rights of the members of this Division as these rights are, or may be, by law established, and to co-operate with all persons charged with the responsibility of the administration of any office or offices concerned with the preservation of these rights.

## By-Laws.





# Forward

The information contained in this book was obtained from the Toronto Archives, TTC Coupler, ATU International Office, Local 113 magazines and history files, and countless other labour journals.

In September 1947, International President William David Mahon wrote "To the younger men and women of the Amalgamated, I say, these veterans have handed you a valuable and sacred trust; protect and defend it, fight for it and band it to your successors, not only intact, but even better than it was when you took over."

Our history, which started in 1893 shows that the members of Local 113 have taken on the challenges of the employer and the politicians with resounding victories.

Many of the battles we are fighting today are similar to those our members fought over the past 100 years. The health benefits, wage rates, working conditions, retirement protection, and the amount of free time we have to spend with our families and friends all have their roots in the sacrifices and foresight of the leaders and members who came before us.

The struggles and achievements chronicled in this history make us proud to be part of this legacy.

Each of our Presidents, Jerry O'Connor, J. H. Pickles, William Williamson, William Murray, William Thompson, Harry Johnson, James Scott, Bert Merson, George Geering, Larry O'Connell, John Toms, Jack Greer, John Lorimer, George Wilson, Frank G. Dyer, Edward McDermott, Leonard E. Moynehan, Charles B. Johnson, Dominic Bonazzo, Raymond L. Hutchinson, Arthur W. Patrick, and Vince Casuti have performed well in the duties of their office. They contributed much to the growth of this local union and to the living standards and well-being of our members. But these leaders did not act alone.

Our history has many rank and file members and local union officers who took significant risks and dedicated their lives to the betterment of Local 113.

This history is written for ATU Local 113 members. This union would not survive without the contribution of its members. Thousands of men and women have stood in solidarity to make a better life for themselves and their co-workers.

I would be remiss if I did not mention the following people whose commitment and assistance made this book a reality.

Mike DeToma, TTC Coupler Magazine; Ted Wickson, (GCL History) TTC Archives; John Tait, Artcraft Printing; Ken Skelton, (TTC Honour Roll); Local 113 Executive Vice-President Paul McLaughlin; Local 113 office staff, and in particular Janice Campbell. We are deeply grateful to the many people both within and outside of Local 113 who answered our questions and supplied us with documentation and information.



Les Moore  
Secretary-Treasurer.





**AMALGAMATED TRANSIT UNION LOCAL 113**

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President/Business Agent

**PAUL MCLAUGHLIN**  
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**JOHN BLACKETT**  
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Assistant Business Agent  
Maintenance

**LES MOORE**  
Secretary-Treasurer

All correspondence should be addressed to the Secretary-Treasurer

**A MESSAGE FROM THE PRESIDENT ON OUR 100<sup>TH</sup> ANNIVERSARY**

It is perhaps fitting that in the 100<sup>th</sup>, Anniversary year of Local 113, we engaged in a major contract dispute with the TTC. Once again, we were challenged to add to the tradition of solidarity that has been a hallmark of our union. We rose to that challenge.

On behalf of the Executive Board, I would like to thank the membership for the support and determination they displayed throughout very difficult negotiations, as well as the strike. You did yourselves proud.

At this time, it is important to remember and give thanks to those who came before us -- those members and their leaders who fought many battles, not just for themselves, but for all of those who were to come after. Just as we have done today.

As we look forward to the next hundred years of our union's history, we do so with the knowledge and experience gained from the past and present. Because of this, we can enter the new millennium with confidence.

In solidarity,

Vince Casuti,  
President/Business Agent.

VC\*de  
opeiu-343  
VC.100





## Amalgamated Transit Union

5025 Wisconsin Ave., N.W., Washington, D.C. 20016-4139  
202-537-1645 Fax 202-244-7824

Office of the International President

October 13, 1999

The Officers and Members of  
Amalgamated Transit Union Local 113  
812 Wilson Avenue  
Downsview, ON M3K 1E5

Dear Brothers and Sisters:

On behalf of the 165,000 men and women of the Amalgamated Transit Union, I am honored to offer this organization's congratulations on your local union's 100th anniversary.

From its humble beginnings in 1899, your local union has consistently demonstrated the very principles upon which this organization was founded. I am sure the founding fathers of your local union would be very pleased with the outstanding progress that Local Union 113 has made, not only for its own members, but for all organized labour. I know they would be especially proud, as are we, of the strides made not only in the collective bargaining process, but also of the unselfish devotion to all humanity that your local union has contributed beyond the bargaining table.

To each of you, and those who have gone before, I offer the gratitude of both the organized labour movement and those that you have served. You will never know the thousands who enjoy a better quality of life because of your care and concern.

Fraternally,

Jim La Sala  
International President

rfm

PRINTED ON UNION MADE PAPER



Affiliated with American Federation of Labor and Congress of Industrial Organizations,  
and Canadian Labour Congress



## Mel Lastman



**Mayor**  
City Hall, 2<sup>nd</sup> Floor  
100 Queen Street West  
Toronto, Ontario M5H 2N2

**Tel:** (416) 395-6464  
**Fax:** (416) 395-6440  
mayor\_lastman@city.toronto.on.ca

### A Message from Mayor Mel Lastman

I am delighted to send greetings and best wishes, on behalf of Toronto City Council and the more than 2.3 million people of our great City, to the Amalgamated Transit Union Local 113 on the occasion of your 100th anniversary.

The celebration of this significant anniversary is an opportunity for your organization and members to reflect on past achievements, celebrate the accomplishments of today and look forward to the challenges of tomorrow. As the largest Amalgamated Transit Union Local in North America, Local 113 has an active membership of 7,800 and 3,000 retirees.

Your organization and members have much to be proud of, including your outstanding record for continuing excellence in public transit safety across North America, your members' generous support of Mount Sinai Hospital and its Samuel Lunenfeld Research Institute and, of course, the exceptional service you continue to provide to the people of our great City.

Congratulations to the Amalgamated Transit Union Local 113 for the many achievements that have been made by your members over the past 100 years and best wishes for an enjoyable and memorable anniversary celebration.

Cordially,

A handwritten signature in cursive script that reads "Mel Lastman".

Mel Lastman  
Mayor





## TORONTO TRANSIT COMMISSION



HOWARD MOSCOE  
CHAIR

ROB DAVIS  
VICE-CHAIR

BRIAN ASHTON  
BLAKE F. KINAHAN  
CHRIS KORWIN-KUCZYNSKI  
JOE MIHEVC  
DAVID MILLER  
COMMISSIONERS

RICHARD C. DUCHARME  
CHIEF GENERAL MANAGER

VINCENT RODO  
GENERAL SECRETARY

### TO: THE MEMBERS OF LOCAL 113, AMALGAMATED TRANSIT UNION

On behalf of the Toronto Transit Commission, it is my pleasure to congratulate Local 113 of the Amalgamated Transit Union on attaining 100 years. This is an achievement that few of us expect to ever reach individually but which you — the members of Local 113 — have reached collectively. Congratulations.

Local 113, with 7,800 active TTC employees and 3,000 TTC retirees, has earned a position of respect in our entire community. For 25 of the past 30 years, the American Public Transit Association has recognized the TTC for its excellence, and continuing excellence, in public safety by presenting us with its top award. By caring about the work you do, about the safety of your customers, you have made this achievement possible.

At other times, such as during the snowstorm of January 1999, you showed you were made of *the right stuff*. Despite the enormous quantities of snow, you arrived at work ready to provide service to your customers.

It's this spirit — your commitment to safety and service — that makes the members of Local 113, Amalgamated Transit Union, special. You have upheld this fine tradition for a century.

We thank you and extend our best wishes for continuing success in your future.

Sincerely,

A handwritten signature in cursive script, reading "R. Ducharme".

Richard C. Ducharme  
Chief General Manager



## TORONTO TRANSIT COMMISSION

HOWARD MOSCOE  
CHAIR

ROB DAVIS  
VICE-CHAIR

BRIAN ASHTON  
BLAKE F. KINAHAN  
CHRIS KORWIN-KUCZYNSKI  
JOE MIHEVC  
DAVID MILLER  
COMMISSIONERS

RICHARD C. DUCHARME  
CHIEF GENERAL MANAGER

VINCENT RODO  
GENERAL SECRETARY



### THE MEMBERS OF LOCAL 113, AMALGAMATED TRANSIT UNION

**A**s Chair of the Toronto Transit Commission and on behalf of my colleagues on the Commission, it is my pleasure to congratulate Local 113, Amalgamated Transit Union, on its 100th Anniversary.

During the past 100 years you have played an important role in the growth of public transit in this city – from the early days of electric streetcars through the formation of the Toronto Transportation Commission in 1921, the opening of Canada's first subway in 1954, and now into a new millennium as your members serve 1.1 million customers a day — the second highest per capita ridership in North America. Daily, you give life to the TTC's motto *Safety, Service, Courtesy*.

Those who work with you are proud of your achievements, and those achievements are significant:

- Every year, Local 113 members help the TTC operate as North America's most efficient system, receiving just a 19 per cent tax subsidy for our operating budget.
- Every year, Local 113 members are recognized through the Transit Community Watch program for acts of service to the community that are well beyond the call of duty. Last year 288 employees were nominated for this award.
- Each year you contribute your time, your enthusiasm and your money to make us one of the leading public sector supporters of the Greater Toronto United Way Campaign. Last year, 63 per cent of TTC employees gave to help those in need.

Together, we face the challenging future of providing public transit throughout this great city. Together, we will succeed.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard Moscoe", written in a cursive style.

Howard Moscoe  
Chair





Wayne Samuelson  
President

**WAYNE SAMUELSON**  
President  
**ETHEL LaVALLEY**  
Secretary - Treasurer  
**IRENE HARRIS**  
Executive Vice-President



Local 113, AMALGAMATED TRANSIT UNION

Greetings:

The Ontario Federation of Labour would like to congratulate the members of Local 113, past and present, on the 100<sup>th</sup> Anniversary of their union. Your local was present at the founding convention of the OFL in 1957. When we were born - your union had already been serving its members and the community for 58 years. That's quite an achievement.

Your members have cared for the safety and security of millions of people for a hundred years. The brothers and sisters of 113 have consistently been in top form as efficient workers and committed trade unionists. You have earned the respect of the labour movement and your fellow citizens.

Congratulations from the affiliated unions of the Ontario Federation of Labour and we wish you continued success for the next hundred years.

In solidarity,

Wayne Samuelson  
President  
Ontario Federation of labour

opeiu343

**ONTARIO FEDERATION OF LABOUR (CLC) • FÉDÉRATION DU TRAVAIL DE L'ONTARIO**

15 Genvais Drive, Suite 202, North York, Ontario M3C 1Y8 Telephone: (416) 441-2731 Fax: (416) 441-1893 Web: <http://www.ofl-fto.on.ca>



## CONGRATULATIONS ON 100 YEARS

**Amalgamated Transit Union  
Local 113  
Toronto, Ontario**

**AMALGAMATED TRANSIT UNION  
CANADIAN COUNCIL**



Ken Foster  
Robin West  
Dan Bichel  
John McCormick  
Al Coupland  
Luc Phaneuf  
Vince Casuti

Canadian Director  
Vice-Chairperson  
Secretary to the Board  
Executive Board Member - West  
Executive Board Member - West  
Executive Board Member - East  
Executive Board Member - East

## **Amalgamated Transit Union Local 1587 Extends Fraternal Greetings to Local 113 Members on Celebrating your Centennial Year**

**Simon Clarke**  
*President/  
Business Agent*



**Ron Atkinson**  
*Financial  
Secretary-Treasurer*

**Ray Doyle**  
*Vice President*



# The First 50 Years 1899-1949

## HISTORY, WORK AND BENEFITS

**T**he Toronto Railway Employees' Union is based upon eternal principles of justice and equity and its roots find a lodgement therein. It has passed through many vicissitudes and trials, and has severely tested the faith of its friends and members. Self-sacrifice, devotion and an intelligent understanding of the principles involved has brought success beyond the cherished hopes of those who have now passed away.

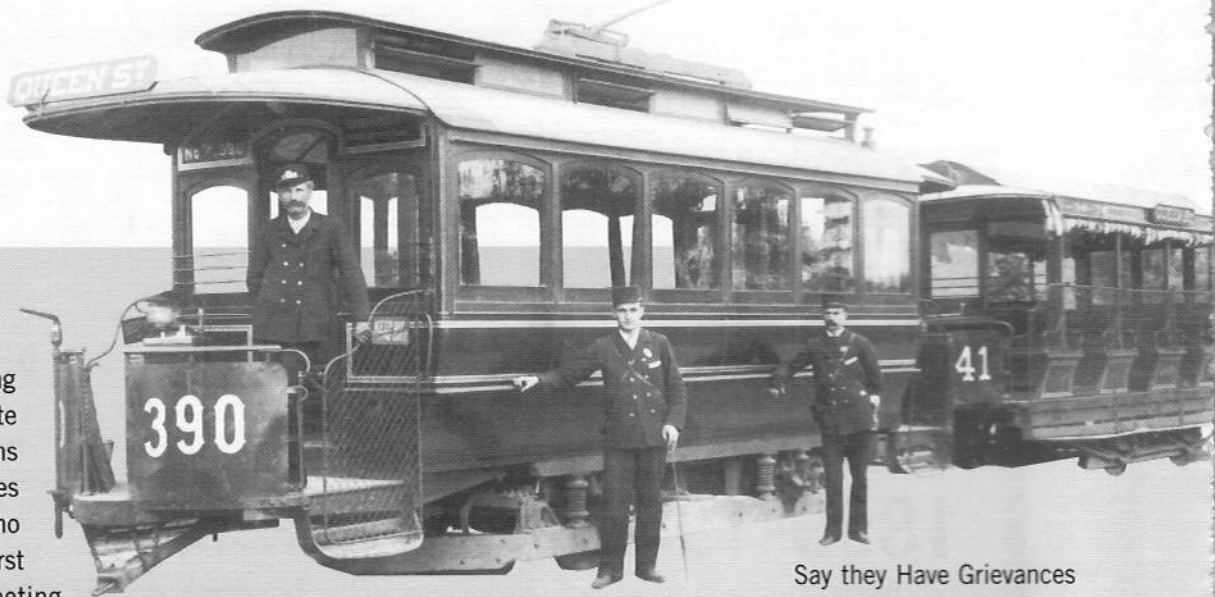
Before Division 113 came on the scene employees of the Toronto Street Railway System had been attempting to form a Union for over a decade. Finally in 1893 their attempts culminated in the successful establishment of Division 30 of the Amalgamated Association of Street Railway Employees of America. Although the Union had a rocky beginning, it has since then steadily progressed.

A record of the events which led up to the actual formation of the Union is provided by the Minutes, which were kept at each meeting. Here are some extracts from the minutes of the meeting of August 20th, 1893:

Minutes of the first meeting called for the purpose of forming a Society of employees of the Toronto Street Railway System for their protection and mutual benefit. A large response answered to the invitations given privately by ticket for the meeting in Room No.4, 27 Richmond St. W....

The inclusion in these minutes of such phrases as "protection and mutual benefit" and "invitations given privately" gives some indication of the struggle and obstacles which the employees had to overcome to build their Union. On the one hand, they needed "protection" against conditions which necessitated their working six full days a week, 14-hour days, at 15 cents per hour in whatever shift or type of work that was arbitrarily assigned to them by the Company, without vacations, or even heat on the open horse-cars. On the other hand, attempts at Union organization to improve these conditions, had to be conducted "privately" for fear of dismissals or other reprisals from the Company.





The Minutes of this Historical First Meeting also included a complete list of the 171 persons that attended. The names of the 12 persons who were elected to the first executive at that meeting

were Messrs. Wylie, Steel, Megginson, Bell, Smith, White, Turner, Morgan, Quackenbush, Lundie, Ruddell and Saunderson.

The enthusiasm and determination of those people to build a strong and effective Union is reflected in the high number of meetings which were conducted between this first meeting of August 30th, 1893, and the end of that year. There were 3 meetings in August, 5 in September and 11 in October. The meeting of October 19th, 1893, is especially memorable, as it was at that meeting that the Constitution of the Amalgamated Association of Street Railway Employees of America was first recognized, as well as a set of By-Laws adopted for the Toronto Division. There were 9 more meetings held in November, 7 in December and by the end of the year, Division 30 claimed a total membership of 640 men. The dues were originally 25 cents a month, but were increased to 50 cents by the end of the month. In that same year, Dr. Norman Allan was employed as the Union doctor. Special death benefits were instituted for all members by a means of a special assessment of 50 cents per member.

It was clear that this early group was attempting to build an organization with a strong and secure foundation, while also concerning itself with various features of social welfare and security.

In the meantime, the Mackenzie interests, which owned the Toronto Railway Company, were becoming increasingly alarmed over the growing strength of the Union. Their alarm turned into absolute fear in 1894 when Union representatives approached Mackenzie himself, asking for certain benefits for the employees. A quotation from the "The News", a widely read Toronto evening newspaper at the time, tells the story most graphically:

#### Say they Have Grievances

— The general secretary of the Street Railway Employees' Union had a long interview with President Mackenzie last night and asked him to sign an agreement dealing with the men's alleged grievances. The men want to be paid for the time they have to stay around the sheds and to purchase their own uniform. Certain men who are now running extra be put on as regulars. Mr. Mackenzie refused to sign the agreement presented.

Not only did the Company refuse to bargain with the Union, but the Mackenzie interests went so far as to set up a dual "company union", and through various forms of pressure, induced all but a handful of the members to the legitimate Union to drop membership from that organization and join the "company union." The inevitable result was that the Amalgamated Association withdrew its Charter from the Toronto Division. Sir William Mackenzie had won the first round.

By 1897, dissatisfaction with the "company union" had reached such a peak that many of the employees rejoined the old Street Railway Employees' Union. Once again, the Amalgamated Association granted them a Charter, and they were again known as Division 30. However, the inability of the Union to secure an agreement with Mackenzie resulted in the second withdrawal of the Charter by the Amalgamated Association. The employees continued to work a six-day week, and 14 hours a day at 15 cents per hour. Sir William Mackenzie won the second round.

All this obstruction from the Company was not successful in squelching the Union for very long. Through the efforts of mainly 13 men who believed in the Union, the Street Railway Employees' Union was again showing great promise by 1899, and the Amalgamated Association once

more granted them a Charter. Members of the Toronto Division were anxious to be known as Division 13, to commemorate the 13 men that worked so hard in building the Union. However, by this time, the number 13 had been given to another Division in the United States and hence the Toronto Division became known as Division 113 - this being the closest to number 13 that was available. When the Charter was finally granted, the Mackenzie interests were forced into collective bargaining. The Union won the third, and most important, round.

Prior to 1900 the workers' wages were 15 cents per hour and 16 2/3 cents for men on the board. In that year the first committee to approach the Company for a raise of wages were successful in gaining a 18 cents an hour for all men 5 years in the service.

In 1902, it became imperative, owing to the increased cost of living, to obtain better wages and to improve working conditions. With this mandate a committee was appointed to wait on the Company, and when the Company refused to recognize the committee, a brief strike ensued. At this time, the spirit of the over 1,000 Union members was high. The Company retaliated by having the Militia called out to intimidate the strikers, and the following day attempted to provide service through the use of scab labour brought into Toronto from outside points. However, public resentment against these strike breaking tactics made the Company's position untenable.

One incident which typified the attitude of the general public occurred on the second day of the strike, and undoubtedly played an important part in forcing the Company to negotiate with the Union representatives. This incident took place at the old River St. Barns (the corner of River and King Sts) before they burned down. At least 5 line cars came out of these barns - Broadview, King, Parliament, Winchester and Carlton - and some of them used to turn up Broadview. On this second day of the strike - it was Sunday - a non-striker took the point out of the Broadview intersection and none of the cars could turn up the street. The result was utter chaos and the entire service was disrupted. The workers returned to work on the third day with another 2-cent increase, which brought the hourly rate up to 20 cents.

In the 1903 agreement there were no wage gains, but members were given \$25 for pouch money and free uniforms, as we have now. During that year, in an effort to keep abreast with the changing technology, which now included the use of electric trolley cars, the name of the

Union was changed to the Association of Street and Electric Railway Employees of America. Magnus Sinclair, then Secretary of Division 113 was elected to the General Executive Board at the 1903 Convention in Pittsburgh, P.A. His election marked the threshold of a great career with the Union, spanning over 40 years. Sinclair, a firm believer in international Unionism, would later state that the Amalgamated was a movement that recognized no national boundary lines and that Canadians and Americans would be found working shoulder to shoulder in the struggle for transit workers.

**In 1904, three wage scales were implemented,**

- 18 cents the first year
- 20 cents for the second year
- 21-and-a-half cents for the third year

**In 1907, wages were increased,**

- 20 cents for the first year
- 22 cents for the second year
- 23-and-a-half cents for the third year

**In 1910, after an investigation which lasted 15 days, under Lemieux Bill an award was made of,**

- 21 cents for the first year
- 23 cents for the second year
- 25 cents for the third year

**In 1912, an advance was made to,**

- 23-and-a-half cents for the first year
- 25-and-a-half cents for the second year
- 27-and-a-half cents for the third year

In 1915, owing to the World War I and about 20,000 idle men in the city, no advance was made and the same agreement was signed for another 2 years.

In 1917, the Union asked for another increase, but it was turned down. A strike was called, and was characterized by strike breakers being brought in by the Company from Montreal and Chicago to replace the maintenance workers. These men were provided with sleeping accommodations in specially heated streetcars. In spite of these strike breaking tactics, the Union won an increase of 3 cents within 4 days. Further increases and cost of living bonuses brought the hourly rate up to 39 cents by 1919, but the rise in the cost of living simultaneously wiped out all of these increases. In 1919, the Union was forced to call another strike. They won an increase of 16 cents and the 8-hour day, thereby bringing the hourly rate to 55 cents.



Another strike in 1920 was short lived at 3 days, when the Toronto Street Railway System granted a further increase of 5 cents per hour.

It was also in these early years, that Alexander Montgomery of Division 113, was elected to be a member of the Executive Board, at the Seventh Convention of the Amalgamated Association of Street Railway Employees of America, which was held in Buffalo N.Y. Mr. Montgomery was the first Canadian member of the Board.

In 1921 the Union was successful in convincing city council that cheaper and better transportation service was needed in the city and it should be placed under public control. The campaign began in 1919 and ended with the Clean-Up Deal of 1921, and the resulting Toronto Transportation Commission.

In 1929, an arbitration arose between the Union and the TTC, where the TTC was attempting to replace the practice of paying time and one-quarter for Sunday work with the payment of straight time. In spite of an unfavourable award by the Board, the Union was able to maintain the older, and fought for, practice.

During 1930s, the time of the great depression, workers across the continent were suffering and not taking transit, by 1932 transit ridership was down by 10%. Division 113 had regular operators take off an extra day per month which provided 1,250 days of work per month for the extra operators. Later in 1932, when the Toronto management informed the Union that it would still have to lay off 200 drivers, the regular operators voted to take off 4 extra days per month. Members of Division 113 went so far as to set up relief funds to keep out-of-work members and their families off the public welfare rolls, and voted to put an amount equal to 1% of their monthly earnings into the fund.

In 1934 a conciliation case arose out of the TTC's attempt to reduce the hourly rate by 6 cents, the Union held strong and were able to avoid such cuts. During war years, 1939-1945, all wages were under governmental controls. It was impossible to make any sizable gains through negotiations. Bonuses were granted by the Company for increased passengers and mileage travelled. Division 113 was successful in 1946 in obtaining a Union shop and a check-off clause in its contract.

However, from 1946 to 1951, the members gained substantial wage increases on the base rate and vastly

improved conditions. At the 1951 negotiations, a strike developed that lasted 19 days. It was the first strike against the TTC and the longest strike in the Division's history. After the strike a new problem faced Division 113 – the opening of Toronto's Subway on March 30, 1954. Due to the co-operation between the Company and the Union there were no lay-offs in the transition from the two-man operation on the surface to the subway.

## DISCIPLINE

In the early days, the Company could hire, fire and discipline employees as it desired. Men would be fired indiscriminately if they fell into bad graces of any minor official of the Company, and of course, there would be no difficulty in finding a replacement at 15 cents an hour.

Newspaper records give an accurate picture of the extremes to which the Company went in administering discipline. While it was never the contention of the Union that the employees were free of blame in all instances which resulted in severe discipline by the Company, they did nonetheless find fault in the situation which did not permit these dismissals to be subjected to appeal or a "grievance procedure". Here are some quotations from the "Toronto Telegram" in this early period:

Trapped by a force of 10 plainclothes men, 20 street railway motormen were suspended yesterday and Friday for wilfully disobeying the order of the Company against running their cars past churches with a clatter that disturbed the minister and the congregation. (Sept. 26th, 1905)

Within the last week, 13 motormen and conductors of the Toronto Street Railway Company have been suspended or dismissed from the service. Two conductors were suspended for being under the influence of liquor while on duty. One man was given the day off for going into a hotel bar in full uniform. One reported for duty with his head and speech tangled with firewater. Three were suspended for a day for allowing ex-employees to ride free or allowing loquacious passengers to block the vestibule. No road masters were out yesterday to spot motormen who run cars noisily past churches, so no such cases were reported. (Oct. 30th, 1905)

A few days ago, five motormen employed by the Street Railway Company were laid off for a week, their offence being that they allowed citizens to ride on the front end in the vestibule car. The men claim that it is impossible to



keep citizens off the front, especially if the car is crowded. (November 2nd, 1905)

There is a growing feeling of uneasiness among the employees of the Toronto Street Railway and the management over the application of certain rules. Men are being laid off without apparently any reason. Only the other day, a conductor on a Spadina Avenue car was laid off because one of the road masters noticed him standing in the front vestibule of the car. The conductor in question was pulled off his car without being questioned. He said: "I stepped out of the vestibule after collecting a lady's fare, in order to let a passenger out at one of the cross-streets, and while doing so, a road master or 'spotter' passed in his car and reported me, for which I lose a day's pay." (December 21st, 1905)

Open-car troubles of the Street Railway Company are not over yet, as the Employees' Association is endeavouring to reinstate the four motormen who refused to rake out these open cars last Monday on the grounds that they were not guilty of breach of discipline. They claim they are protected by the Ontario Act, which provides that closed cars be operated on certain dates. (January 5th, 1906)

"We are going to run our business to suit ourselves without considering Mr. Gibbons, the Union or the grievance Committee. Anything they have said, or may say, will not hinder us from discharging, laying off or taking on a man." This is what R.J. Fleming (TRS Manager) had to say today about complaints of the men who are affected by the taking off of six regular cars on the Dundas St. route on August 1st. (August 8th, 1907)

If Joseph Gibbons, the business manager of the Toronto Street Railway Union, is correct, the employees have been compelled to submit to a systematic espionage, galling in the extreme. Mr. Gibbons makes the assertion that for months past, the Company has had 100 men watching their every movement. Even after they left their cars to go home, they were followed and their conversations listened to. Said Mr. Gibbons: "I am pleased to learn that Manager Fleming admits that he has been employing men as spotters to watch the employees." (August 22nd, 1907)

Another story is told of one of the early Union members - Quackenbush - being suspended. The reason given by the Company was that Quackenbush was alleged to have charged an adult fare for a 10-year-old child. Actually, the reason for the man's dismissal was his Union activity -

sufficient cause for dismissal in those days. And many men were fired for having dirty windows on their cars - even though they were supposed to clean them on their own time.

In 1908, nine years after the Union was formed, the unjust dismissal of one employee resulted in the Company being forced by the Union to give consideration to a formal appeal on the basis of the dismissal having been without cause. This appeal was the forerunner of many hundred of similar grievances that have since been lodged by the Union.

## **SOCIAL SECURITY**

In the early days employees did not have any provisions for old age, sickness, hospitalization, medical care and so on. These "extras" were to be met with the inadequate 15 cent hourly wage they were receiving. Inevitably, workers and their families were unable to provide for their physical well-being.

In 1940, the TTC finally agreed to set up a Sick Benefit Association and a Pension Fund Association to dispense special funds to be collected for purposes of pensions and social security. The Associations are administered by representatives of the Commission as well as the employees, and the funds were contributed equally by the Company and the employees. The Sick Benefit Association required monthly payments of 75 cents per month from each employee and an equal amount for each employee from the TTC. Benefits included payments of \$19 each week for non-occupational sickness for a maximum of 13 weeks in any one year; payment for the cost of X-rays up to a maximum of \$25 in any one year; free medical, oculist, dental, and anaesthetist services. The total sick benefits collected by employees in 1948 amounted to \$59,344.87. The Pension Fund Association required payments of 5% of each employee's income, and an equal amount for each employee from the TTC. The amount of pension payable to any eligible individual is computed on the basis of age and length of service with the Company and total pension payments for 1948 amounted to \$191,422.42.

## **INCREASED MEMBERSHIP**

When first formed, Division 113 represented only the operators and conductors employed by the Toronto Street Railway System. In 1921, with the merger of the nine

street railway companies in Toronto into the TTC, Division 113 came to represent all of the motormen and conductors in Toronto. In ensuing years, Division 113 brought into the bargaining unit the maintenance workers, white-collar clerical workers, way and structure workers, employees in the general stores, and the Gray Coach drivers.

## CONDITIONS FOR MAINTENANCE WORKERS

Before the Commission took over in 1921, the working conditions for maintenance workers were wretched. The sheet-metal barns were antiquated fire-traps and heat was never provided. The shops were infested with rats – lunches had to be hung from heights in order to prevent the rats from getting at them. No washrooms were provided and drinking facilities consisted of an old rusty can chained to a tap. Employees had to provide their own work clothes, which were worn out and ruined in a very short time because of the nature of their work. The actual work required of the employees was extremely tedious and heavy because of the absence of modern machinery.

With the coming of the Commission, however, conditions were forcibly improved, largely through pressure from the Union. The old sheet-metal barns were torn down and reinforced concrete buildings were built to replace them. Washroom facilities were provided, together with sufficient hot water, clean towels and showers. Coffee privileges were introduced. For example, a cup of coffee could now be purchased at specified periods during the day for 5 cents. Overalls began to be supplied by the Company, as well as rubber capes and boots for the emergency repairmen.

Carhouses were provided with repair pits to facilitate repair, together with the necessary equipment to carry on current inspection and maintenance in the most expeditious and economical way possible.

## PUBLIC OWNERSHIP

Prior to 1891, the City of Toronto owned and controlled the operation of the Toronto Street Railway System. In that year, however, a 30-year franchise was granted to Sir William Mackenzie. While the System was under private control, the experience of the workers led the Union to three main conclusions: (1) the Company was not especially concerned with good service; (2) the Company was not especially concerned with cheap service, and, (3)

the Company was not especially concerned with the working and living conditions of its employees. Rather, the Company was primarily and almost exclusively concerned with maximizing profits.

To the Union, there would be no improvement in the situation so long as the transportation system within the Metropolitan area of Toronto was divided among nine private companies working in competition with one another. To the Union, the better and cheaper service which the general public required would not be forthcoming until the entire system was under public control.

Therefore, in 1919, when the Mackenzie franchise was coming up for reconsideration, the two Division 113 Officers sitting on the City Council - Robbins and Gibbons - were able to convince their colleagues on the Council of the Union's point of view. The result was the now famous **Clean-Up Deal** in which the nine private companies, including the Toronto Street Railway System, were bought by the City and put under the Toronto Transportation Commission in 1921.

Although there was a considerable amount of confusion after the amalgamation in properly setting up a system of seniority for all of the employees, the Union has never regretted their attitude at the time and are actually rather proud of the role they played in effecting the Clean-Up Deal. The public has received better service through it. The public has received more value for its transportation dollar, and the employees have secured somewhat fairer living and working conditions.

## THE ONE MAN CAR

In 1934 the Trades and Labour Congress passed a resolution urging abolition of the one man cars and instructed its members to lobby within each province for legislation calling for their elimination. Division 113 Business Agent Joseph Tomkins testified against the operation of one man cars before the Ontario cabinet in 1935. He supported the amendment to the then current law providing for an application procedure for the operation of the cars on any line. Despite the heated opposition, introduction of the one man car spread inexorably across Canada. By the 1940s the cars were in wide use on both sides of the border. ■



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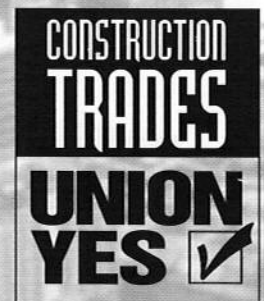
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# 'It Was a Long and Bitter Fight...'

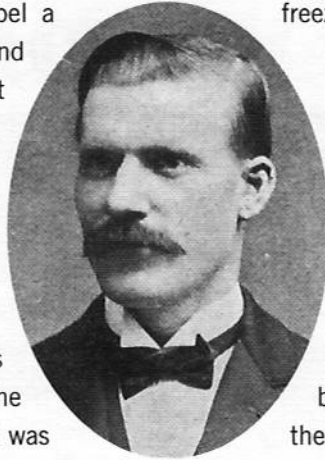
By Magnus Sinclair

When I began my labours in the street railway industry I faced the stern end of an equine beast which was supposed to propel a sort of a pill box set on four small wheels and seating from twelve to fourteen passengers at most.

We had no Union then in Toronto. It seems the horse had more sense than his so-called master, because he at least knew when he had enough. If the car became overloaded wise old dobbin simply refused to pull. It was the usual thing in such situations for the passengers to get off the car and push, as it was usual for them to give the horse a lift up a grade. The driver stood out in front, exposed to all kinds of weather, and in Canada that term "weather" takes you down to the bottom of the thermometer. About every two hours the horse or mule was taken from the car and a fresh one put on. The two-legged critter, the human mule, had no such release. If the Company overworked an animal and it died it cost them about \$75. In the overworking and killing of a man it cost them nothing. They could get a new man and at less wages.

These horse cars and the electric cars which succeeded them were without vestibule protection either in front or rear. Men stood on the open platforms twelve or fourteen hours a day and often longer in rain, in sleet or sub-zero weather. No heat was provided in a street car in those early days. It was customary for the driver to take an

armful of straw from the stable yards and spread it over the floor of the car to keep the feet of the passengers from freezing.

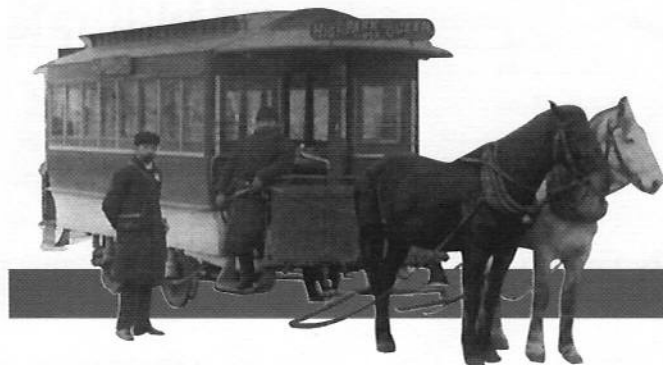


Next to the cold and the long hours on the job the trolley pole was the greatest curse, at least for the conductor. He was held responsible for all breakages whether they occurred on a curve or on a straight track. Inasmuch as the conductor was inside the car a good deal of the time, collecting fares in his tin pot, the trolley would fly off and break of its own momentum or on a cross wire, the pole being made of cheap, brittle wood.

Seventy-five cents was charged to the conductor for the breaking of one of these poles, though we were at a loss to figure how they could have cost more than a quarter. Never a pay day came around but conductors were docked for these broken poles.

While these troubles may seem trivial nowadays, they were of great concern to all of us then and, unable to obtain redress as individuals, we lent eager though somewhat fearful ears to the whispered admonition to organize. Unionize we did, despite Company opposition and boss-inspired oppressions. We were held together in desperation, realizing things couldn't be worse, for if they were we wouldn't be alive.

One of the first battles engaged in by the Amalgamated Association against the street railway companies was to force them to put a shelter in front of the motorman. It was a long and bitter fight. We pleaded before municipal authorities and legislative bodies in provinces and states. The companies used every wile and financial influence they could summon, to beat the demands for vestibules.



Streetcar men pose in Toronto's freezing temperatures in 1888

I can still hear ringing in my ears the oratorical efforts of Company spokesmen as they pictured the dangers, the madness, the criminality of putting a glass in front of the motorman. The glass would become "opaque" (that word made many an old streetcar man hunt up his dictionary), dust would gather on the glass; an impenetrable mortar; snow would gather, ice would form and the whole front of the streetcar would be like Mount Hood, a frozen glacier. Such were their ponderous arguments.

"You might as well blindfold a motorman and ask him to operate a streetcar," these pompous gentlemen would thunder. "Gentlemen of the courts; gentlemen of the legislature, if ye should enact this evil legislation you will be responsible for the wholesale killing of our wives and children who go upon the streets."

But the militant Amalgamated Association fought back and the result was the vestibule as we have it - with improvements today.

The struggle for the seat or stool on which the motorman might rest his tired limbs and sit at attention, instead of standing at "tired" attention, was another phase of our early history. Many a streetcar man in those times was put on the scrap heap because his feet and legs gave out from the strain of long hours standing rigid by the controller. The fight for seats was begun and won by the organized streetcar men, ably backed by the aid and influence of organized labour in general.

It may be difficult today to evaluate properly the benefit to our pioneers that these reforms brought about, but we enjoy the fruits of their struggles. Not only that, our demands for safety equipment and improved vehicles and right of way bettered working conditions and at the same time increased the confidence of the public in this mode of transportation. Traction barons for the first time began to look upon their properties as something besides the "window dressing" for stock promotion and sales.

Another peril of streetcar work in the early day was the "running board", as it was called. This was a narrow plank step which extended the length of the car on the

outside, the car being open and the seats being cross set the entire width of the vehicle.

The conductor had to swing along this running board, which often was no more than six inches wide, to reach the passenger who had entered, to collect the fare. Thus the conductor was constantly swinging along this narrow footboard all day, with a fare box in one hand, a punch and a bunch of transfers in the other, trying to keep his balance, like a goat on a narrow precipice.

Many of our conductors met their death by being thrown from this precarious footing onto the street. Indeed, so dangerous was this type of car that our membership rose up in rebellion and denounced it, bringing some companies into court on charges of manslaughter. The treacherous and lethal running board has long since been abolished by legislation.

An entire book could, and perhaps should, be written on the human and inhuman sides of street railway life, the tragedy, the comedy, the trials and tribulations the pioneers encountered. But that will have to come from an abler pen than mine. I have here set down a few recollections out of the dusty and dim archives of memory at the importuning of my good friend the editor. If his searching pencil was spared any of it you may then pass judgment; if not, at least I have fulfilled my bargain.



*Sinclair became a charter member of Local 30 (later 113) in 1893 and was elected to the International Executive Council in 1903. He served on the General Executive Board until his retirement in 1944.*

*This article is excerpted from the May 1939 Motorman & Conductor. ■*

*Even though they won the right to have stools, motormen were required to purchase them themselves.*

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# PROFILES

## **WILLIAM D. MAHON**

*International President (1893-1946)*

**A**t the time of his resignation in 1946, Bill Mahon had served as International President of the Amalgamated Association for 52 years and eight months. He was the second International President, elected in 1893, one year after the Amalgamated was formed.

Bill Mahon built the Amalgamated. When he first became President, the Union was nothing but a bunch of loose ends, divided by religious and other biases. It took his masterful job of organization and administration to build the Union into an effective, well-knit agency to increase the working and living standards of the employees of the street railway systems. To him must go the credit for whatever glory the Amalgamated Association has attained.

In 1899, when the Toronto Division was taking shape, Bill Mahon came to our city to assist the committee of 13 that was attempting to form the Union. His affability and ingenuity went a long way toward establishing the Division on a firm basis.

Since his resignation in 1946, Mahon had been President Emeritus of the International Union. Mahon died in Detroit on October 31, 1949. He was 88.

At his funeral, it was recalled that some 50 years earlier, Mahon had written his own epitaph, which he well fulfilled: "I would rather go down to my grave as poor old Bill Mahon, without a dollar, and leave a legacy of improved conditions for the street railwaymen of the country, than to have all the wealth of the Morgans -- rolled into a pile and doubled ten thousand times.

"My only hope is that when my life's work is done and I am laid away I will have earned the epitaph: 'He was our friend.' " That epitaph was published above his picture in the 1949 Motorman & Conductor that celebrated his remarkable life and mourned his death.

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## **JAMES McDONALD**

*Business Agent (1899-1907)*

**P**erhaps more than any other man, James McDonald can take credit for having made the most important contribution to Division 113.

He first gained favour among the Street Railway employees when in 1894 he led the fight against the

Company's practice of discounting half-cent balances in wages rather than allowing them as full-cent payments to the workers. McDonald was one of the loyal 13 members responsible for the establishment of the Division and his name appears on the original Charter. Most important, he became the Division's first full-time Business Agent after he was fired from the Company for Union activity.

In these early years, it was largely through his leadership that the Division was able to lay its firm foundation, and win recognition for the Union of the workers from the Company.

By the time of his death in 1907, the importance of his contribution was widely recognized, as reflected in the editorial of "The News", June 28th, 1907.

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## **JOSEPH GIBBONS**

*Business Agent (1907-1926)*

**J**oe Gibbons replaced James McDonald as Business Agent of Division 113 upon the latter's death in 1907. As Business Agent, he helped lead some of the toughest fights ever waged for the Union against the Company in his constant struggle to improve the working and living standards of the workers he represented.

His ability to debate any point in issue, and leave that point clearly established in the minds of his listeners, won for him the admiration of the membership, the Toronto Street Railway System, and eventually the Toronto Transportation Commission. During part of his term of office, he served as International Vice-President of the General Executive Board.

Like his colleague, W.D. Robbins, Gibbons also served as Alderman on the Toronto City Council for many years, later as Controller and Acting Mayor. Finally, he was appointed to the Chairmanship of the Toronto Hydro Commission, where he remained until his death on February 17th, 1946.

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## **WILLIAM D. ROBBINS**

*General Secretary (1901-1938)*

**"W**illie" Robbins first stepped on to the cars in Toronto in 1895, and was elected to the position of General Secretary of Division 113 in 1901. He tended to his Union duties during these years on his own time after working all day for the Toronto Street Railway System, and it wasn't until 1908 that the Division could afford to create the full-time paid position of General Secretary, which "Reliable Old Bill" filled until 1938.

He also served in public office on the Toronto City Council -- 16 years as Alderman from 1912 to 1928; five years as a Controller from 1929 to 1934; one year as Acting Mayor during 1935; and two years as Mayor of the City of Toronto in 1936 and 1937, during which time he represented our city at the Coronation of King George VI in London, England.

Both through his Union work and as Toronto's Labour Mayor, Mr. Robbins has won the respect of Toronto citizens in all walks of life.

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## **JOSEPH TOMPKINS**

*Business Agent (1926-1946)*

Joseph Tompkins replaced Joseph Gibbons as Business Agent of Division 113 in 1926. Joe Tompkins had the difficult, troublesome and somewhat thankless job of bringing the Union through the hard and bitter depression years. Although he was successful in preventing wage cuts for the membership at a time when almost all Canadian workers were taking such cuts, Tompkins was well aware of the inadequacy of the current rates.

Again, with the coming of World War II, wage controls prevented him from fighting for the wage increases and improved working conditions which he recognized to be so vital at that time. Enforcement of such controls is difficult for any Union officer, but especially for one like Tompkins, who was so well aware of the difficulties facing Division 113 members in their attempts to maintain healthful standards of living for themselves and their families.

During part of his term of office, he served on the General Executive Board, and when he died on March 23rd, 1948, it was in the knowledge that he had earned and won the sincere appreciation of the entire membership.

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## **MAGNUS SINCLAIR**

*Financial Secretary (1899-1902)*

*General Executive Board Member (1903-1943)*

Magnus Sinclair, like James McDonald, was one of the daring few that tried to establish a Union, even knowing that it meant sure dismissal if the Company learned of his activities. Many of the private meetings of this small group were held in the humble Sinclair parlour in the trying years between 1893 and 1899.

Elected the first Financial Secretary of the Union in 1899, he held that position a short time and was then

elected as Canadian Representative to the General Executive Board in 1903 -- a position which he held for 40 years.

During that time he won the respect of the International Labour movement, not only through his activities with the Amalgamated Association, but also for the important role he played in setting up the Labour Temple in Toronto, for his keen ability on arbitration boards, for the position of Vice-President he held for many years in the Toronto Trades and Labour Council, and for his sincere pleas for minority groups.

Magnus Sinclair was also an astute scholar, the author of stirring and beautiful poetry, the compiler of an authoritative encyclopedia of Grecian mythology, and a connoisseur of classical literature. Although he retired from active participation in Union affairs in 1943, his death on April 16th, 1948, was deeply felt by the entire International Labour movement.

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## **LARRY O'CONNELL**

*International Representative*

Larry O'Connell was one of the first representatives from the Rolling Stock Department on the Executive Board of Division 113. It was because of his tireless ambition to improve the working conditions of the entire membership, however, that he was elected to the position of President of the Union in 1933, and held that office until 1936.

In more recent years, Larry O'Connell has become Second Vice-President of the Amalgamated Association, as well as International Representative for the Amalgamated in Canada. In this latter capacity, O'Connell has played an important role in winning improved conditions for street railway workers throughout the Dominion.

Mr. O'Connell's contribution to the labour movement has not been confined to his own Union, however. In 1921 he was elected President of the Toronto District Labour Council for five consecutive terms. He also served on the Executive of the Ontario Labour Educational Association, a group which worked in co-operation with the Trades and Labour Congress in fighting for old age pensions, workmen's compensation, mothers' allowance, and so on.

The most recent honour brought to the Division by Larry O'Connell has been the announcement that he was delegated to attend the Inland Transport Workers' Conference, which was held in Brussels, Belgium, beginning May 17, 1949. Larry O'Connell died January 2, 1960. ■

# The Beginning of Public Transit in Toronto

The first Toronto omnibus service was inaugurated in 1849 by Mr. H. B. Williams, an enterprising cabinet maker. It was a six-passenger vehicle with removable windows and was equipped with leather curtains for inclement weather. His four omnibuses provided a 10-minute service at a six-penny fare between St. Lawrence Market and the Red Lion Hotel in the suburbs of Yorkville, which now approximates the corner of Yonge and Bloor Streets.

Steadily increasing patronage required Mr. Williams to augment the service by the addition of four ten-passenger omnibuses the following year, and during the next decade the routes were extended to serve all outlying districts. Thus, remote properties which were formerly inaccessible became highly desirable and somewhat expensive building sites.

In 1861 the newly formed Toronto Street Railway Company was granted a 30-year franchise to operate horse-drawn street railways. The terms of the franchise prohibited a speed of more than six miles per hour; no transfers were issued; and a 5-cent fare was collected on each route. The cars were to run 16 hours per day during the summer, and 14 hours per day during the winter.

On the one-horse cars the fare box was hung inside the front door, and as passengers could enter by either the front or rear door, it frequently depended on the individual's own integrity as to whether or not he paid his fare. On the two-horse cars a conductor collected fares with his own "coffee pot" fare box.

Although the cars had the right-of-way according to the Company's agreement with the City, they were frequently subjected to delays by other traffic attracted from the rough and uncertain roadways to the smooth surface of the rails. In the case of fire it was quite usual to pull the cars from the tracks to facilitate uninterrupted passage for the fire apparatus.

The Company was obliged to make every effort to keep the tracks clear of snow and ice during the winter months. It was also required to provide sufficient sleighs to accommodate the public whenever the car services were halted by storms. An idea of the difficulties created by wintry weather may be gleaned from the fact that the Company did not secure a snow sweeper until 1891. This was a large vehicle drawn by 12 horses and it created quite a sensation on its first appearance on the streets.

A comparison of the reports of the Company in 1861 and 1890 reveals that the humble horse car contributed in no small measure to the rapid development of the City of Toronto. In 1861 the Company owned 6 miles of track, 11 cars, 70 horses, a number of sleighs and wagons, and carried about 2,000 passengers daily. In 1890 the Company owned 68 miles of track, 262 cars, 99 buses, 100 sleighs, 1,372 horses, and was carrying 55,000 passengers daily.

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## The Mackenzie Interests

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After the expiration of the Toronto Street Railway Company's franchise in 1891 the City bought the railway at a cost of nearly one-and-one-half million dollars. It soon became evident, however, that public opinion was not prepared for a venture in public ownership and a new 30-year franchise was granted to Sir William Mackenzie and associates. The property was sold to these interests at the same price paid by the City. The cash fare of 5 cents was to be continued, with ticket rates of 25 for \$1, or 6 for 25 cents. The free transfer privilege was also introduced at this time.

An important feature of the new agreement was the provision that the system was to be electrified within three years. While opposition to the electrification of the system was offered by horse fanciers and a few who "viewed with alarm" the debacle that would be caused by electric cars rushing madly along crowded thoroughfares, the balance of public opinion was in favour of the improvement and the Company proceeded with the work. The first electric car on the Toronto system appeared in service on Church St. on August 15, 1892, and the Company met the terms of its agreement by completing the electrification of the system within the next 2 years. The last horse car was withdrawn from service on McCaul St. on August 31, 1894.



Some of the first electric cars in service were simply electrified horse cars of both open and closed body types with controls installed. As new cars were required, however, open and closed interchangeable bodies were constructed to meet the demand for open car summer service and closed car winter service, without the expense of duplicating the electrical equipment. The bodies were interchanged each spring and fall, and the only closed cars in service during the summer months were rush-hour extras. These open cars were made illegal in 1915 to protect the safety of the passengers and conductors.

One of the chief arguments against the introduction of electric cars was that they were a menace to public safety. To overcome this objection, and to quiet the fear it might have aroused in the public mind, as well as to provide a positive measure of safety for pedestrians, the early cars were equipped with a lifeguard that turned out to be more impressive in appearance than in action. It consisted of a pipe frame extending 5 feet from the front of the car and about 8 inches above the ground, from which a heavy fish net was hung to the top of the dash. Several fatal accidents hastened experiments with other devices and finally a fender that dropped to the ground automatically, after hitting an object, was adopted.

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### **Progress Halted**

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The vast improvement in its public transportation services accompanying the electrification of the system gave new impetus to Toronto's development. The population was doubled between 1891 and 1910 to the new peak of 350,000, with a substantial increase in area. At the same time the Toronto Street Railway Company refused to expend their services to outlying districts, feeling that such a venture would not be sufficiently profitable, with the result that most of the city's greatly increased population and its industrial and commercial activities were practically confined to the older section, while the expansive new districts remained undeveloped and sparsely populated.

To provide transportation facilities to these outlying areas other private firms, as well as the City, operated separate lines. Before long there were 9 separate systems in Toronto, collecting 9 separate fares. It cost from 2 to 15 cents to travel between points within the city limits. Efforts to develop the outlying areas met with indifferent success. Progress was almost at a standstill due to the

handicap of disconnected and entirely inadequate public transportation services.

Faced with such abundant evidence of stagnation, the people of Toronto readily realized that a unified transportation system providing economical, convenient and adequate service to all parts of the city was absolutely essential to further progress and development. Consequently, when the opportunity presented itself on January 1, 1920, an overwhelming majority of the electors voted in favour of the City's taking over the Toronto Street Railway Company at the expiration of its franchise and of placing all the city's 9 transportation services under the control of a Commission of 3 resident ratepayers to be appointed by the City Council.

The making of substantial profits was the sole objective of the private owners of public transportation services in Toronto from 1849 to 1921. They gave to the public, in quality and quantity of service, only as much as they could be forced to give under the provisions of their franchise contracts. All their policies and practices were primarily influenced by their final objective--substantial profits. In the projected publicly owned transportation system, however, the speculative hope of substantial profits would not be needed to attract the investment capital necessary to finance the projected publicly owned transportation system. At the same time the sole objective under municipal ownership is to give the public a maximum of modern and efficient service at the lowest possible cost, with no provision for private profit.

An important stipulation under which the Toronto Transportation Commission was formed is that which requires that the system be entirely self-sustaining, operating solely on the earnings of the service. The cost of acquiring the system was included as part of the TTC's capital debt. Not one cent of taxes has ever been collected from the taxpayers to pay capital, operating or any other costs of the system. The passengers pay the entire cost.

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### **Progress Resumed Under Public Ownership**

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On the first day of the Commission's administration, passengers who formerly paid two or three fares for a single trip within the city on these services paid but one fare and were accorded free transfer privileges between the routes of the formerly separate systems.

At the same time the TTC introduced bus service where conditions did not warrant the capital expenditure necessary for the extension of rail services. The Toronto system was among the first in Canada to experiment with the use of buses in co-ordination with rail services. Toronto's first bus route was inaugurated in 1921 when four solid-tire, double-deck buses commenced service between Dundas St. and Runnymede Rd. via Humberside Ave., High Park Ave. and Annette St.

Of the 830 cars turned over to the Commission and listed by the Toronto Street Railway Company as assets, 415 had to be scrapped. New cars had to be ordered and the balance had to be renovated. The new steel streetcars were of front-entrance, centre-exit design. Seating was arranged to provide ample platform space at the entrance and exit, which were equipped with double doors operated by compressed air. A positive ventilation system and forced-air heating assured maximum comfort at all seasons of the year. At the insistence of the Union, air brakes and the latest mechanical equipment and safety devices were installed to promote safe and dependable service.

In more recent years, the outstanding achievement of the Commission has been in the addition of the new streamlined cars. In the fall of 1938, 140 of these cars were introduced to Toronto, and between 1940 and the present day, an additional 400 have been ordered.

Improvement in bus design and equipment followed closely the general advances made in the automobile industry, including the balloon tires, more flexible springing, more powerful motors, four-wheel brakes and other minor changes. More recently, the outstanding new feature introduced was the new engine-in-the-rear design. By this arrangement, noise and vibration were reduced to a minimum.

Another innovation introduced was the use of loops at route termini to eliminate the slow and dangerous practice of wyeing. Fourteen loops were built in the period between 1921 and 1923, many more have been completed since then, and the properties are maintained in attractive condition.

The Hillcrest property was chosen for the general repair shops, stores and auxiliary facilities to meet the requirements of the system. The general shops building, which covers 5 of 22 acres on the property, is completely

fitted with specially designed machines and equipment to facilitate every operation. To move cars from one section of the shops to another, an electrically operated transfer platform was installed. Overhead travelling cranes carry motors and heavy units between departments. Electrically operated jacks lift a car into the air in a few seconds. The equipment and buildings of the other 6 Divisional Carhouses are of an equal caliber.

### Rapid Transit For Toronto

For the future, the most significant news appears to be the introduction of Rapid Transit to Toronto. The TTC has recommended the construction of facilities for full rapid-transit operation along Yonge St. between the Union Station and Eglinton Ave., a distance of 4.6 miles, with convenient transfer stations at Bloor, St. Clair and Eglinton. The plan provides for the construction of both subway and open-cut sections. Service north of Eglinton will be furnished by new and modern equipment.

The equipment used in the operation will have trucks and controls similar to the modern streetcars; ultimate capacity will be 40,000 passengers per hour in either direction; high level subway platforms will be located as close as possible to the street surface, giving maximum convenience for passengers; 17 escalators will facilitate rapid and orderly movement of passengers at all subway stations where length of stairways are at all excessive; cars will be 10 feet wide, providing more abundant comfort than is allowed in the present streetcars, with a width of 8 feet 4 inches; platforms will be at car floor level to facilitate rapid loading and unloading; cars will be inter-communicating, allowing for equalization of load in the several cars composing any train; rapid-transit trains will operate at rush-hour speeds, including stops, of 18 m.p.h. northbound, and 20 m.p.h. southbound, with speeds of 20 m.p.h. or more in off-peak periods.

A subway and open-cut section is also planned for Queen St. The open-cut sections will be west of University Ave. and east of Church St. and in the rear of the Queen St. frontage, connected by a subway under Queen St. between University and Church. The open-cut sections will extend through depreciated areas, where there will be a pronounced economy in acquiring a private right-of-way a short distance north of Queen St. The general features conform to those described for the Yonge St. system. ■

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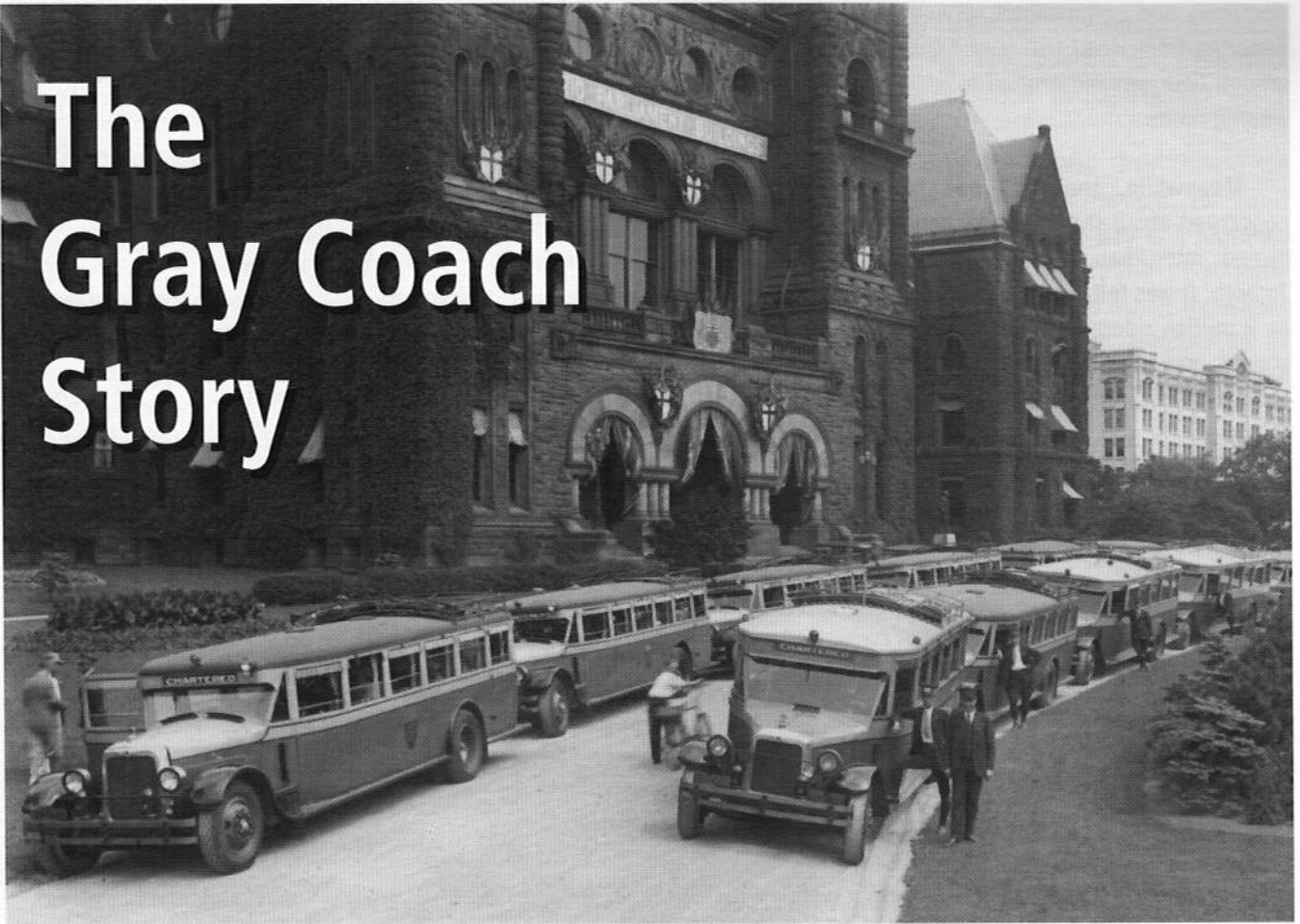
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# The Gray Coach Story



No history of public transit in the Toronto area would be complete without recognizing the important contributions of TTC's subsidiary, Gray Coach Lines(GCL). In 1987, Gray Coach celebrated its 60th birthday and reflected on 6 exciting decades of growth and change, through peace and war, prosperity and Depression. The company pioneered intercity bus service in much of central and southern Ontario and built up a 1,500-mile route network. Its Gray Line sightseeing operations and special services were a class act made possible by the professionalism, courtesy and dedication of GCL drivers and garage staff, most with TTC roots. During that upbeat year, few employees suspected that, in three years, the Commission would sell Gray Coach Lines in an attempt to focus on the TTC's core business.

The events that led to the formation of Gray Coach Lines in 1927 actually began several years earlier. The Toronto Transportation Commission had been operating city buses since 1921. By 1924 buses were made available for charters and this enterprise quickly became a very profitable undertaking. As well, bus technology was growing by leaps and bounds and the Province was

planning to extend and improve the King's Highways system.

In 1925 the TTC entered the local sightseeing business by acquiring Dominion Coach & Livery and its Gray Line franchise. Twenty-one new buses, incorporating Hillcrest-built wooden bodies on Yellow Coach chassis, were subsequently placed in service. Additional vehicles were secured from the White Motor Company. All were painted in an attractive 2-tone grey paint scheme, to differentiate them from the TTC's city buses.

The year 1925 also saw the Commission launch a deluxe coach service, operating buses between downtown and affluent areas such as Forest Hill and Rosedale. These coaches, which charged double the normal TTC fare but guaranteed seats and provided smoking sections, attracted chiefly former automobile users. During the off-peak season, sightseeing buses were used in this service.

In 1926, responding to numerous requests from the public for a sightseeing service to Niagara Falls, the Commission secured a Provincial licence for such an

operation and commenced service on July 14. Coaches departed from Head Office at Front and Yonge where the ground floor was remodelled to accommodate a passenger waiting room.

Meanwhile, the TTC was becoming increasingly concerned about the effects of competition from privately owned interurban bus lines operating into downtown Toronto. It was felt that our streetcars were losing as many as 2 million riders annually. Accordingly, the Commission sought and received Provincial authority to buy up the equipment and operating licences of these companies, to safeguard the City of Toronto's tremendous investment in the TTC.

In addition, the TTC recognized the enormous potential for growth in intercity bus travel through better highways, improved bus designs and the convenience offered customers. Bus companies (TTC included) generally were able to offer more frequent and economical service than the railways, as well as picking up and discharging passengers at numerous stops entering and leaving cities.

The establishment of Gray Coach Lines as a wholly owned subsidiary stemmed from the TTC's desire to separate the highway/charter/sightseeing accounts from those of the Commission's city services, and to segregate operating results. On June 28, 1927, Gray Coach Lines Ltd. was incorporated with an authorized capitalization of \$1 million. During its first year of operation GCL carried 280,000 passengers.

### The GCL name and herald

The name Gray Coach was a good choice for the new company, as TTC's special service buses had been painted grey, and on account of TTC's Gray Line affiliation. Hence, the American spelling was adopted. Gray Line was a highly respected international sightseeing organization well-known to travellers. When considering the new name, the Commission recognized the importance of presenting a separate image from the TTC outside Toronto.

The distinctive red shield with its wings signifying speed was the Company's trademark from day one. The significance of the green light atop the shield was

reinforced in company advertising. In early years, the slogan "look for the green light" was used, suggesting a "clear road ahead."

GCL lost no time in acquiring the competing bus companies, buying them on a voluntary basis. Within 2 years the Company had obtained rights on all routes leading into Toronto. Our buses were operating to such new destinations as Gravenhurst, Penetang, Collingwood, Alliston, Shelburne, Uxbridge, Hamilton and Oshawa. Gray Coach services appealed to increasing numbers of suburban passengers, prompting expansion of these services throughout the Toronto commutershed in the following decades.

The Buffalo route, inaugurated by the TTC on October 19, 1926 was the most important service operated by TTC and subsequently GCL, in the early years. Buses initially



ran across the bridge to Niagara Falls, N.Y., making connections with buses of the International Railway Company for Buffalo. In these days before the Queen Elizabeth Way, buses ran "local" to the Falls, via the Lakeshore Highway 2 and Highway 8 beyond Hamilton. Rest and lunch stops were frequently scheduled at Burlington's Brant Inn or Grimsby's Halfway House hotel. Opening of the Peace Bridge on May 19, 1928 permitted Gray Coach buses to operate through to Buffalo via River Road and Fort Erie.

By 1937, GCL had bought up 10 private bus companies at a total cost of \$836,986. In common with most businesses, Gray Coach Lines suffered losses for several years during the Great Depression. However, the



administrative functions, including training and advertising, have also been performed by the TTC.

Over the years, Gray Coach has helped countless people to enjoy vacations. Georgian Bay and Muskoka have been popular summer destinations, while in winter thousands of skiers have been transported to popular resorts in Huronia and the Collingwood area. For a long time, our coaches connected with Muskoka Lakes steamers at Gravenhurst wharf.

company continued to buy new equipment to attract customers and, as the economy improved, passenger volumes began rising again.

The route network was expanded as more miles of paved highways were opened during the 1930s. In 1936, service to North Bay was inaugurated. Trips operated via Callender, home of the world famous Dionne quintuplets. For a short time, a stop was made at the babies' hospital for GCL passengers to visit the quints.

On May 9, 1937, Gray Coach began operating beyond Hamilton to London, via Brantford. The new portion of this route was over a Greyhound franchise. Thus Toronto Greyhound Lines was formed, jointly owned by Gray Coach and Greyhound. The route was extended south from London to Talbotville to meet Greyhound's Detroit-Buffalo runs. Some GCL buses assigned to this service were relettered "Toronto Greyhound Lines." The pool service was dissolved in 1940 and GCL's London trips were rerouted via Highway 7 to serve Stratford.

GCL, with the strength of the TTC behind it, was able to provide the travelling public with modern, well-maintained buses, extra vehicles at heavy periods, highly trained drivers, and dependable, frequent services. GCL employees enjoyed superior wage rates and working conditions, compared to the private bus companies. By the nature of their businesses, TTC and Gray Coach experienced busy periods at different times of the year. Through sharing of facilities, the exchange of equipment and manpower, as well as harmonized collective agreements with Local 113, both TTC and GCL were well prepared to meet ridership demands in peak seasons. For many years, Gray Coach used the repair facilities at Hillcrest Shop and Davenport Garage. Various

Blossom tours, fall foliage outings, racetrack service and mystery tours have also been popular. A wide range of package tours was also offered to vacationers--favourite destinations included Montreal, Ottawa, Western Canada, New York City, Washington and Pennsylvania Dutch Country.

## World War II

In common with all public transportation agencies, Gray Coach experienced a tremendous increase in riding during the war, largely due to gasoline rationing and despite the suspension of some routes serving vacation country. Ottawa assigned Gray Coach the task of handling countless movements of military personnel especially to destinations such as Camp Borden. Shortages of staff and equipment proved challenging but GCL did its part in the war effort. Several employees also took leave to serve overseas.

## Postwar changes

For the first quarter century after World War II, the GCL system remained relatively stable. Its strong presence in Ontario, large modern fleet of about 400 buses, and intense line haul service over a 1,500-mile route network combined to make Gray Coach the third largest interurban carrier in Canada. New equipment was ordered annually that took full advantage of the improved highway system, which permitted faster schedules. In 1956, Highway 69 was extended to Sudbury and our buses soon followed.

Unfortunately, postwar prosperity brought a surge in automobile ownership which adversely affected intercity bus patronage. Gray Coach's falling ridership was partly offset by new customers who were formerly railway



passengers. During this period, the CNR and CPR were discontinuing numerous trains which had served small town Ontario throughout the Gray Coach system area.

During the 1950s, the Lambton and Islington suburban routes were turned over to the TTC and incorporated into the city system. The extra fare coach services were discontinued after the Yonge subway opened in 1954.



Bus Parcel Express grew rapidly, with customers attracted by our fast, dependable service. By 1969 the operation had outgrown the Bay Street Terminal and a new facility, the BPX Terminal, was opened at Front and Sherbourne Streets. The second floor of this building housed the GCL traffic office and driver's quarters.

In 1970, GO Transit began operating over selected GCL routes, initially as a feeder service to its lakeshore commuter train service established in 1967. This included the Toronto-Hamilton and Toronto-Oshawa runs and, later that decade, the Barrie, Uxbridge and Guelph runs, although in several cases GCL still provided through service. For several years, Gray Coach staffed, despatched and maintained GO buses. GCL also supplied its own buses to GO Transit's fleet which was stretched thin. GO Transit gradually took over all aspects of this operation, first by providing all drivers by 1984, supplying all of its own buses by 1988 and breaking all remaining ties with Gray Coach in 1989. By this time the GCL fleet had shrunk to 1 quarter its size in pre-GO Transit days.

Despite the ongoing loss of business to GO Transit, Gray Coach was able to remain financially secure through innovation and stringent cost control measures. In 1977, the Company resisted attempts by Greyhound Lines of Canada and Stock Brothers Bus Lines to operate over three of our most profitable routes: Sudbury-Toronto; Buffalo-Toronto; and Orillia-Barrie-Toronto. In an appeal to the Ontario Highway Transport Board, a compromise was reached which permitted pooled operation on these routes.

It was critical that Gray Coach keep its important connecting points at Buffalo, North Bay and Sudbury with other bus companies. GCL buses also operated as "through coaches" to New York, Washington and Timmins as part of interline arrangements with other carriers.

Gray Coach introduced fast, low-cost Airport Express service from the Islington, Yorkdale and York Mills subway stations, and from downtown and Scarborough hotels. The Toronto sightseeing operation was always a major operation, thanks to the city's popularity as a destination for tourists and business travellers. Deregulation of the industry in the early 1980s in Metro Toronto changed the landscape as Gray Coach no longer

enjoyed a monopoly in the local tour business. Newcomers to the field were usually characterized as small operators with inexperienced, non-union drivers and a mix of second rate buses. Discerning visitors to Toronto chose the Gray Coach sightseeing service.

## Terminals

**F**or its first four years, GCL buses loaded outside the Head Office waiting room at Front and Yonge and a "storefront" office in the building on the north-west corner of Bay and Dundas. Soon the principal loading point for GCL and "foreign" buses was a vacant lot at Bay and Edward. By December 1931, this site was occupied by the handsome Terminal (subsequently expanded) that remains there as today's Toronto Coach Terminal. Six years later, Sunnyside Terminal was opened for the benefit of west end passengers. Eastern route passengers used a small waiting room at the Coxwell-Danforth intersection, beside Danforth Division. In the early 1950s, a small facility was opened at Jane Loop. At other terminal points throughout the GCL

system, some were owned by TTC/Gray Coach (e.g. North Bay, Barrie) while others were owned by local carriers.

## Vehicles

During the 1930s, intercity bus technology improved rapidly and GCL purchased a variety of new vehicles to provide the best equipment for its customers. By the mid-1950s, the comfortable, picture window, air-conditioned diesel bus had arrived on the scene. Its successor, the wide body model 102A3, represented the state-of-the art in interurban bus design and the final addition to the GCL fleet in the mid-1980s. Gray Coach had always taken pride in its vehicles as shown in later years by its policy of owning a fleet whose age was under seven years, the best standing in the industry.

Since 1980, GCL buses were maintained at Lakeshore Garage, a modern facility that replaced the antiquated Sherbourne Garage, a former streetcar motor repair shop dating from the 1890s. Lakeshore also served as GCL's administrative headquarters (replacing the facilities at the BPX Terminal). Bus servicing was also provided at Lakeshore on a contract basis for other carriers. Many foreign operators were regular customers and appreciated the expertise of GCL garage staff and the quick turn around given their vehicles. These carriers reciprocated when Gray Coach charters and tour buses visited their home ground.

In 1986, Gray Coach Lines carried 8,844,965 passengers and its 1,500-mile network served 300 Ontario communities, providing a vital link to Toronto and the outside world. Late that year, GCL purchased Trentway-Wagar, a Peterborough-based intercity, school bus and tour bus operator. Operation of Trentway continued as a separate entity.

In 1988, the TTC formulated a "Back to Basics" philosophy, which was strongly articulated by new Chief General Manager Al Leach. This policy formed the background for all decision making and meant that the Commission would focus on its central mandate: moving people in Metro Toronto. To this end, the decision was made in 1989 to sell Gray Coach and all of its subsidiaries. Despite setbacks suffered by GCL's partnership with the charter airline Vacationair in the late 1980s, the Company's financial picture remained good

and many Ontario communities relied upon its service. These were points raised by Local 113 in its arguments against the sale. The following year Gray Coach was sold to Stagecoach Holdings of Scotland which soon downsized operations and in turn sold the remaining routes to Greyhound in 1992. Ontario Northland Transportation Services acquired the North Bay route. The last vestiges of Gray Coach in Toronto, the downtown passenger and parcel express terminals, were retained by TTC. The TTC purchased Lakeshore Garage which required little modification for use by Wheel-Trans.

Throughout its 63-year history, Gray Coach had drawn strength from its front line employees whose professionalism and courtesy brought customers back to the ticket window again and again. GCL drivers have won countless awards and commendations for their driving skills under all weather conditions, and for their friendly, obliging manner.



The garage environment at Gray Coach required different approaches to maintaining interurban buses and managing a good stores section. Local 113 recognized the unique servicing demands of the GCL fleet. The skills and innovation displayed by garage staff were key elements in ensuring the continued viability of the company in its final years.

TTC employees, Union or not, feel a sense of loss with the sale of Gray Coach. Through its employees, the company earned a reputation as one of Canada's leading bus companies. Gray Coach was also an integral part of the heritage of the Toronto Transit Commission ■

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# Remembrance

## ATU 113 Honour Roll

**N**ear the town of Ortona, Italy and overlooking the blue waters of the Adriatic, the Moro River Canadian War Cemetery is entered through an archway that forms part of the little church of San Donato.

Among the 1,375 Canadian war graves that can be found here, and lying together in Row VIII, are boyhood friends and classmates Ron Ward and George Ardagh of the 48th Highlanders of Canada.

TTC employees Ron Ward and George Ardagh are among the 12 TTC employees who died or were killed on active service in World War II.

This is the story of what happened to those employees and a brief history of the TTC Honour Rolls that commemorate those who died and honour the men and women of the Commission who served in Canada's Armed Forces.

On the night of October 22/23, 1943, Private Ron Ward along with Corporal George Ardagh, and three other 48th Highlanders were on a patrol near the town of Torella, Italy.

The patrol walked into a minefield containing small "Shoe" mines and the deadly "Jumping Jack" mines that were designed to throw their explosive one metre into the air before detonating.

These mines were also interconnected by trip wires and one mine exploding caused others to explode, all five in the patrol were grievously wounded. George Ardagh was killed outright when a phosphorus grenade in his webbing equipment ignited.

The Sergeant in charge of the patrol sustained additional burns trying to cut the webbing equipment from Corporal Ardagh in an effort to save his comrade. During the night this Sergeant crawled almost a mile back to the 48th Highlanders' position to get aid for his men.

It took until late in the afternoon of October 23rd for the Highlanders to fight their way to the minefield. Immediately upon arrival, and without regard for his own personal safety, Sgt. J. Jonassen entered the minefield and recovered Ron Ward, the only member of the patrol left alive.

Cradling Ward in his arms he carried him out of the minefield and up the steep hillsides to the Regimental Aid Post. Private Ron Ward succumbed to his wounds while being carried back.

Ron Ward and George Ardagh, best friends who had joined the TTC together in 1937 and worked together in the Motor Traffic Department, were both 24 years old.

George Ardagh's name is not recorded on the TTC Honour Rolls.

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## Remembrance

**S. Watson**  
– *Russell Division*

John Stanfield Watson, Leading Aircraftman 2nd Class (LAC), Royal Canadian Air Force.

LAC Watson was accidentally electrocuted On Active Service August 28, 1941 while serving with #78 Wing at Dry Tree, Cornwall, England.

Russell Operator Watson, age 22, is buried in the Helston Cemetery, Cornwall, England.

# Remembrance

**L. Horahan**

– *Motor Traffic Department*

Lawrence Melville Horahan, Flight Sergeant – Pilot, Royal Canadian Air Force.

Lawrence Horahan enlisted in the Royal Canadian Army Service Corps (RCASC) in September 1941, he advised friends that he was able to transfer to the RCAF before being taken on strength in the RCASC, getting married while waiting to enter air training.

Receiving his wings in August 1942 at Brantford, Ontario he went overseas to England. He happily wrote home, in April 1943 to tell everyone that he was flying Wellington bombers and that on his birthday he met a personal ambition to fly a four-engine Stirling bomber on operations.

On April 17, 1943 while serving with #420 Squadron RCAF Wellington Aircraft HW 682, missing and presumed lost over the target due to enemy action. Four crew killed and one taken prisoner.

Flight Sergeant Pilot Horahan, age 23, is buried in the War Cemetery, Heverlee, Brabant, Belgium.

# Remembrance

**W. Allan**

– *Rolling Stock and Shops*

William Cosmo Allan, Flight Lieutenant – Pilot, Royal Canadian Air Force with #405 City of Vancouver Squadron.



While on flying operations in the Pathfinder Force on the night of December 16, 1943, Target Berlin, Germany, Lancaster aircraft JB 369 was returning from the target in bad weather and low on fuel when it crashed one mile north-east of the airfield at Graveley, England.

Three of the crew of seven and Pilot Allan survived, but he died of the injuries received that night, on December 28, 1943.

Flight Lieutenant – Pilot William Allan, age 25, is buried in the Botley Cemetery, North Hinksey, Berkshire, England.

# Remembrance

**W. Young**

– *Garage Department*

William George Young, Sergeant, Royal Canadian Engineers.

William Young originally enlisted in the Royal Canadian Ordnance Corps at the start of the war in September 1939. He later transferred to the Engineers.

Bill Young, age 40, died May 9, 1944, while on active service and is buried in the Military Section of Prospect Cemetery, Toronto, Ontario.

# Remembrance

**G. Mason**

– *St. Clair Division*



George Mason, Private, Royal Canadian Engineers

He joined TTC in 1929 and enlisted in the Royal Canadian Engineers in August 1940.

Private George Mason was killed in action on July 25, 1944 at Caen.

George Mason, age 40, is buried in the Beny-Sur-Mer Canadian War Cemetery, Normandy, France.

# Remembrance

**W. S. Waddling**

– *Rolling Stock and Shops*



Walter Stander Waddling, Sapper, Royal Canadian Engineers.

Walter Waddling joined the TTC in 1927 and enlisted in the Royal Canadian Engineers on September 6, 1940

Sapper Waddling died of wounds received in action on August 20, 1944 near the town of Falaise in Normandy. Walter Waddling, age 37, is buried in the Bretteville-Sur-Laize Canadian War Cemetery, France.

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## Remembrance

**A. H. Warman**  
– Danforth Division



Albert Humphries Warman, Corporal, Canadian Postal Corps.

Al Warman joined the TTC in 1928 and enlisted with the Royal Canadian Army Medical Corps on Remembrance Day 1940. He later transferred to the Canadian Postal Corps and in July 1942 was happy to tell his wife that he was now second in charge of the Military Post Office at the Canadian Active Service Force training camp at Lachine, Quebec.

Corporal Albert Warman, age 46, died on active service in Ottawa, Ontario on February 24, 1945 and he is buried in St. John's Norway Cemetery, Toronto, Ontario.

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## Remembrance

**S. A. Doherty**  
– Eglinton Division

Samuel Arthur Doherty, Flight Sergeant, Wireless Operator/ Air Gunner Royal Canadian Air Force, #355 Squadron.

Samuel Doherty joined the TTC as an Operator at Eglinton Division in September 1942 and enlisted in the R.C.A.F. on March 11, 1943.

On May 2, 1945 the crew of B 24 Liberator aircraft KH 210 were on operations when one engine caught fire and the propeller was feathered. The aircraft was unable to maintain altitude and the captain gave the ditching warning. At 200 feet the aircraft rolled, dropped a wing and crashed into the sea near the Rangoon River, Burma.

Five of the crew was killed and four crew were picked up by air-sea rescue.

Flight Sergeant Sam Doherty, age 20, is buried in the Bhowanipore Cemetery, Calcutta, India.

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## Remembrance

**W. Dowling**  
– Ferry Department



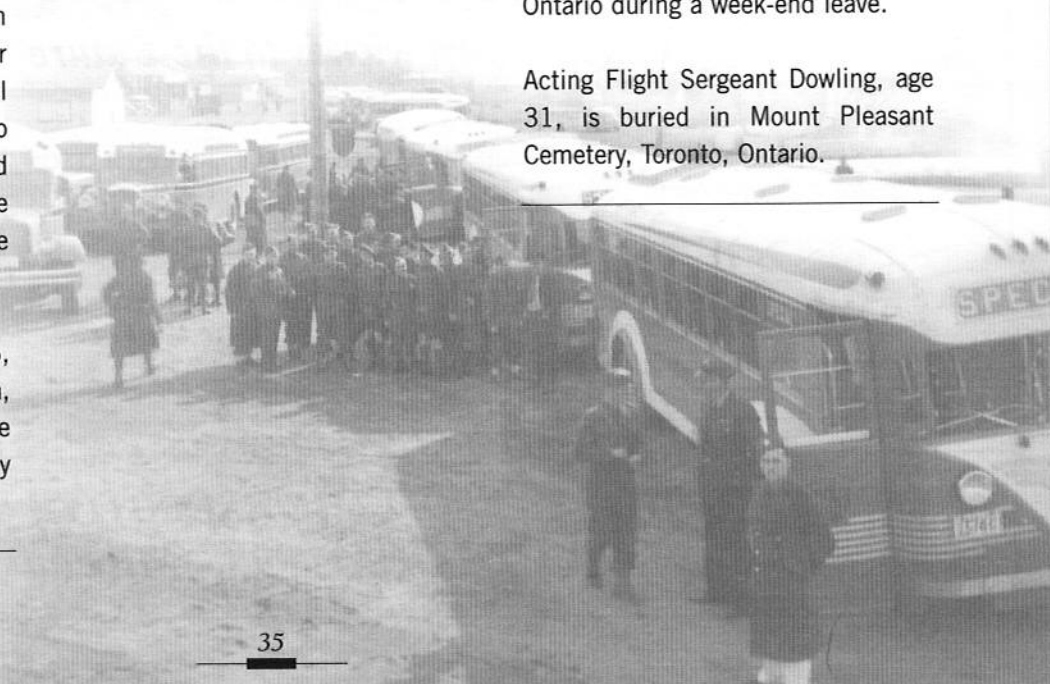
Walter George Dowling, Acting Flight Sergeant, Royal Canadian Air Force

Walter Dowling Acting Flight Sergeant, entered the TTC on May 1, 1940 and enlisted in August 1940. After training at Trenton and Port Dover he served for several years with the marine section of the RCAF on crash boat tenders and coastal patrol boats.

Walter Dowling died July 14, 1945 at the Hamilton Military Hospital from accidentally inhaling a carbon tetrachloride discharge from a fire extinguisher, on July 7, 1945, while on a motor launch cruise on Lake Ontario during a week-end leave.

Acting Flight Sergeant Dowling, age 31, is buried in Mount Pleasant Cemetery, Toronto, Ontario.

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## NO WORLD WAR I HONOUR ROLLS

Canada joined the other members of the British Commonwealth and Empire in declaring war on Germany, September 10, 1939. At that time fully 40% of all TTC Employees were veterans of the First World War.

Commencing in 1927 these veterans, referred to as "Returned Men", met annually at the TTC Returned Men's dinners. They paraded each November to the Old City Hall Cenotaph, proudly wearing their medals on their TTC Uniforms.

In 1927 these employees paraded 900 strong to the City Hall Remembrance service led by Eglinton Operator, Henry Robson VC.

Private Henry Robson, serving with the 2nd Battalion Royal Scots was awarded the Victoria Cross, the Empire's highest decoration for valour in the presence of the enemy, on December 14, 1914, in an attack against Petit Bois north of Kemmel, France.

His Victoria Cross was bestowed for rescuing a non-commissioned officer by crawling through the battlefield mud under withering enemy fire. In an attempt to bring back another wounded buddy he himself was wounded but continued to attempt to reach his comrade. He was wounded a second time, which incapacitated him, he was rescued later in the day.

King George V decorated Henry Robson with his Victoria Cross in a ceremony at Buckingham Palace, July 12, 1915.

He returned to the fighting in the trenches and was seriously wounded on November 13, 1915 near Serre, France. This wound ended his active part in the war.

Following several jobs after the war he sold his medals for 90 £ to help pay the passage to Canada joining TTC after his arrival, as an Operator at Eglinton Division.

Henry Robson VC left the TTC in 1934 to become the Sergeant-at-Arms to the Ontario Legislature.

As the TTC was formed almost three years after the end of the First World War no official TTC Honour Roll was created for World War I.

Several World War I veterans, however, re-enlisted in World War II and are commemorated on the World War II Honour Rolls.

## NOMINAL ROLLS AND THE FIRST HONOUR ROLLS

The September 1939 Coupler carried the message that the Nation was again at War and that the TTC would hold a place for any employee who left the TTC to join the Armed Forces. Seniority privileges were guaranteed and any wage increases would also be provided to employees returning at war's end.

Five years later, in 1944, the Canadian government would follow this lead by enacting legislation ensuring that all veterans be given the opportunity to return to the jobs they left behind.

The October 1939 Coupler, carried the first listing of 24 employees who had left the Commission to join the Armed Forces. This Nominal Roll, entitled "With the Canadian Forces" became a monthly Coupler feature.

Every month a copy of the Coupler to the former Employee's home address (employees resigned from the TTC to enlist) and sent a copy to their overseas or Canadian military addresses.

As the nation's war effort increased and more men and women left the TTC to enlist, the Coupler reported on the whereabouts of employees 'On Active Service' and updated information as it became available.

These efforts to update information resulted in the creation of supplemental inserts on card stock, in 4

Coupler issues (October 1941, November 1942, November 1943 and November 1944) listing all employees then in the Armed Forces.

The October 1941 supplement was the first official TTC Honour Roll.

## ON THE HOME FRONT

**W**hile employees left for overseas the TTC continued to provide an essential service to Canada's war effort by extensive transit services to the vast army of war workers on the home front. Women joined the TTC work force as transit operators for the first time.

In addition, D. W. Harvey Shops, by 1943 operating day and night, manufactured marine engine parts for 'Empire' merchant ships, a cousin to the better-known Liberty Ships. Gun Mounts were made for Oerlikon and Polsten anti-aircraft guns used extensively on warships. Gun carriage parts for one of the most famous of W.W. II artillery pieces, used extensively in all theatres of war, the 25 pounder gun were also made in the shops.

The women of the TTC War Services Guild made clothing for bomb victims, filled ditty bags for sailors at Christmas, collected salvage, sponsored Bingo games for the Royal Canadian Air Force and contributed to the Prisoner of War Fund.

The 600 strong TTC Ambulance Corps, a division of the St. John Ambulance Brigade, participated in civil defence exercises and provided first aid training.

Many TTC veterans of the First World War continued to work as their sons and daughters enlisted and went overseas.

Russell Operator Joe Rodgers two daughters were in the Canadian Women's Army Corps (CWAC) and his son was serving in the army and St. Clair Operator Bill Stiles' four sons were all in the service.

Hillcrest's Monty Savage was proud to report that his daughter Lt. Marjorie Savage was awarded a Mentioned In Despatches for gallantry and distinguished service in the field while serving with the CWAC in France and Belgium.

The son of St. Clair Operator George Mills had enlisted in the Royal Canadian Navy following in the footsteps of his father, the first Newfoundlander to join the Royal Navy in 1914.

Electrical Division's World War I veteran Steve Wright advised that four sons were serving, one son-in-law had enlisted and his 15 year old son Norman was in the Air Cadets and hoping for his turn.

And as the war continued TTC families and their friends also grieved for the loss of loved ones.

Way and Structures Joe Reigate, whose two daughters were in the Women's Division of the RCAF reported that his son Joe Jr. was killed in action with the RCAF.

Eglinton Division Operator John Hughan received confirmation in July 1943 that his son Jack was one of the 3,367 Canadian casualties in the nine hour horror of the Dieppe raid, August 19, 1942.

Ernie Fisher's son was killed in action when shot down in an air battle on January 14, 1943 as was Fred Peake's son, Flying Officer Jack Peake shot down while on a bombing mission over Denmark.

Lest We Forget their sacrifice.

## FINAL HONOUR ROLLS

**T**he Department of National Defence issued the design for an Honour Roll for business firms, churches and educational institutions by 1944.

The original design was completed by famed Group of Seven member A. J. Casson. The colourful design



being a fine example artist illustration. Commercially reproduced, the Honour Roll illustrations were acquired by several organizations including the TTC.

In March 1944, TTC erected a total of 25 of the A. J. Casson designed Honour Rolls throughout the Commission.

Two major Honour Rolls listing all of the employees for all locations were located at TTC Head Office, as they are today on the 7th floor. Two photographic enlargements of the Honour Rolls are also located adjacent to the elevators. These Honour Rolls show the name of the artist A. J. Casson.

Twenty-three smaller Honour Rolls for display at Divisional Carhouses, Garages and Rolling Stock Sections listed employees of each particular section and were erected in the appropriate areas. The smaller Honour Rolls show the initials of the artist A.J.C.

Only two of these smaller Honour Rolls, TTC Rolling Stocks Divisions and Hillcrest Rolling Stock are presently known to still exist. Following a recent cleaning and reframing both are now displayed in the J. G. Inglis Building.

The missing Honour Rolls may have been lost during TTC renovations and property closings through the years. Hopefully, missing Honour Rolls are tucked away awaiting discovery or are in the care of employees who rescued them for future display.

Sid Simpson of the Research Department did the excellent hand lettering of names on the Honour Rolls and the oak frames were made in the Carpenter's Shop Section of the Rolling Stocks and Shops Department.

The Honour Rolls were updated periodically and subsequently the 623 names shown are not alphabetically listed.

The commemoration found on one of the many Canadian War Memorials embodies what we should pause to remember each Remembrance Day and whenever we pass the Toronto Transit Commission War Memorial, The Honour Rolls.

*" They Will Never Know The Beauty of This Place,  
See The Seasons Change, Enjoy Nature's Chorus.  
All We Enjoy We Owe To Them,  
Men and Women Who Lie Buried in The Earth  
Of Foreign Lands and in The Seven Seas."*

## Salute The Men

*June 24, 1949.*

**TORONTO  
TRANSPORTATION  
COMMISSION**

Toronto residents and visitors frequently describe Toronto's transit system as "the best". Even a casual observer would recognize that the system's rolling stock and properties support that high rating.

However, the best equipped transport system in the world must depend on the men who maintain and operate the system to ensure the qualities by which the system's service is judged.

The TTC salutes all the men who, by their loyal efforts and devotion to duty, have contributed to the high standards of the Commission's service.



THE TORONTO TRANSIT COMMISSION  
**PENSION FUND SOCIETY**

The Directors and Officers of the  
TTC Pension Fund Society  
would like to congratulate Local 113  
on their 100th Anniversary

1900 Yonge Street, Toronto, Ontario, M4S 1Z2  
Telephone: 416-393-4368 or Toll Free: 1-800-663-6820

# TTC Pension Fund Society

**A**t the request of Local 113, on March 24, 1939 the first meeting was held with the Management of the TTC to discuss a pension plan for employees of the Commission. This working Committee was made up of J. Toms, Danforth, President of Local 113, J. Tompkins, Business Agent & Secretary, J.S.B. McKenzie, Motor Traffic, G.H. Gerring, Roncesvalles, H. Sheppard, Lansdowne and Commission appointees; H. Patten, J. Tate, W. Seeley and J.G. Coulthard.

Brother Tompkins opened the meeting by stating that Local 113 saw the creation of a pension plan as a duty that they owed to their membership, and a duty that the Commission also owed. It should be noted that previous discussions to create a pension plan had



occurred in 1926 or 1927 but the plan never got off the ground. Brother Toms advised the Committee that not only would a plan have the support of the Members but the International Union also recommended that all locals create a pension plan for their Members, he noted that the local in Seattle had negotiated a pension plan in 1926.

The Working Committee discussed several forms of pension plans including pension benefits through an insurance company, with the Members and the Commission having no direct voice in the funds management. The chosen alternative was to form a Pension Society under the Companies Act of Ontario, responsible to the Ontario Government for certain

safeguards in its operation and in which the Members (our Local) would have a direct voice in the management of the plan.

It was decided that, in order to ensure that the funds were used exclusively for the benefit of our members, a separate Society be formed called the Toronto Transportation Commission Pension Fund Society. The Society was incorporated on January 3, 1940.

Going forward, the rules were established for Members who would begin contributing into the Pension Fund. A problem that had to be addressed was what was to be done about the Members who worked from the establishment of the Toronto Transportation Commission in 1921. Some of these Members were already eligible to retire but had literally no pension. Keep in mind that back in 1940, there was no Canada Pension or Old Age Security.

The Working Committee decided that the fairest way to treat Members who were immediately eligible for a pension would be to base the pension calculation on both a Members age and service. The Committee recommended, and the Commission agreed to make a one time payment of \$250,000 to the Society in 1940 to fund pensions for Members who although now retired had little or no pensions. In addition to this one time contribution of \$250,000, separate contributions of \$120,000 per annum were made by the Commission in 1942, 1943, 1944 and 1946. These special contributions were in addition to employee contributions of 3% of wages. It should be noted that the Committee also negotiated, during the war years, that the Commission contribute to the Society both its share and the Members share for all employees who were on active service with the armed forces.

The Working Committee designed the pension plan to ensure that the Commission's contributions were irrevocable, and would remain in the fund to improve the general financial position for the benefit of all





# Overview of Pension Fund Improvements

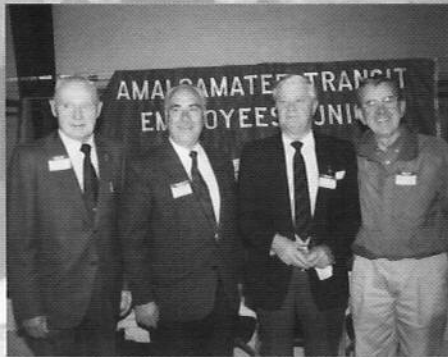
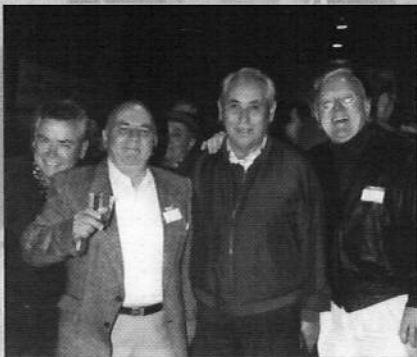
- 1940** Toronto Transportation Commission Pension Fund Society established
- 1953** Society hires its first Money Manager
- 1962** Pension Fund allows Additional Voluntary Contributions to assist Members in saving for retirement
- 1963** Negotiation of Additional TTC Allowance to be paid to all Pensioners between age 65-70 who were employed prior to December 31, 1963. An extra \$200 per annum as OAS doesn't start until age 70
- 1965** OMERS established, significant changes established by TTC Pension Fund to ensure our plan at least matched and ( in some areas) was better than OMERS
- 1966** Contributions start to Canada Pension Plan, reducing amounts paid into the Pension Fund Society
- 1968** Board structure changes from 9 Directors to 4 Local 113 Directors and 4 Management creating a truly "Jointly Trusteed" plan
- 1971** First pension cost of living awarded
- 1974** Age 60 Retirement with Unreduced Pension
- 1974** Introduction of Pensioner Indexing. Previous pensioner increases had been done on an "ad hoc" basis whenever the fund could afford an increase
- 1977** Normal Retirement after 30 Years or age 60 whichever comes first; Automatic minimum 5 Year Guarantee introduced at no cost. Previously if a pensioner died the pension stopped upon his or her death regardless of how long the pension was in payment
- 1977** First purchases of previous service allowed if Member had more than 2 years service and was gone less than 2 years
- 1980** Members allowed to purchase any previous pension service during a window period
- 1980** Pension formula changes to "Best 4 Consecutive Years earnings"
- 1980** Early retirement reduction based on better of age or service after age 55
- 1981** Failed update due to major market correction, special meeting of Local 113 at CNE
- 1982** Local 113 negotiates update and retroactive update for Members who retired in 1981
- 1985** Local 113 negotiates Bridge Benefit
- 1987** Introduction of Pension Benefits Act, 60% survivor pension for married Members becomes Normal Form, early retirement any time after age 50
- 1988** 30 day waiting period removed for signing optional forms of pension. Helps Members who are terminally ill, since they can elect an optional form of pension to benefit their survivors
- 1991** Early Retirement Reduction costs reduced
- 1991** Agreements reached for Members transferred to GCL and Ontario Northland. Allows continuation of their Membership in Pension Fund until retirement
- 1994** Introduction of Social Contract, Pension based on earnings before impact of Social Contract
- 1995** Art Patrick, President of Local 113, is the first labour President to be elected as President of the TTC Pension Fund Society
- 1995** Removal of word "Consecutive" from "Best Four Years earnings"
- 1996** 29 Years and Out is negotiated Effective January 1, 1999
- 1997** Bridge Benefit improved to provide minimum amount to help low income earners, survivor reduction factors improved
- 1999** Next 3-year updates approved, Normal form of pension to include a 10-year guarantee

Here's a quick table to show how the Pension Fund has grown and how the Pension Fund looks today.

YEAR 31/12	Average Age @ Retirement	Average Service @ Retirement	Pensioners	Membership	Annual Pension Payroll	Assets
1940	71.2	34.0	79	2,606	\$35,374	\$510,000
1950	67.3	34.4	362	5,296	\$237,991	\$7,945,000
1960	64.5	33.6	775	5,015	\$1,070,751	\$25,295,000
1970	66.6	35.4	888	6,562	\$2,121,071	\$60,650,061
1980	61.6	30.8	1,769	8,367	\$11,456,645	\$224,004,594
1990	60.6	26.2	2,973	10,584	\$50,298,000	\$926,486,000
1998	59.3	24.9	4,252	9,982	\$84,897,000	\$2,212,980,000

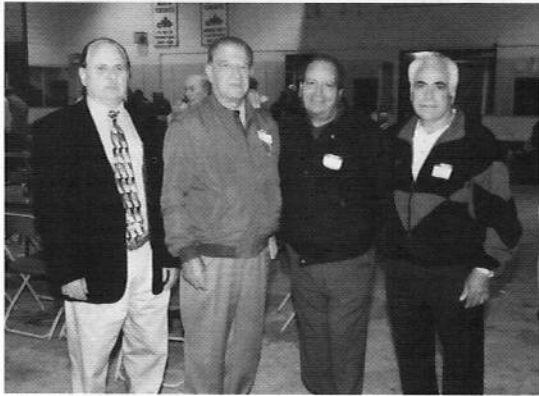
Reference: Minutes of Working Committee March 1, 1939 to May 21, 1941  
 History of the Pension Plan May 15, 1957 & January 1982  
 Coupler: December 1939 & January 1940

# PENSIONERS PARTY





# PENSIONERS PARTY



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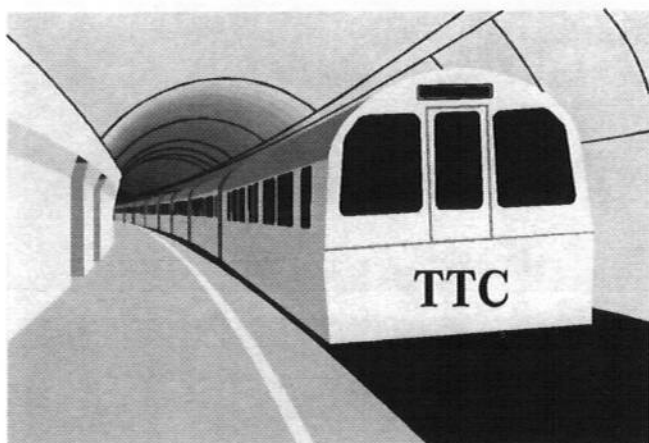
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# RETIREES





# Congratulations

## Amalgamated Transit Union Local 113

### on your 100<sup>th</sup> Anniversary!

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## Conditions for Union Shop and Check-Off in the Agreement Between

The Toronto Transportation Commission and Division 113 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America

This Agreement dated the 21st day of December 1946 witnesseth that the parties thereto have agreed on such conditions as follows:

1. All male employees under 65 years of age in classifications covered by this Agreement must, unless already holding membership in any other organized labour union and working at their craft, within 30 days become and remain members in good standing of the Association by payment of dues as a condition of continued employment with the Commission.
2. New employees in the classification covered by the Agreement, unless members of any organized labour union and working at their craft, must within 60 days from the date of entry or date of qualification with the Commission become and remain members in good standing of the Association as long as in the employment of the Commission.
3. Employees in the classification covered by the Agreement who have been, or are on leave of absence in the Armed Forces will, if not already members of the Association, be required to become and remain members of the Association within six months of their return of employment with the Commission.
4. All employees seeking admission shall be admitted by the Union and in case a member is suspended from the Union, the Commission shall have the right to maintain such employee in its service.
5. The Commission agrees to check-off and remit to the Treasurer of the Association monthly from the pay of each employee in the classifications covered by this Agreement who is a member of the Association and who has so authorized the Commission in writing, all dues and such assessments as may be assessed against such member.
6. The Association agrees that it will not in any way interfere with, or limit the right of the Commission to discharge or discipline its employees for sufficient cause.

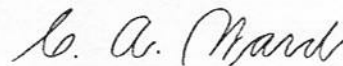
7. The Association will prepare a statement of receipts and disbursements quarterly, which will be properly audited and a copy will be given to the Commission as soon as it is prepared.
8. The Association shall not impose an additional entrance fee or special assessment or increase its existing fees unless agreed to by both parties.
9. There shall be no strike or no lockout until every effort has been made to settle disputes, either before tribunals created by statute or by arbitration as may be agreed upon between the Commission and the Association.
10. The Union Shop shall only apply to those whom the Association may represent from time to time as a Bargaining Agency.
11. Temporarily employed, part-time and seasonal employees will not be compelled to join the Association.
12. It is understood that the provisions herein contained relative to membership in the Association became effective on November 23rd, 1945 and the provision as to check-off of pay on January 1st, 1946. Save as aforesaid, these conditions shall be and remain coterminous in point of time with the Agreement between the Association and the Commission.

IN WITNESS WHEREOF the parties hereto have hereunto set their corporate seals by the hands of their proper officers in that behalf the day and year first above written.

TORONTO TRANSPORTATION COMMISSION,

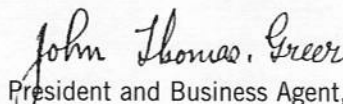


Chairman,



Secretary to the Commission.

AMALGAMATED ASSOCIATION OF STREET,  
ELECTRIC RAILWAY AND MOTOR COACH  
EMPLOYEES OF AMERICA, DIVISION 113.



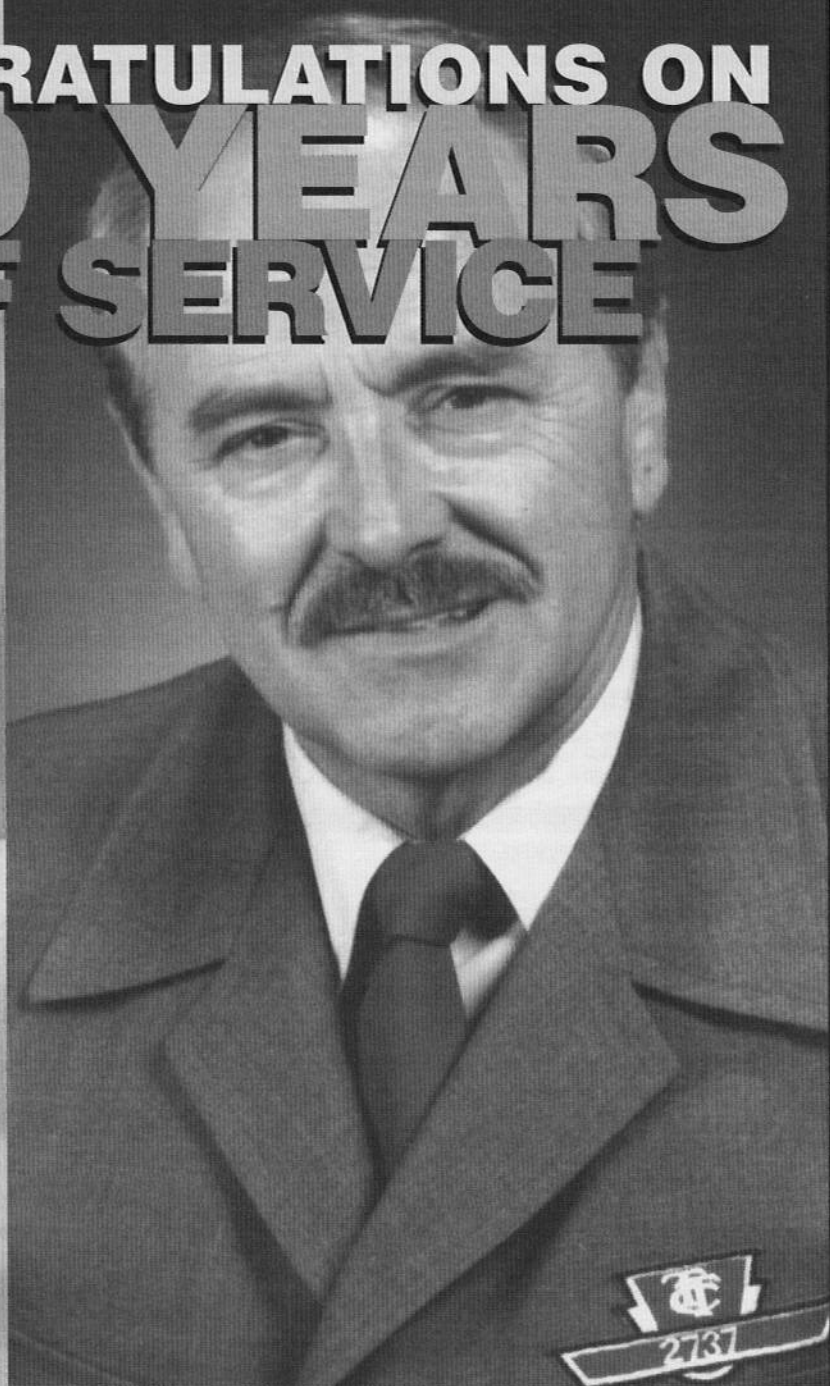
President and Business Agent,



General & Financial Secretary.

To Transit Union - Local 113

**CONGRATULATIONS ON  
100 YEARS  
OF SERVICE**



**WHERE YOUR DREAMS MATTER.**

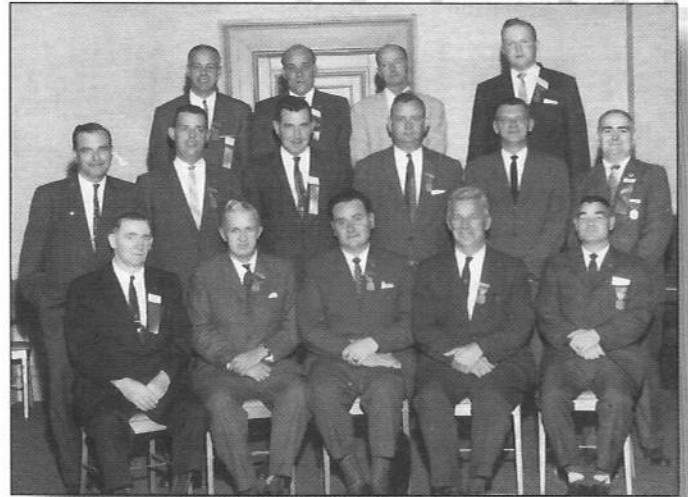




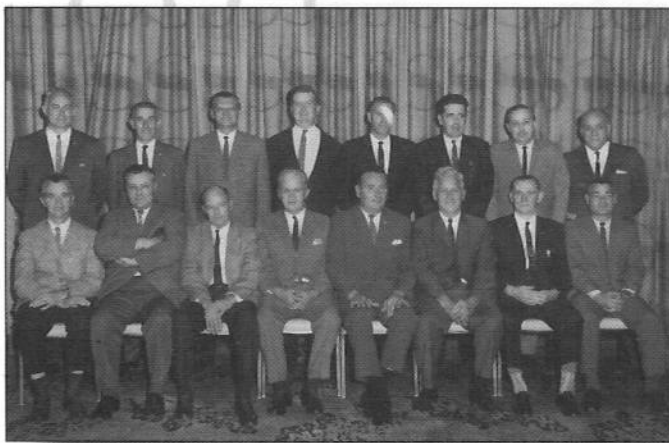
# EXECUTIVE BOARD



1948-1950



1961-1962



1963-1964



1967-1968

**EXECUTIVE BOARD**

JULY 1, 1948 TO JUNE 30, 1950

John Lorimer	<i>President</i>
William McAughtrie	<i>Executive Vice-President</i>
M.G. Green	<i>Secretary-Treasurer</i>
John T. Greer	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Frank Spence	<i>Danforth</i>
William A. Gray	<i>Eglinton</i>
John H. Bamlett	<i>Davenport</i>
John Belson	<i>St. Clair</i>
Herbert Sheppard	<i>Lansdowne</i>
Alfred E. Stow	<i>Roncesvalles</i>
John Johnson	<i>Russell</i>
Ralph Wells	<i>Interurban</i>
James O. Robertson	<i>Clerical</i>

**MAINTENANCE BOARD MEMBERS**

Hugh Paterson	<i>Hillcrest</i>
N. McLeod	<i>Carhouses</i>
William R. Moores	<i>Automotive</i>
Ronald W. Burkitt	<i>Way and Structures</i>

**EXECUTIVE BOARD**

JULY 1, 1952 TO JUNE 30, 1954

George Wilson	<i>President</i>
Gordon Spicer	<i>Executive Vice-President</i>
Sydney W. Hare	<i>Secretary-Treasurer</i>
James O. Robertson	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Gordon Spicer	<i>Danforth</i>
John Graham	<i>Eglinton</i>
Walter Wiseman	<i>Davenport</i>
Albert Cordery	<i>St. Clair</i>
Charles Harrison	<i>Lansdowne</i>
Jack Petherick	<i>Roncesvalles</i>
John Johnson	<i>Russell</i>
Ralph Wells	<i>Interurban</i>
James Suttie	<i>Clerical</i>

**MAINTENANCE BOARD MEMBERS**

James Kennedy	<i>Hillcrest</i>
Frank G. Dyer	<i>Carhouses</i>
Swain Swainson	<i>Automotive</i>
Frank Spicer	<i>Way and Structures</i>

**EXECUTIVE BOARD**

JULY 1, 1950 TO JUNE 30, 1952

George Wilson	<i>President</i>
Frank Spence	<i>Executive Vice-President</i>
Sydney W. Hare	<i>Secretary-Treasurer</i>
James O. Robertson	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Gordon Spicer	<i>Danforth</i>
Charles Litherland	<i>Eglinton</i>
J. Hickey	<i>Davenport</i>
Roy Scull	<i>St. Clair</i>
Charles Harrison	<i>Lansdowne</i>
Alfred E. Stow	<i>Roncesvalles</i>
John Johnson	<i>Russell</i>
Ralph Wells	<i>Interurban</i>
James Suttie	<i>Clerical</i>

**MAINTENANCE BOARD MEMBERS**

Hugh Paterson	<i>Hillcrest</i>
W. Thallon	<i>Carhouses</i>
E. Ducharme	<i>Automotive</i>
Ronald W. Burkitt	<i>Way and Structures</i>

**EXECUTIVE BOARD**

JULY 1, 1954 TO JUNE 30, 1956

Frank G. Dyer	<i>President</i>
James Kennedy	<i>Executive Vice-President</i>
Sydney W. Hare	<i>Secretary-Treasurer</i>
John Graham	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Fred Hall	<i>Danforth</i>
Leonard E. Moynahan	<i>Eglinton</i>
Albert Cordery	<i>Davenport/St. Clair</i>
Charles Harrison	<i>Lansdowne</i>
Alec Manning	<i>Roncesvalles</i>
Roy Soper	<i>Russell</i>
Ralph Wells	<i>Interurban</i>
James Suttie	<i>Clerical</i>

**MAINTENANCE BOARD MEMBERS**

James Kennedy	<i>Hillcrest</i>
John M. Coutts	<i>Carhouses</i>
Harold McCleave	<i>Automotive</i>
Frank Spicer	<i>Engineering Department</i>



**The  
Second  
50 year  
1950-1999**

*The following Local 113 members are recipients of 50 year ATU Life Membership.*

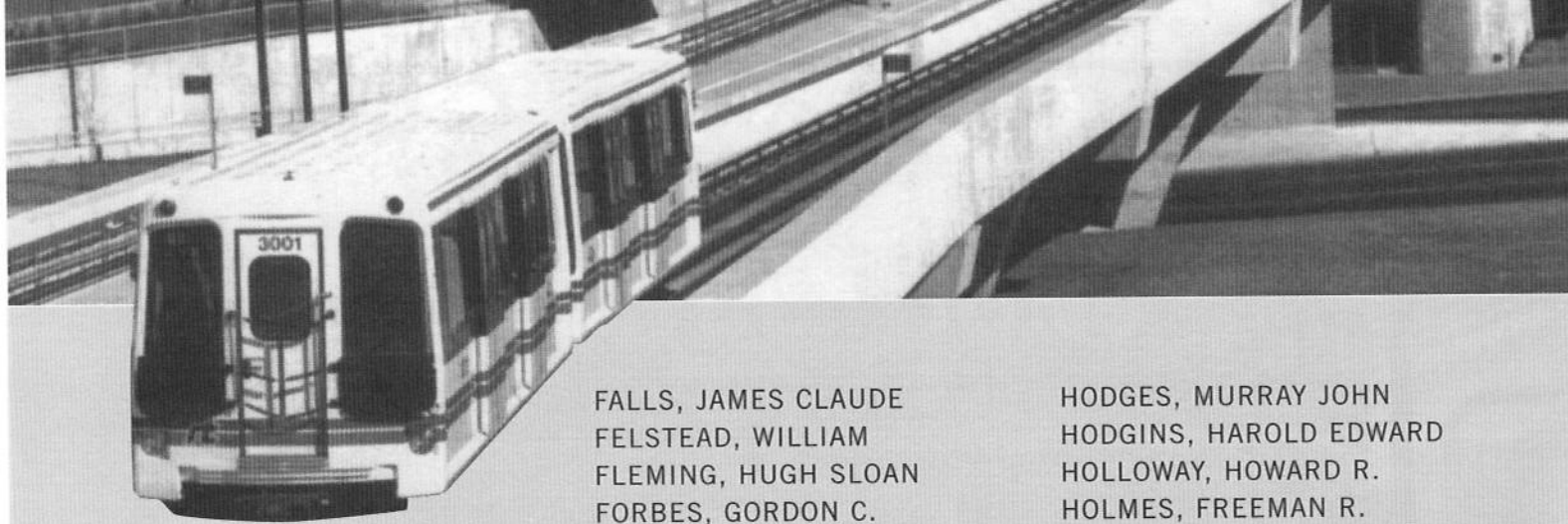
*This prestigious group of members have attained 50 years or longer of ATU Local 113 membership*

**- we salute you all -**

**MEMBERSHIP 50 YEARS AND OVER**

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ACTON, GORDON  
ALLEN, DANIEL THOMAS  
ALLEN, KENNETH  
ANDREWS, IVAN JOHN  
ANDREWS, WILLIAM  
APPLETON, SAMUEL J.  
ARBOUR, GILBERT J.  
ARCHER, FRANK  
ASH, CLIFFORD JOHN  
AUCHINCLOSS, GEORGE R.  
BAKER, HERBERT  
BAKER, WILLIAM V.  
BALFOUR, WILLIAM  
BARKER, LORNE A.  
BAWDEN, ROY M.  
BEER, LEONARD  
BELL, CARMEN WALLACE  
BELL, JOHN PEARSON  
BISHOP, KENNETH EDWARD  
BLAIR, SYLVANUS  
BODNICK, PETER  
BOHN, CYRIL GEORGE  
BOWLES, ALBERT  
BOYD, ARTHUR EDMOND  
BRADLEY, JOHN GERALD  
BRENNAN, THOMAS C.  
BRODERICK, JOSEPH  
BRYAN, FRANCIS D.  
BRYER, CHARLES WILLIAM  
BURKE, ARTHUR





BURTON, ROBERT CHARLES  
 CAIRNS, LEONARD ROY  
 CAMERON, BRUCE J.  
 CAMERON, EDWIN H.  
 CAMERON, JACK DELBERT  
 CARRUTHERS, JAMES J.  
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 CHATER, GORDON H.  
 CHIPCHASE, FREDERICK  
 CLARK, THOMAS A.  
 CLARK, THOMAS G.  
 COAKWELL, GORDON W.  
 COLYER, RICHARD F.  
 COLLINS, WILLIAM J.  
 CORMACK, WILLIAM ROSS  
 COTTENDEN, RUSSELL  
 DACUK, JOHN  
 DALE, JOHN ELSON  
 DALY, JOHN P.  
 DAVIDSON, ALEXANDER J.  
 DAVIES, RUSSELL S.  
 DAVIES, WILFRED C.  
 DAVIS, ERIC EDWARD  
 DAWE, ROY E.  
 DEADMAN, ALBERT C.  
 DEMPSTER, ROBERT  
 DEWES, NORMAN J.  
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 DORAN, FRANCIS SEYMOUR  
 DOWER, MELBOURNE KEITH  
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FALLS, JAMES CLAUDE  
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 FOREMAN, WILLIAM  
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 FRENCH, WALTER LESLIE  
 FROST, FRANCIS BERNARD  
 GARDINER, DOUGLAS E.  
 GEDDES, ROBERT W.  
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 GIBSON, ALBERT  
 GIBSON, ARTHUR ROBERT  
 GLADISH, PETER V.  
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 GOODWIN, DONALD J.  
 GOSLEY, GORDON WALLACE  
 GOWANS, ROBERT  
 GOWANS, ROBERT H.  
 GRAHAM, JOHN  
 GRANT, REGINALD J.  
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# *100<sup>th</sup> Anniversary Celebration*



From the officers, members of  
**ATU Local 880**  
**Mt. Ephraim, New Jersey**

Congratulations to our  
Brothers & Sisters  
ATU Local 113



**Hope the Next Hundred Years is Easier**

Your Brothers & Sisters at  
ATU Local 282, Rochester, N.Y.

*Congratulations A.T.U. 113  
on your 100th Anniversary*



FROM THE OFFICERS  
AND MEMBERS OF  
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UNION LOCAL 1505**  
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**Executive Board and Members**

## **CONGRATULATIONS ON YOUR 100TH ANNIVERSARY**

FROM THE OFFICERS AND  
MEMBERS OF  
**AMALGAMATED TRANSIT  
UNION LOCAL 508**  
**HALIFAX, N.S.**





# Division 113 Follows Its Work

**W**hen Canada sought to put its first subway into operation in Toronto, the members of Division 113 who operated buses along routes that would now be served by the subway were concerned about layoffs and the ability of the bus operators to "follow their work" into the subway.

Beginning in 1952, a committee of Division 113 executive board members began meeting with the Company to discuss the operation of the subway and its effect on the employees. The topics of discussion included layoffs, surplus operators, job arrangements for conductors who could not qualify as operators or drivers and for other workers in the barn, rates of pay and working conditions for subway personnel, and the training required for the operation of the new equipment.

The initial problem was a surplus of 221 operators. The Company and the Union reached an agreement by which the deficit was reduced to 30 operators through attrition and opportunities to transfer to the maintenance department.

They also agreed that operators with failing health would get the subway collector jobs.

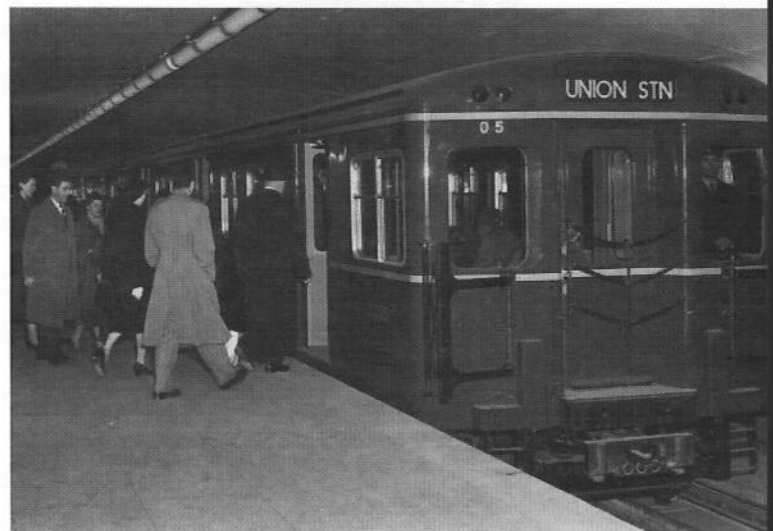
The local Union then negotiated wages for the subway operators, guards and collectors. The operators and guards received an 8-hour guarantee plus allowances.

The local Union also negotiated a training program. During the training, the workers were guaranteed their regular rate for the day.

This first leg of the subway, which ran along Yonge Street, was the forerunner of the entire rapid transit system which operates in Toronto today and whose workers are represented by Local 113.

The Union would develop an expertise in negotiating agreements which allowed the members to "follow their work" with advancing technology.

Such agreements would later be reached in Portland, Oregon (Local 757), Buffalo, New York (Local 1342), San Jose, California (Local 265), Seattle, Washington (Local 587), Sacramento, California (Local 256), Calgary, Alberta (Local 583), Pittsburgh, Pennsylvania (Local 85), Washington, D.C. (Local 689), Baltimore, Maryland (Local 1300), Atlanta, Georgia (Local 732), and Los Angeles, California (Local 1277). ■



(above) Toronto's new subway trains. The subway was built to carry 40,000 passengers per hour. (bottom) Approximately 250,000 came to view the first two cars of the Toronto Subway at the Canadian National Exhibition. The subway began operation on March 30, 1954.

***Congratulations  
to ATU Local 113  
on reaching  
this milestone anniversary***



*From the Executive  
and Membership  
of ATU Local 107, Hamilton*

***Congratulations and Best Wishes***

*- to the Officers and Members of the -  
AMALGAMATED TRANSIT UNION Local 113  
as You Celebrate Your 100<sup>th</sup> Anniversary!*

**Amalgamated Transit Union**

**Local Division No. 1056  
A.F.L. - C.I.O.**

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**Congratulations**  
From the  
**Amalgamated Transit Union, Local 583**

The Officers and Members of ATU Local 583 would like to congratulate you on your 100<sup>th</sup> Anniversary. We would also like to wish you much success and longevity as you enter the next millennium.

DEAN R. MCKERNESS - President/Business Agent  
DOUG JOHANNES - Executive Vice-President  
MIKE MAHAR - Financial Secretary Treasurer

BILL LACROIX - Vice President - Operations  
WALTER MOODIE - Vice President - Maintenance/Office

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Arthur H. Burke	<i>Interurban</i>
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JULY 1, 1962 TO JUNE 30, 1964

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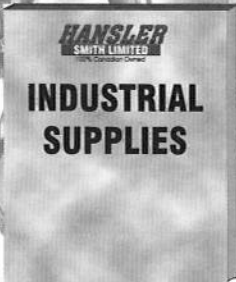
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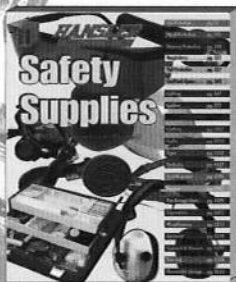
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Canadian Labour Congress  
 Congrès du travail du Canada

*From the pages of Local 113 archives ...*

# The value and difficulty of transit work

The following argument was vividly described by an old and experienced 113 member at the hearings before Leonard W. Brockington Arbitrator, in the spring of 1952.

The origins of the funds to pay adequate wages are not a matter for the Union. However, it might be pointed out that under no circumstances should TTC workers be expected to subsidize transit operations by holding back in their demands for adequate wages and conditions. Nor should the cost of transit operations and expansion be expected to be wholly borne by riders. Although transit service is an obvious necessity for the users of it, the value to the business community served by it is inestimably greater.

Consequently, it cannot be expected either that transit workers' demands should be limited to existing TTC budget appropriation or that any resulting increase in expense should be carried only by the users of the transit service.

The responsibility and strains imposed on transit Operators daily is difficult to assess in terms of the experience of workers in other occupations. It is not just that the bus driver has under his control a machine worth \$180,000 to \$500,000, or the subway Operator a train consisting of upward of \$10 million worth of equipment. Neither is it simply the fact that the tight and inflexible schedules of transit operation are even more rigorous than a manufacturing assembly or product line. In the latter, the worker has at least the opportunity to be relieved in his place on the line for a few minutes when necessary.

The greatest element of responsibility and strain on the transit Operator derives from the fact that the safety and comfort of people inside and outside his vehicle rest on his shoulders alone.

*"Nobody here at this table, except an Operator, can tell you about that. He can only speak amongst other Operators. These are things for which there is no measuring stick or yardstick. You do not know them, and nobody across the other side of the table knows them, but the Operator knows them.*

*The Operator knows all the difficulties when he is driving his car and children suddenly walk in front of him and traffic drives in front of him, when he feels his stomach come up into his throat, and go down again. Anybody who has been in a motor accident has had that experience – maybe just once or twice in a lifetime – but this will happen to the streetcar Operator three or four times in a week.*

*Nobody, until he gets behind the wheel, knows what driving a streetcar is. I have driven both the bus and the streetcar. There are things, which are so hard to explain. You cannot measure them. There is nothing you can show or put on paper to explain them. That is the situation, and as I say, the only men who really understand it are the men who have gone through the same thing as yourself, and they realize what you mean when you talk about your stomach being up in your throat.*

*The preliminary training covers a period of 41 days. The period of probation, which includes the 41 days, amounts to 12 months before a man can arrive at the status of a top Operator. According to the rules of the Commission itself, the Operator must be an honest man, in good physical condition, of good character, a payer of his debts, sober in conduct and mindful of the honour of the uniform, which he bears.*

*He must be able to operate a dangerous machine, often in critical conditions of traffic. Any loss of control of his streetcar or bus may result in the death or injury of his fellow citizens. He operates in a city where traffic conditions are admittedly congested and difficult. He has to handle money and tickets and to account for both.*

*When he is first employed he has to be over 20 years of age and not over 45. He has to be a sort of public relations officer. He must be kind and gentle and helpful to the old, the crippled and the very young. He must be firm with the over-convivial, the rowdy and the disturber of other people's comfort. If he is on the platform, as it is called,*

during his meal periods, he has to take his sustenance at scattered and staggered times when and how he can. He is probably more subject than most men to nervous complaints and indigestion, although he is spared the abnormal liability to other ailments, which some occupations inevitably carry with them.

He operates often at high tension. The very nature of the business of operation of streetcars and buses in Toronto makes it necessary for a large number of men to hold themselves for 12 or more hours in alertness and readiness to do eight hours of work." ■

## Our Friends to the South

Throughout the years, Local 113 Officers, Board Members and Convention Delegates have had close ties with ATU Locals 589 ( Boston Carmens Union) and Local 689 – in Washington D.C.

These three locals all have large memberships and thus share common issues, concerns and responsibilities. Due to our size and resulting strength, we are better able to respond in a strong manner to the changing employment concerns that face us all. We would be remiss if we did not acknowledge the assistance given to us by these respective local union offices on important topics such as Privatization, Political Action and Contracting Out.

Local 689 has worked closely with our local Officers and Board Members on a number of issues, including subway. Another connection between the two local unions is former TTC General Manager David Gunn. Gunn served terms as General Manager in both cities.

### Special Thanks

**Boston** Paul Connolly, Bernie Corbett, Walter Doyle (deceased August 5, 1994), Frank Gallagher, Richard Guiney, Robert Gosnell, John F. Healy (deceased July 30, 1990) and Ralph Norman.

**Washington** James M. (Tommy) Thomas, John A. Thomas (deceased October 3, 1996), Craig Simpson and James W. Allen Jr.

***On behalf of all the members of Local 113, thank you to all our friends both in Canada and the United States of America for answering our calls and questions when called upon. ■***

### Local 113 visited Local 589 in 1982 - The "Boston Carmens Union"



Left to right from Local 113 - Angus MacFarlane, Barry Anderson, Jack Gallahue President 589, Gino Giancola, Dominic Bonazzo, Mike Valentini, Ken Lee

### IN MEMORIAM

#### JOHN F. HEALY, Retired International Vice-President



John was raised in Chicopee Falls, Massachusetts and served in the U.S. Army Air Force during World War II as a Flight Engineer on B-24 Bombers. He received the Purple Heart when his plane was hit by enemy artillery.

John began his years of service as a bus driver with the Springfield Street Railway. Years later he was elected International Vice-President of the Amalgamated Transit Union. Throughout the years of service to his Union, John was a good friend to all Canadians.

His support and encouragement to Local 113 is sadly missed.



# Congratulations on Your 100th Anniversary



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## SUMMARY OF

# 113's Battles for Better Working Conditions

**1886:** Strike and rioting in both March and May. Most of the cars at this time were of the one-horse bob-tailed variety where the driver handled the brakes and reins while seated on a stool. Men were earning 10 cents an hour and working 12-hour days. Strikes were called as management refused pay increases. Initially there was a high level of sympathy by the public and the police for the strikers and the slogan of the day became "everybody walk". The terms "scabs" and "rats" were first applied here to the strikebreakers as the company had secured men to man some of the cars and proceeded to operate them. Violence ensued and bricks began to fly, windows were smashed, police were hit and men struck at horses with sticks to run them aside. The crowd grew ugly. On one occasion on King Street a load of beer barrels was dumped on the tracks to block the cars.

On another occasion a load of hay was dumped on the tracks on St. George Street. The men were also successful in organizing a competing bus service to run on some of the main lines.

However, the excitement and public sympathy for the strikes soon cooled and the strike was broken.

**1902:** Strike from June 21 - 23. The streetcar men demanded an increase in the scale from 15 cents an hour for the first year, and 16 2/3 for the second year men, to straight to 18 and 20 cents. But before the settlement there was considerable rioting and the Mayor fearing something really serious called out the Militia on the third day of the strike.

**1917:** Strike from July 11 - 13. Jitneys do enormous business. Union representatives approached the Toronto Railway Company for a 10 cent an hour increase for trainmen and shopmen. After several meetings and no satisfactory result, the

members went out on strike. On July 13, members decided to accept a temporary advance of 7 cents per hour increase and submit the case to a conciliation board to determine an equitable settlement. Members resumed work at 11 a.m.

The Board granted the 7-cent increase and an additional 4 cents an hour to be paid for Sunday work. It also ruled that as of November 1, trainmen were to be given another 2 cents an hour on the maximum wage.

**1919:** Strike from June 22 - July 13. Following failed negotiations between the Union and the Company over an 11-cent an hour increase and a eight hour working day, the Union went on the strike.

On June 26 the Ontario Railway Board (ORB) took possession and operated the system. The Union demanded 50, 52 and 55 cent an hour increases. This was accepted by the ORB on taking over the line, and later accepted by the company following a hearing at a Board of Conciliation. The 8-hour day was also won at this time.

**1920:** Strike from June 23 - 26. The trainmen's representatives approached the company asking for 85 cents an hour to be paid to trainmen. They claimed that the 8-hour day was introduced due to the impaired health and shattered nerves suffered by so many returning soldiers. As such, they were unable to work a 10-hour day and should be paid a suitable wage for the 8-hour day in order to keep themselves in comfort.

After the company refused, the trainmen's representatives offered to accept 66 cents an hour. Five days after this lower offer was refused, the strike began.



At the request of the TRC, a conference was arranged by the Ontario Railway Municipal Board gathering together representatives of the Company and the Union in the Parliament buildings.

At the conference the Board submitted the following proposal, "That the wages payable to the Motormen and Conductors and other employees on the strike should be raised to 55 cents, 57 cents and 60 cents per hour according to classification. The increase is approximately an increase of 10 cents upon the wages heretofore paid to them. These terms are to be incorporated in the form of an agreement binding on the men and on the company until the expiry of the Company's franchise. The representatives of the men agreed to lay the proposal before a mass meeting of the striking employees tomorrow. If the proposal is accepted, the representatives of the men are of the opinion that the cars could be started on Sunday morning. The board assures the representatives of the men that if the proposal is accepted by the striking employees, the board would enforce performance on the part of the Company."

- 1945:** Strike of Electrical employees on July 5. All power was off between 9 a.m. and 11:30 a.m. A special board of arbitrators was appointed and an increase of 7 cents an hour was granted.
- 1952:** Strike from January 4 - 22. At midnight on January 3 a mass meeting was held by the union at Massey Hall. The meeting broke up at 2 a.m. with the call for a strike of all hourly rated staff to commence at 5 a.m. on the morning of January 4 against both the TTC and GCL. There were police in attendance at all picketed properties, but all picketing was orderly. On January 14, TTC officials and the Union Executive met in the Labour Minister's Office at Queen's Park at 2 p.m. to attempt to settle the strike. The meeting ended at 5 p.m. with no settlement in sight. On January 22, after several meetings between the Union and Commission officials, an agreement was reached on all but two items of dispute and it

was decided to submit those two issues to arbitration. At 5 p.m. on January 22, it was agreed to resume service at 5 a.m. pending the outcome of the arbitration.

This was the longest transit strike in the city's history - 19 days.

- 1959:** "Slow Down" from December 18 - 23. With the current contract between the TTC and Division 113 ending on New Year's Eve, meetings were held during November and December in an attempt to reach an agreement. Division 113, dissatisfied with the lack of progress during these meetings, called a "Slow Down" effective at 5 a.m., the morning of December 18. This "Slow Down" resulted in the refusal of Operators to work overtime. This necessitated the cancellation of the Christmas Light Tours scheduled to start on December 19. Rush hour service was also seriously curtailed with an average of 250 vehicles not in operation while the "Slow Down" was in effect. Following resumption of contract meetings the "Slow Down" was called off and the Operators reported for work in the usual manner at 5 a.m. on December 23.
- 1963:** "Slow Down" from December 9 - 15. In order to enforce new demands in a new contract which was commencing on January 1, 1964, the Union members commenced a "Slow Down" on December 9 by refusing to report for any voluntary overtime work. An average of 320 vehicles were cancelled during both the morning and evening rush hours. The TTC and the Union met on December 14, which resulted in a new agreement that was accepted by the members at a mass meeting on December 15. Service returned to normal on the morning of December 16.
- 1966:** "Slow Down" from May 26 - June 16. In order to enforce their demands for a satisfactory settlement on the pending new contract from May 1, the members of Local 113 held a meeting on May 25 at the King Edward Hotel. The members unanimously voted in favour of a "Slow Down" to commence the next day. The

operating staff refused to report for voluntary overtime work which resulted in an average of 250 vehicles being cancelled on May 29. At that time Local 113 rejected the Commission's offer. On June 9, an agreement was made between the Local 113 Executive and the Commission. This agreement was brought before the membership on June 12. As there was a feeling of discontent among the members present, it was decided to put the agreement to the entire membership in a closed ballot. On June 15-16 the vote was held and 79% of the membership voted in favour of the new agreement. On June 17 service returned to normal.

**1970:** Strike from May 28 - July 8. Commencing at 12:01 on the morning of May 28, CUPE Local 2 (Electricians) went out on strike. Pickets were on duty at all TTC office buildings and divisions and during rush hours concentrated efforts were made at one specific location to disrupt services at the peak of operation. On July 8, a settlement was reached and members of the striking Local returned to work.

**1974:** Strike from August 12 - September 3. The contract expired on June 30. On July 17 the Union presented Local 113 membership the proposals for a new contract but recommended that it be rejected. The proposals were rejected by a membership vote in the following days. Meetings between the Commission and Local 113 did not resolve the impasse. Commencing with the first day car on August 12, Local 113 members went on strike and were supported by CUPE Local 2 and the International Machinists. Pickets were in attendance at all properties, but there was no trouble. It was a very orderly strike. On August 30, Premier William Davis convened the Legislature of the purpose of enacting a bill to enforce arbitration and end the strike. This bill was passed. On August 31, at 4 a.m. the Commission was prepared to commence operation and a number of Operators, Subway Operators, Collectors and Divisional Clerks reported for work. On September 1 the Union called a mass meeting. At that meeting a vote was held, (by ballot by membership at divisions)

and if found favourable, they would return to work on September 4. Commencing with the first day vehicle, normal service resumed on September 4.

**1978:** Strike from September 11 -14. The membership of Local 113 went out on strike following the completion of night service during the early morning hours of September 11. No transit service operated Monday through to Thursday. As a result of a special meeting of the Legislature on September 13, legislation was passed to restore transit service in Metropolitan Toronto at the earliest opportunity. Arrangements were made whereby night service was restored on all scheduled routes commencing at 12:01 on September 15.

**1985:** Work-to-Rule from September 6 - 11. Local 113 issued Bulletin #14 requesting that its members honour certain job action directions regarding dress code, work hours, work-to-rule, etc. The work-to-rule program was in effect on September 6 and lasted until September 11. During this period the Operators did not wear their required uniforms and did not volunteer for overtime.

**1989:** Local 113 effectively foiled a proposal from the Toronto Transit Commission, spearheaded by its Chief General Manager, Al Leach, to hire 450 part-time drivers. When an impasse on this issue was reached, rather than strike, the Union instituted a job action to keep transit service running in order to avoid back to work legislation and to buy time to convince both the public, and the city's politicians, that part-time drivers was not the way to go in this city.

This job action was unique in that it requested members to couple a single strike day to their off days. The Minister of Labour intervened and Local 113 members were back to work before any back to work legislation could be implemented. An agreement was reached that provided for the part-time issue to be put before a fact finder whose findings would not be binding. Union members received a 14% wage increase over two years, thereby making TTC

Operators the highest paid in North America. The irony of the whole issue was that this strike could have been avoided. The part-time issue was a Company proposal that was not necessary - it was only to save money. The TTC could have withdrawn their proposal at any time.

During the job action, members of the Union who held supervisory positions were forced by the TTC to take the place of other Union members who were effectively on strike. The result was that they were expelled from holding Union membership.

As a direct result of this action 450 members were withdrawn from Local 113 and the Union's treasury was reduced by \$11,000.00 per month.

A Memorandum of Settlement dated April 20, 1990 between the Union and the Company set out the rules and regulations covering the transfer of members from the Bargaining Unit to a supervisory position.

A hearing was held at the Labour Board initiated by a group of supervisory staff members who were requesting that the Board order a decision pertaining to their rights to remain members of Local 113. The Labour Board held that the members who performed supervisory functions were not employees under the Labour Relations Act, and as such, their membership in a trade union is at the discretion of the bargaining unit members. With the exclusion of Staff Supervisory Personnel from the union, Local 113 members were now reluctant to apply for these positions as they would forfeit their seniority at the completion of a six-month trial period.

Bill 58, ended the 1989 job action and also created a fact finder. The Minister of Labour appointed Mr. Kevin Burkett as that fact finder and gave him the added responsibility, after reviewing submissions by both the TTC and Local 113, of determining whether or not the TTC should be allowed to hire part-time drivers.

His decision was to remain non-binding on both of the parties. What this meant was that although he did not have the authority to make an award, as would an arbitrator, his decision was to have a very significant effect on subsequent negotiations. In addition, the fact finder was given the role of mediator and was charged with attempting to persuade both sides to agree to implement the recommendations found in his decision.

The Union submitted its brief on March 3, 1990. Its brief contained a number of suggestions. The first suggestion was for the TTC to hire more full-time drivers. It argued that although there were sufficient volunteers, these people were being utilized on full crews and on parts of crews that were unmanned. The TTC had imposed restrictions on overtime, in addition to the limits set by the Employment Standards Act, which had the effect of discouraging drivers from volunteering.

Another suggestion by Local 113 was for the TTC to remove weekly quotas and to also permit a carry over from one quarter to the next of any unused overtime hours. This would allow more drivers to volunteer for overtime when it was convenient for them to do so. Local 113 also suggested that volunteers be allowed to work at divisions, other than their home division. Another proposal was to allow for the unmanned runs to be signed on a daily basis during the Board Period Sign-Up.

**1991:** Negotiations commenced with the TTC on May 27. On July 26, the Company's first offer was rejected by 96% of the membership. On August 14, the Minister of Labour issued a "No Board Report", which placed the Local in a legal strike position as of August 31.

Note that Kevin Burkett's report, that is, the fact finders report, permitted a triggering formula that allowed the hiring of part-time drivers in certain scenarios and also included a number of recommendations. The recommendations put forth in this report included:



- that the Corporation hire a complement of university students to work as full-time Operators for the period of early May to early September with preference in hiring being given to the sons and daughters of regular TTC employees, and that preference in subsequent years be given to student employees who worked satisfactorily through to September the previous year;
- that in addition to a divisional spare board (staffed to meet minimum divisional requirements) there be established a district spare board staffed by Operators who can be assigned between divisions with the district as required;
- that the biddable extra system be continued, but modified to limit the number of unmanned pieces of work that an Operator be permitted to bid upon to two per week, and,
- that notwithstanding the normal call-in requirements any Operator who fails to perform two or more biddable extras (except for reasons of bona fide illness or injury) in any board period not be entitled to bid upon unmanned runs in the next board period.

On August 26, talks between Local 113 and the TTC broke off as the employer refused to negotiate a settlement that did not include the triggering formula also found in Burkett's report.

That triggering formula would operate within each District as follows:

- Number of cancelled runs in excess of 3.5% of all unmanned runs in the District over the last 6 board periods

#### ***Divided By***

- Number of weeks in 6 board periods

#### ***Equals***

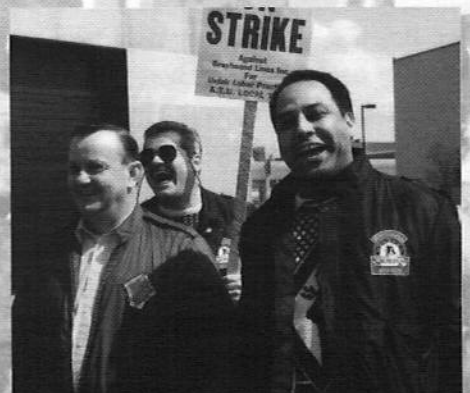
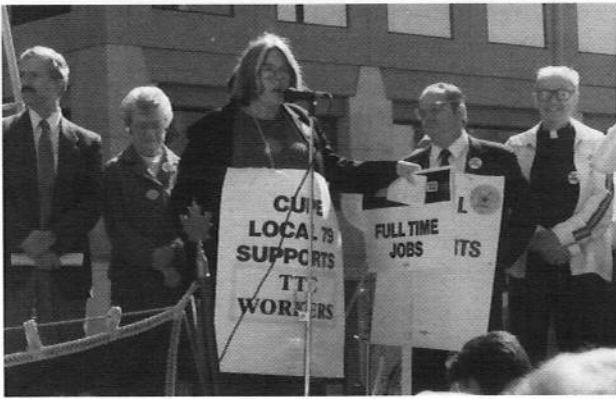
- Number of unmanned runs available to part-time Operators per week in the District
- Further assessments to be conducted at the conclusion of each subsequent board period
- Part-time Operators to be restricted to daily unmanned surface work that full-time operation are least inclined to perform (based on biddable extra experience)
- The number of actively employed part-time Operators not to exceed 10% of a district's Operator workforce

On September 3, 1991, the TTC agreed to withdraw its demand for the triggering formula on the condition that an agreement would be reached on the other three recommendations proposed by Mr. Burkett. After thirty hours of intense bargaining a tentative agreement was reached. This agreement was rejected by the membership as it contained a provision for a summer relief Operator (TTC retirees). The Union was called back to the table by the Minister of Labour after four days of being on strike. The company changed the agreement by reducing the summer maintenance vacation quotas.

The Minister of Labour ordered a vote as the Executive Board was not prepared to take the amended offer back to its members. The offer also provided for the position of maintenance operator. The company's final revised offer was ratified.

The part-time issue was dead.

**1996:** Days of Protest on October 25 in Toronto. This was a one day general strike in the Greater Toronto Area to protest actions of the Harris government.



# STRIKES

**EXECUTIVE BOARD**

JULY 1, 1964 TO DECEMBER 31, 1966

Edward McDermott	<i>President</i>
Henry J. Jeffries	<i>Executive Vice-President</i> <i>(died in office June 24, 1966)</i>
Arthur H. Burke	<i>Executive Vice-President</i> <i>(July 1 to December 31, 1966)</i>
Frank G. Dyer	<i>Secretary-Treasurer</i>
John Graham	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Clarence Allen	<i>Danforth</i>
Leonard E. Moynihan	<i>Eglinton</i>
Harvey C. Ward	<i>Davenport/St. Clair</i>
William Tilford	<i>Lansdowne</i>
Derrick Wyeld	<i>Roncesvalles</i>
William Herst	<i>Russell</i>
Arthur H. Burke	<i>Interurban</i>
Melville F. Doyle	<i>Clerical</i>
Kenneth Shelton	<i>Collectors</i>

**MAINTENANCE BOARD MEMBERS**

John Adshade	<i>Hillcrest/Greenwood</i>
John M. Coutts	<i>Carhouses</i>
Bruce Steinmiller	<i>Automotive</i>
James J. Carruthers	<i>Plant</i>

**EXECUTIVE BOARD**

JANUARY 1, 1969 TO DECEMBER 31, 1970

Leonard E. Moynihan	<i>President</i>
Arthur H. Burke	<i>Executive Vice-President</i>
Frank G. Dyer	<i>Secretary-Treasurer</i>
John Graham	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Clarence Allen	<i>Danforth/Birchmount</i>
Charles B. Johnson	<i>Eglinton</i>
J. Roland Morency	<i>Davenport/St. Clair</i>
William Tilford	<i>Lansdowne</i>
Derrick Wyeld	<i>Roncesvalles/Queensway</i>
Dominic Bonazzo	<i>Russell</i>
Douglas Ferrier	<i>Interurban</i>
Melville F. Doyle	<i>Clerical</i>
Peter Clarke	<i>Collectors</i>

**MAINTENANCE BOARD MEMBERS**

John Adshade	<i>Hillcrest/Greenwood</i>
John Kearney	<i>Carhouses</i>
Bruce Steinmiller	<i>Automotive</i>
James J. Carruthers	<i>Plant</i>

**EXECUTIVE BOARD**

JANUARY 1, 1967 TO DECEMBER 31, 1968

Leonard E. Moynihan	<i>President</i>
Arthur H. Burke	<i>Executive Vice-President</i>
Frank G. Dyer	<i>Secretary-Treasurer</i>
John Graham	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Angus L. MacFarlane	<i>Danforth/Birchmount</i>
Charles B. Johnson	<i>Eglinton</i>
Harvey C. Ward	<i>Davenport/St. Clair</i>
William Tilford	<i>Lansdowne</i>
Derrick Wyeld	<i>Roncesvalles/Queensway</i>
William Herst	<i>Russell</i>
Douglas Ferrier	<i>Interurban</i>
Melville F. Doyle	<i>Clerical</i>
Kenneth Shelton	<i>Collectors</i>

**MAINTENANCE BOARD MEMBERS**

Elmer Doner	<i>Hillcrest/Greenwood</i>
John Kearney	<i>Carhouses</i>
Bruce Steinmiller	<i>Automotive</i>
Edward O'Neil	<i>Plant</i>

**EXECUTIVE BOARD**

JANUARY 1, 1971 TO DECEMBER 31, 1972

Leonard E. Moynihan	<i>President</i>
James J. Carruthers	<i>Executive Vice-President</i>
Harvey C. Ward	<i>Secretary-Treasurer</i>
John Graham	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Angus L. MacFarlane	<i>Birchmount/Danforth</i>
Charles B. Johnson	<i>Eglinton</i>
J. Roland Morency	<i>Davenport/St. Clair</i>
William Tilford	<i>Lansdowne</i>
Harry Mason	<i>Roncesvalles/Queensway</i>
Douglas Ferrier	<i>Interurban</i>
Dominic Bonazzo	<i>Russell</i>
John Green	<i>Clerical</i>
Peter Clarke	<i>Collectors</i>

**MAINTENANCE BOARD MEMBERS**

Denis Stokes	<i>Hillcrest/Greenwood</i>
John Kearney	<i>Carhouses</i>
Bruce Steinmiller	<i>Automotive</i>
John Kelly	<i>Plant</i>

*\*\*Arthur W. Burke - Elected International Vice-President in September 1971.  
Took office on January 1st, 1972.*





# EXECUTIVE BOARD

69-70



1969-1970

73-74



1973-1974

75-76



1975-1976

83-85



1983-1985

# It took a strike to end the last negotiations of the millennium

When members of Local 113 walked off the job on April 19, 1999, and returned after reaching a negotiated settlement two days later, it marked the end of a process that really began more than a year earlier.

In March 1998, recognizing that the upcoming contract negotiations would be perhaps the toughest ever, the Executive Board of Local 113 established a Defence Fund, to be funded by a \$5 per week dues increase. With the potential to total \$4 million, the fund would, over the next year, pay for legal assistance, forensic accounting services, public relations advice and an advertising campaign, all geared to obtaining the best possible contract for the membership. The Fund would also provide strike pay, if necessary.



Why was such advance planning required? At the best of times, negotiations with the Toronto Transit Commission are a difficult challenge for the Union. This time around, the Union's leadership recognized that things had changed – this time, the playing field was different.

The Mike Harris Conservative government, elected in 1995, had made radical changes affecting communities all across Ontario. Toronto was no exception. First of all, amalgamation was forced down the throats of the people who lived in the former municipalities of Toronto, North York, Scarborough, Etobicoke, York and East York, combining them into one "megacity".

Then, the province downloaded the costs of responsibilities such as welfare, public health, housing and public transit to the municipal level of government. For the TTC, this meant the elimination of all operating subsidies from the provincial government.

So city politicians – including the mayor who had campaigned on a platform of no tax increases – were faced with a situation where not only had transit subsidies been eliminated, but the city was now responsible for paying the cost of additional services.

The impact on the TTC was this: with only municipal subsidies and the fare box as revenue sources, there was now more pressure than ever on the employer. City politicians wanted to keep the lid on property taxes, and fare increases hurt ridership.

Against this backdrop was the fact that Local 113 members had made huge sacrifices since 1992. Almost 10% of their wages had been lost to inflation. And, in the spirit of caring for the future of public transit in the city, along with concerns about the possible loss of 500 unionized jobs through layoffs, \$72 million had been made in contract concessions in 1996.

Those concessions had been made based on the TTC's 1996-1998 projections that there would be a budget deficit of

\$113 million. In reality, they wound up with a surplus of \$9 million. "This time," the Executive Board of Local 113 said, "no more concessions. It's time governments matched our commitment to safe, reliable, affordable public transit."



In any public sector labour dispute, public opinion is very important. So while the negotiators and the lawyers and the accountants did their job, the Union planned and launched an unprecedented advertising campaign.

From September 1998 through March 1999, Local 113 spent more than \$250,000 airing radio commercials and running newspaper ads, highlighting the work of the membership and the importance of public transit to the City of Toronto.

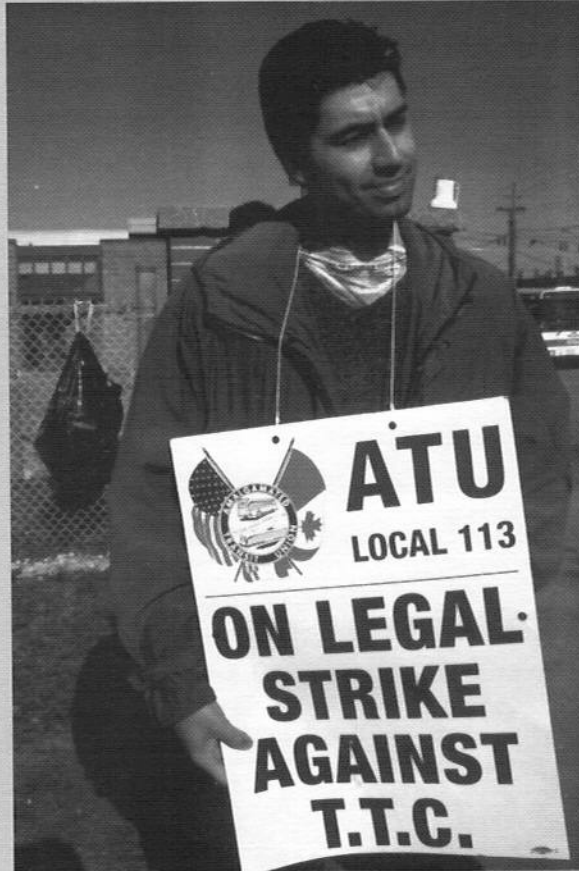
The objective of the campaign was to position the membership as caring, concerned members of the community, so that when the crunch inevitably came, not only would their position have sympathy with the general public, but much of the knee-jerk hostility that is usually directed toward workers in labour disputes might be neutralized.

It worked like a charm. After the strike had come and gone, observers commented that they had never seen a public sector labour dispute where there was such a lack of negative opinion in the media and the public directed toward the workers. In fact, if anything, opinion had been supportive of the membership.

Using the slogan, "We keep Toronto moving!", the ads talked about how people in Toronto enjoy the finest transit system in North America, and how the TTC has received dozens of national and international safety awards, thanks to the work of Local 113's members.

The ads explained how public transit saves energy, reduces air pollution and improves the quality of life in the city, and how the membership helps keep communities safe through the Transit Community Watch program. Finally, the ads referred to the more than 200 social and health agencies that benefit from the generous charitable contributions of Local 113 members.

Once February came around, it was obvious that the negotiations were reaching a crisis stage. Accordingly, the nature of the Union's advertising changed. Now the ads spoke directly to the fact that the members had made many concessions in the past, and that the TTC operated with the lowest government subsidies of any transit system in North America.



For its part, the TTC didn't want to recognize the concessions that were given in the 1996 contract. And it was asking for even more concessions to fund any wage increase, a projected deficit of \$10 million due to the massive snowstorm that had hit the city in January, the differential between the Canadian and U.S. dollars, and the additional maintenance costs of the low-floor buses.

As the strike deadline neared, the ads changed again. Coming down firmly against a fare increase, the union now urged the public to call Premier Mike Harris and Mayor Mel Lastman, and give them the message that, "Public transit deserves public support". Local 113 also publicly challenged the credibility of the TTC's budget

projections, referring to how they were out by more than \$100 million during the last negotiations.

Meanwhile, at the bargaining table, things were at an impasse. The Union was sticking to its position of a three-year contract with increases of 3% in each year. The employer was insisting on its demand of 2% in each year. At this point, management rolled the dice.

Using a provision of the Ontario Labour Relations Act, the employer requested a one-time opportunity to put their final offer to a membership vote, circumventing the Union's bargaining committee.



On April 17, the membership voted 78% against the TTC's final offer. A strike now seemed inevitable, and it happened on April 19, leaving 800,000 riders without service, and an entire city without its public transit system.

On the political front, things were in chaos. It seemed that city politicians were more interested in laying blame for the way negotiations were going and the eventual strike, than they were in reaching an agreement. There was an ongoing plot, which turned out to be unsuccessful, to oust TTC Chair Howard Moscoe at crucial moments in negotiations, both before and after the work stoppage.

It was obvious to us that there had been discussions between the TTC, the Mayor's office and the Premier's office. At Queen's Park, the government prepared to quickly recall the Legislature for the purpose of passing back-to-work legislation.

The Union had discussions with both the Liberals and the NDP, but it was only the objections from NDP Leader Howard Hampton that blocked the recall. The Liberals weren't willing to help. This led to more name-calling and laying of blame for the situation Toronto commuters were faced with.

Ironically, a settlement evolved as a result of a private meeting between the Union, Moscoe and Hampton, arranged by the NDP Leader on the second day of the strike. At this meeting, we proposed that wage increases of 2% in each year of a three-year contract be agreed upon, with an arbitrator to decide if a greater increase is warranted, up to a maximum of 3% each year. We also wanted the arbitrator to deal with the issues of the safety boot allowance, the tool list, a physiotherapy increase and a clothing allowance increase.

Later that day, the TTC Chair took this proposal back to the rest of the Commissioners for endorsement. But, after a two-hour closed door meeting, the Commissioners only agreed to send the wage issue to arbitration.

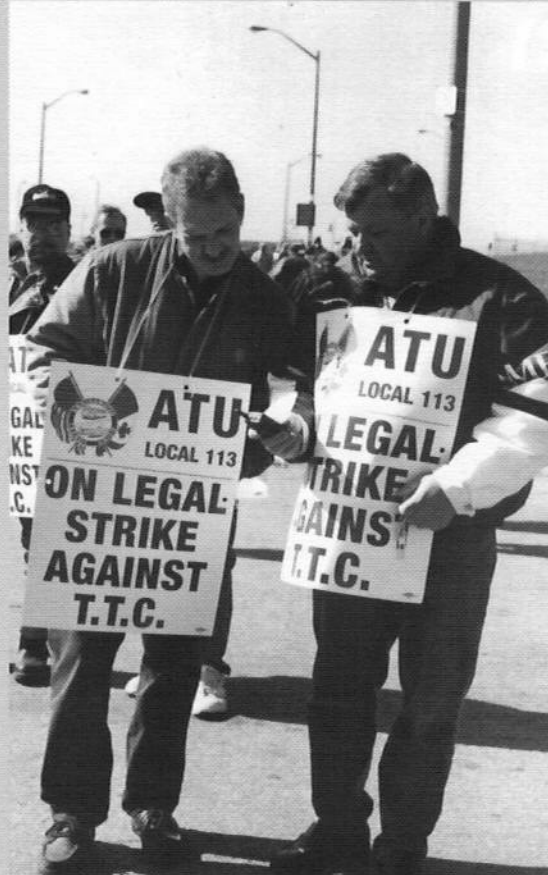
At 9p.m., at the Union's request, negotiations resumed with Moscoe and David Gunn, the TTC's Chief General Manager. By 4a.m. the following morning, we finally had an agreement. Not only had the proposal generated by the meeting with Hampton been agreed to, we were able to add a few more items, including a cost-of-living allowance in the third year of the new contract.

With an agreement reached, the Union began making arrangements for a contract vote. The transit system began to return to normal operations.

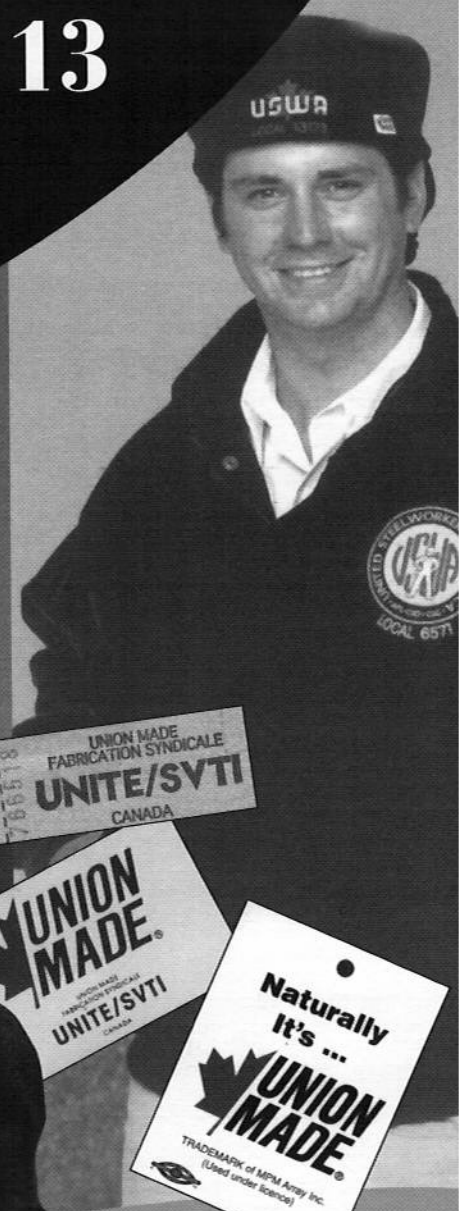
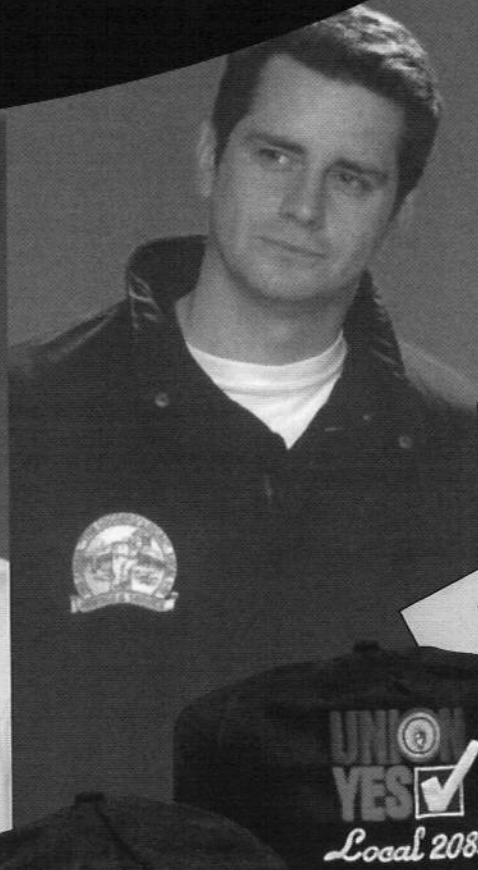
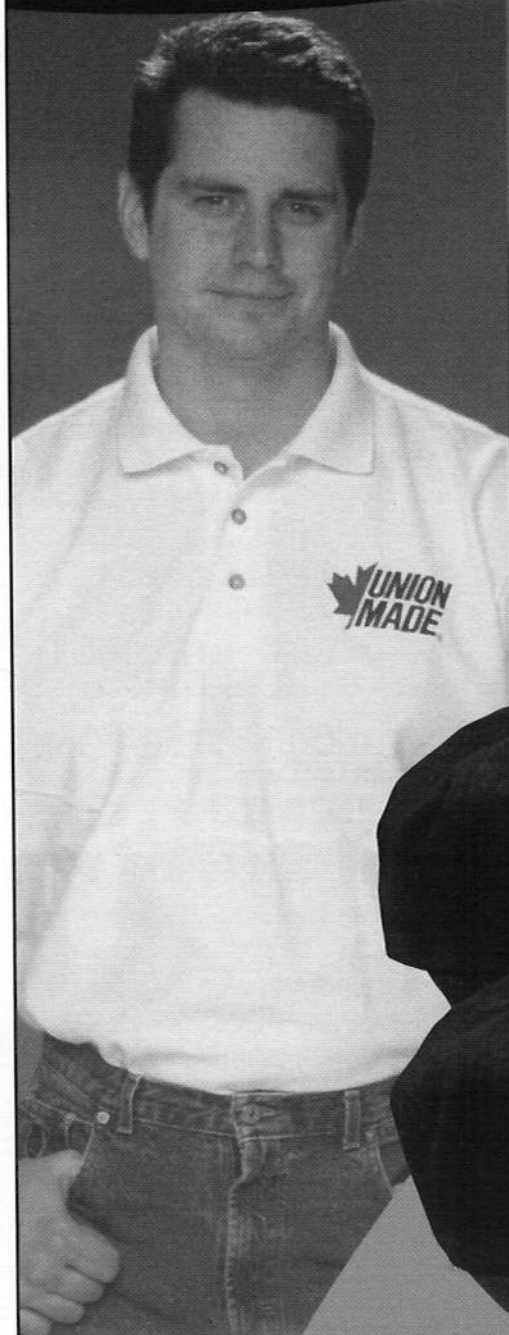
On April 28, Local 113 members voted 67% in favour of the agreement, formally putting an end to the shortest TTC strike since 1917. In a newspaper ad, the Union thanked the public for its understanding and support.

Even though the labour dispute had ended, the Union continued to fight for the future of public transit by opposing a fare hike, and calling on the provincial government to restore funding to the TTC. Unfortunately, as a result of City Council voting against increasing its subsidy to the TTC, fares went up by 10 cents at the beginning of May. And the province remains silent.

So as we approach the end of this century, we must continue our efforts to make governments realize that, "Public transit deserves public support". This is the fight we will carry into the new millennium. ■



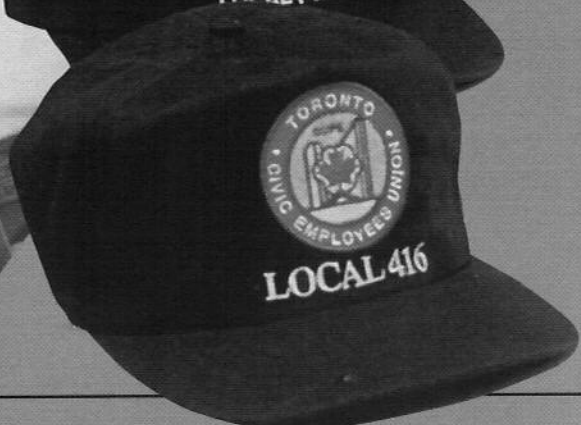
# CONGRATULATIONS TO ALL THE MEMBERS OF LOCAL 113 ON YOUR 100TH ANNIVERSARY



UNION MADE  
FABRICATION SYNDICALE  
**UNITE/SVTI**  
CANADA

**UNION  
MADE**  
UNION MADE  
FABRICATION SYNDICALE  
UNITE/SVTI  
CANADA

Naturally  
It's ...  
**UNION  
MADE**  
TRADEMARK OF MPM Array Inc.  
(Used under licence)



# **UNION MADE**

TRADEMARK OF MPM Array Inc.  
(Used under licence)

110 Ridgetop Road, Scarborough  
Ontario M1P 2J9

**416-293-8018**



# Local 113 Maintenance Section Job Evaluation

In 1946 the TTC unilaterally implemented a Job Evaluation Program for Maintenance, Divisional Clerks and other non-operating employee groups, both Union and non-union. This program was developed by the management consulting firm Stevenson & Kellogg without Union input.

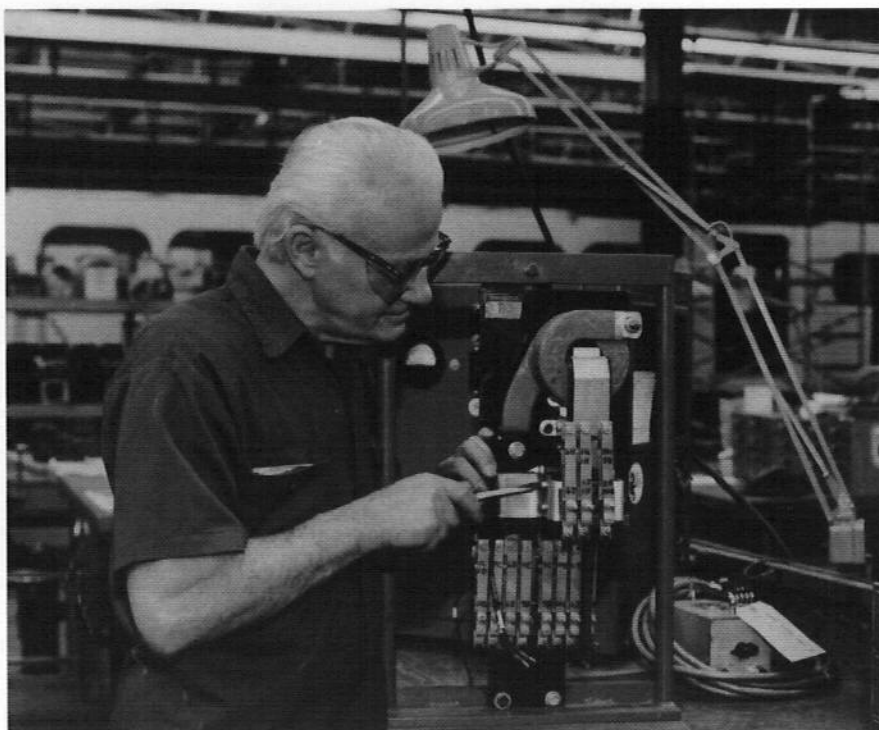
According to a TTC employee information brochure "Job Evaluation is a 'management tool' in an attempt to quantify the relative worth of jobs to establish a hierarchy of jobs to ensure that internal equity in compensation is established and maintained." Under the program all job classes are provided with a job description and then evaluated against the criteria of nine elements or job factors.

Since 1946, the TTC Job Evaluation Program has been applied to approximately 300 hourly rated maintenance and divisional clerical job classifications under the Local 113 collective agreement, to determine into which wage group in the basic hourly wage schedule (Ladder Chart) they should be placed. The actual wage rates for each wage group are determined separately through successive rounds of collective bargaining.

In the 1940s and 1950s, most Unions generally opposed the use of job evaluation techniques to determine wage schedule placement on the grounds

that it was indeed a "tool of management" to unilaterally control how jobs were paid, that it was subject to management manipulation, and that it tended to divide union members rather than unite them behind their union. Most unions in this period preferred to have the power to negotiate wage schedule placement of individual jobs and when necessary to negotiate at the bargaining table individual wage rate adjustments. In addition, few employers would agree to negotiate joint development, implementation and administration of job evaluation plans.

Up until the late 1960s Local 113 was either unwilling to endorse the TTC Job Evaluation Program or unable to negotiate participation in it. There was no reference to job evaluation in the collective agreement, the only



reference was in the Wage Administration Policy. Local 113's only involvement was approval of new or revised job descriptions and grievance arbitration of new job rates.

In the late 1960s and early 1970s it became increasingly difficult for Local 113 to negotiate or arbitrate special wage adjustments for certain maintenance jobs, such as Repair Mechanic, on account of the TTC's unilaterally administered job evaluation program. The TTC could successfully argue



in negotiations and before arbitrators that wage adjustments for some jobs would disrupt internal wage equity as dictated by their job evaluation scheme. Local 113 had no alternative but to attempt to deal with and have access to the program.

During contract negotiations in 1974 and 1976, greater Union access to the TTC job Evaluation Plan for maintenance and divisional office jobs was a major



issue for Local 113. It wanted access to the methods and procedures, and participation in deciding the results of job evaluation.

As a result of contract negotiations and a strike in 1974 the TTC agreed to amend the Wage Administration Policy to establish a Union Job Evaluation Committee who would participate with the Personnel Department in reviewing job descriptions and point evaluations each time a job was changed or a new job established. In addition, it was agreed that the TTC would provide the Union committee with complete disclosure of the TTC's job evaluation system, enable Maintenance and Divisional Board members to request job reviews, and established a written procedure on administration of the job evaluation program, with Local 113 having the right to oppose or dispute through grievance arbitration the job description and/or evaluation of new or changed jobs. Also at this time the number of Wage Groups in the Ladder Chart was increased to 11 from 10.

The first job evaluation dispute to go to arbitration was the Carhouse Senior Stores Attendant in 1976. Denis

Stokes was the Executive Board Member responsible for Hillcrest and Greenwood Shops at the time. Charlie Johnson was Business Agent. The TTC had created a new Senior Stores Attendant job description at Wage Group 5 to replace the Divisional Stores Attendant at Wage Group 7. Les Blake, the incumbent Divisional Stores Attendant, was to be "red circled" at Wage Group 7. The new job included all of the previous Divisional Stores duties, plus more duties. When the Union appealed through the new Joint Job Evaluation Committee process the TTC downgraded the job further. Obviously the new procedure was not working for Union members.

The Union realized that if they were to present a persuasive case before the arbitration to prevent downgrading of the Senior Stores Attendant they would require some expertise in job evaluation systems. The Union's Labour Relations Consultant at the time was Bill Walsh from Hamilton. In 1975, Bill Walsh recommended that David Fairey with the Trade Union Research Bureau in Vancouver be brought in to assist the union with Board Members training in job evaluation.



In 1976 and 1977, David Fairey assisted Denis Stokes, President Charlie Johnson and the Union's lawyer Laurence Arnold with a critique of the TTC Job Evaluation Plan, the TTC's evaluation of the Senior Stores Attendant, and in preparation of evidence to show how the TTC had been inconsistent in the evaluation of Maintenance jobs.

During the Senior Stores Attendant arbitration hearings in 1977, while the TTC's experts in job evaluation were giving evidence and being cross examined by the Union's counsel it was evident that the TTC had not fully disclosed their job evaluation methods to the Union or acknowledged the Union role under the new Wage Administration Policy language. The TTC called

for an adjournment to the hearing so that the parties could negotiate changes to the Union's involvement in the job evaluation procedures and program.

As a result of negotiations in 1977, a joint union-management study team was established to select and completely re-evaluate 20 maintenance benchmark jobs which would then be incorporated into a revised job evaluation manual with application limited to Maintenance and Divisional Clerical jobs. It was also agreed that more detailed job descriptions would be prepared in a revised format so as to describe all of the job content of each job relevant to an evaluation covering all nine factors, that the job evaluation procedures manual would be changed and removed from the Wage Administration Policy so as to be a separate agreement, and that a special independent job evaluation referee would be appointed.

The Union-Management Joint Committee was composed of Mr. David Fairey representing the Union and Mr. Norman Dowber, Superintendent Compensation Services, representing TTC Personnel Department. David Fairey was assisted by Maintenance Board Members Denis Stokes, Bert Downer, John Kearney and Jim Carruthers, plus Divisional Clerks Board Member J. A. Green.

The Joint Benchmark Review project was successfully completed in May 1979. This resulted in upgrades to one Maintenance job and one Divisional Clerical job.

During 1979 contract negotiations, all of the recommendations of the Joint Committee were adopted and the parties agreed to immediately conduct a second special joint review of another 12 Maintenance and Divisional clerical jobs, plus a review to evaluate and bring within the Ladder Chart Wage Groups 6 warehouse/general stores jobs. These reviews were completed in 1980 by a committee composed of David

Fairey for the Union and TTC Compensation Analyst Robert Clark. As a result three Maintenance and one Divisional Clerical job were upgraded.

In the period 1981 to 1985 job evaluation matters were dealt with by Maintenance Executive Board members and Assistant Business Agent Denis Stokes who became an effective advocate. During this period the referee procedure for dispute resolution was put to its first test over re-evaluation of the General Millwright. Four factor evaluations were disputed, however, the Union was only successful in obtaining a higher

evaluation on one factor, as a consequence the job was not put into a higher Wage Group. The time and expense involved in this case was discouraging to the Union and for a while the Union became less involved with the procedure.

In 1985-86 changes in Maintenance Department jobs involving work organizations, new types of vehicle, new equipment and new technology had a growing impact on many jobs. Entirely new, highly specialized jobs were being created, and existing jobs were being changed significantly. Consequently in 1986 Maintenance Board Members once again obtained the

assistance of David Fairey to deal with a backlog of complex and contentious job evaluation reviews and disputes.

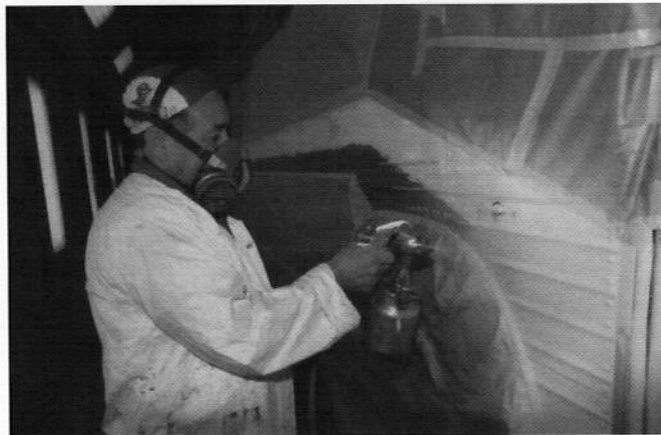
Recognizing that no job evaluation plan is purely scientific and objective (certainly not the Commission plan), and that all systems need adjustment to keep up with changing conditions in the work place and changing perceptions of fairness and equity, the Union once again in 1987 contract negotiations attempted to negotiate job evaluation plan improvements.

Local 113 was determined to eliminate or reduce the many faults and weaknesses which were of the TTC's making in its job evaluation plan. The Commission



was making changes and improvements too slowly, and only after the Union applied some form of pressure. All Union Executive Board Members found the process very frustrating. The biggest annoyance was the length of time it took to have a job reviewed and disputes resolved.

As a result of contract negotiations in 1987 several improvements were made to the job evaluation program and procedures manual and Wage Group 12 was added to the Ladder Chart to accommodate jobs that were evaluated above Wage Group 11. It was also agreed that a Joint Committee would also review and recommend on further changes to the job evaluation manual. Subsequently a large number of Automotive Maintenance and Rail Maintenance jobs were submitted for re-evaluation.



In 1988 a dispute over the results of a review of the Escalator Mechanic resulted in the second Referee arbitration. In this case the Education and Training evaluation was in dispute with the outcome having an effect on Wage Group. The Referee upheld the Union's evaluation and the job went from Wage Group 8 to 9.

Also in 1988 special reviews were initiated by the Union for some 25 rail equipment electrical jobs affected by a new Vehicle Electrician Training Program which increased the requirements for many jobs.

In 1989 a number of outstanding job evaluation plan changes from the 1987 contract plus other changes required by the Union were tabled in contract negotiations. The plan changes required were holding up the completion of a number of reviews. The Union also took a dispute over the Maintenance Mechanic (Heating) to the Referee for arbitration.

In 1990 a dispute arose over the issue of retroactivity for wage adjustments resulting from upward re-evaluation of changed jobs. Wage adjustments for new

jobs were retroactive to the date of implementation, however, the TTC refused to give retroactive adjustments to the date of change for changed jobs. This impacted on the implementation of 12 re-evaluated Automotive jobs and several Rail Electrical and Emergency Repair jobs that had been upgraded.

Following the election of a new Executive Board for the 1992-94 term some 50 Maintenance job reviews were initiated by the Union in 1992. Most of these jobs had not been reviewed since the early 1970s and many changes had affected them over the intervening years, especially with respect to qualification and training requirements relating to new technology and new equipment.

It was not until 1993 that the issue of retroactive pay for wage group change as a result of job change was finally resolved through agreement to a Letter of Understanding. Full retroactive pay applied for the first 12 months of retroactivity, however, if a job review

was not completed within 12 months of review application, the balance of the retroactivity would be for 50% of the wage adjustment.

By the summer of 1993, 66 Maintenance jobs were in the process of being evaluated. After two years, the Referee award for the Maintenance Mechanic (Heating) was finally issued resulting in an upgrade as advocated by the Union. A complete restructuring of 23 jobs in the Plant Way Department resulted in several new job classifications and wage group increases for 75% of them.

In 1994 after lengthy reviews, the Rail Maintenance jobs of General Body Repairperson, Truck Repairperson and General Woodworking Machinist were upgraded through job evaluation. Later in 1994, eight other Rail Maintenance jobs were also upgraded and four Warehouse jobs were upgraded. Also in 1994, the lengthy job evaluation reviews for nine Plant Department trades were concluded with upgrades for all



of them. In Automotive Maintenance the Unit Builder and Automotive Machinist were also upgraded. By the end of 1994, Local President Art Patrick was able to report that \$2.2 million in back pay had been received by Maintenance members in job classifications that had been upgraded that year through job evaluation.

In the period 1995 to 1997 job reviews initiated by the Union two or three years previous were grinding more slowly through the re-evaluation process, as the Commission gave less and less staff priority to these obligations. In addition, changes in senior Personnel Department management ushered in a less co-operative and more confrontational management style. As a result, the TTC backtracked on an agreement to combine several Automotive service jobs into a new broader Serviceperson job class and the issue of the Commission's right to renege on such an agreement went to arbitration. At the same time five job evaluation disputes went to the special Referee. In most of these cases it took another two years to obtain final decisions.

In the period 1998 to 1999, TTC co-operation in conducting job reviews and in following past practices in terms of communication and procedure involving the Union continued to decline and the rights of the Union challenged as never before. The breakdown in relations between Local 113 and the Commission reached a point in 1999 where 14 job review disputes long outstanding had to be referred to arbitration because of Commission failure to follow procedure and past practice.

In the meantime technological and organizational change continued to impact on many Maintenance jobs or result in the creation of new high level jobs. Only the job evaluation review procedure provides employee access to recognition of these changes during mid contract.

The past 25 years of Local 113 involvement and advocacy in the Maintenance Section job evaluation program has been a test of patience and endurance for rank and file members and Executive Board Members alike. Most members do not understand the program, its limitations, and why it takes so long for the Commission to complete job reviews. Long delays and the loss of full retroactive pay for jobs that take more

than a year to review and are upgraded as a result of changes is justifiably seen by members to be unfair and inequitable.

It is therefore difficult to assess and appreciate over the short term the net benefit to Union members of Local 113's involvement in the TTC Job Evaluation Program. However, Local 113 has secured important (although imperfect) rights under the job evaluation program, and has ensured that more thorough job analysis, job description documentation and equitable evaluation is conducted by the Commission.

On balance, the Union has been vindicated in the majority of job review disputes resolved through discussion or referred to a third party referee. More can and will be done to improve on the plan and the results of job evaluation. ■

## Our Fallen Brother



**O**n Monday, October 23rd, 1995, Brother Dimitrija "Jimmy" Trajceski was robbed and brutally murdered.

Brother Trajceski joined the Toronto Transit Commission on May 28, 1973. He worked as a station collector at Chester station and was working his off day at another station, Victoria Park, when he was murdered.

The horrific robbery and murder of one of our own has deeply touched us all, but the outcry and support from labour organizations and the general public as a whole was overwhelming.

*Jimmy is gone now  
...but not forgotten*

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# In Memoriam



**Leonard E. "Rick"  
Moynehan**

*Retired President  
1922 - 1987*

**B**orn in London, England, one of a family of 10 children, Rick's formal education was cut short at age 14 by the need to help support the family.

His working life was interrupted by the Second World War and at 18, Rick enlisted in the Royal Air Force. Following the war he served with distinction in the Palestine Police Force.

There followed a brief period of work in the oil fields of Saudi Arabia and then a stop-off in Canada on his way to settle "Down Under". However, Australia's loss was Canada's gain as Rick found Toronto much to his liking.

Shortly after arriving he joined the Toronto Transit Commission at Eglinton Division, which he served as Board Member for many years. In 1967 he was first elected as President of Local 113, eventually becoming the first full-time President.

Fiercely independent, President Moynehan brought to his office a clear, sharp and perceptive mind which rendered him capable of absorbing and analyzing material with both speed and accuracy.

This ability stood him in good stead both in his everyday dealings with the TTC and at the bargaining table, where, under his leadership, many of the sophisticated conditions of our current collective agreement were negotiated.

Rick also had a quality of leadership which resulted in this local Union being welded into a cohesive unit, which

was prepared to, and did, follow his leadership through one lengthy strike and to the brink in many other negotiations.

That he was successful was in no small measure due to the fact that TTC management was aware of the members' loyalty to him.

As he was a hero to many members, so too did he have his heroes, one of whom was Winston Churchill whose manner of speaking Rick, sometime successfully, attempted to emulate.

No one who saw or heard Rick on the platform will forget his ability to move an audience with his booming voice, and phrases reminiscent of his hero.

Many members will not know of Rick's greatest accomplishment, the culmination of a task he set for himself when first elected President. This task was promoted with the rallying cry of "Thirty and Out".

Rick's goal was to establish a provision in the Pension Fund by which, after 30 years of service, regardless of age, employees could retire with a full pension.

Although management stood to benefit from such a provision, this was not apparent to them, judging by their attitude at the time.

When that goal was achieved, Rick was one of the first to take advantage of it. Sadly, he did not live to a ripe old age to enjoy the full fruits of his victory. ■



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# In Memoriam



## **DOMINIC BONAZZO**

*Retired President /  
Business Agent  
1921 - 1990*

**A**ll members of Local 113 were saddened by the death on September 14th, 1990 of our former President/Business Agent Dominic Bonazzo.

Born September 24, 1921 in Fort William, now Thunder Bay, Ontario, Dominic served in the Canadian Army in World War II in Canada, England, France, Holland and Germany.

Dominic started with the Toronto Transit Commission as a Streetcar Operator/Bus Driver August 25th, 1953, joined ATU Local 113 November 1, 1953.

For several years he worked on a temporary basis out of Gray Coach Lines Division.

He first served the Membership of Local 113 as a Shop Steward at Russell Division. He was elected Executive Board Member for Russell in 1969 and served until 1972. Elected Vice-President in 1973, elected President/Business Agent of the Local in 1980 and served in that capacity until his retirement on December 30, 1982.

Throughout his career, Dominic also served on the Board of Directors of the Toronto Transit Commission Pension Fund Society and Sick Benefit Association 1973 through 1976 and 1980 through 1982.

In addition to his many years of serving the members of Local 113 he served on the Committee on Resolutions at the 1973 and 1975 International Convention and the Committee on Laws at the 1981 Convention. He also was Vice-President of the Canadian Council in 1981 and 1982.

Dominic was a very solid Credit Union person working on behalf of the members and served on the Board of Directors of the TTC Employees Credit Union from 1969 to 1980.

He was appointed to the Ontario Public Service Labour Relations Tribunal representing the ATU in 1984, a position he held at his death.

Even after retirement Dominic still retained his interest in the ATU and attended the annual meetings of the Canadian Council and the Eastern Canadian Joint Council and the Tri-Annual International Convention.

International President James La Sala appointed Brother Bonazzo one of the Sergeants-At-Arms at the 48th International Convention held in Toronto, Ontario in 1986 and again at the 49th Convention held in Anaheim, California in 1989.

Throughout the years of dedicated service Dominic fought to improve the working conditions, not only of Local 113 members but of all working people. ■

**EXECUTIVE BOARD**

JANUARY 1, 1973 TO DECEMBER 31, 1974

Leonard E. Moynahan	<i>President</i>
Dominic Bonazzo	<i>Executive Vice-President</i>
Harvey C. Ward	<i>Secretary-Treasurer</i>
Charles B. Johnson	<i>Business Agent</i>

**TRANSPORTATION BOARD MEMBERS**

Angus L. MacFarlane	<i>Birchmount/Danforth</i>
Charles Whitton	<i>Eglinton</i>
J. Roland Morency	<i>Davenport/St. Clair</i>
William Hamilton	<i>Lansdowne</i>
Frank Brooks	<i>Roncesvalles/Queensway</i>
Douglas Brasier	<i>Russell</i>
Douglas Ferrier	<i>Interurban</i>
John Green	<i>Clerical</i>
Peter Clarke	<i>Collectors</i>

**MAINTENANCE BOARD MEMBERS**

Denis Stokes	<i>Hillcrest/Greenwood</i>
John Kearney	<i>Carhouses</i>
Bert Downer	<i>Automotive</i>
John Kelly	<i>Plant</i>

**EXECUTIVE BOARD**

JANUARY 1, 1977 TO DECEMBER 31, 1979

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Harvey C. Ward	<i>Secretary-Treasurer</i>
Angus L. MacFarlane	<i>Business Agent</i>

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W. Frank McGlynn	<i>Eglinton/Wilson</i>
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William Hamilton	<i>Lansdowne</i>
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John Green	<i>Clerical</i>
Peter Clarke	<i>Collectors</i>

**MAINTENANCE BOARD MEMBERS**

Denis Stokes	<i>Hillcrest/Greenwood</i>
John Kearney	<i>Carhouses</i>
Bert Downer	<i>Automotive</i>
James J. Carruthers	<i>Plant</i>

**EXECUTIVE BOARD**

JANUARY 1, 1975 TO DECEMBER 31, 1976

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Peter Clarke	<i>Collectors</i>

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Denis Stokes	<i>Hillcrest/Greenwood</i>
John Kearney	<i>Carhouses</i>
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**EXECUTIVE BOARD**

JANUARY 1, 1980 TO DECEMBER 31, 1982

Dominic Bonazzo	<i>President/Business Agent</i>
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Denis Stokes	<i>Hillcrest/Greenwood</i>
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**William "Bill" Tilford**  
1924-1996

**W**illiam (Bill) Tilford served in World War II from 1942 to 1945 and was a member of the Royal Regiment (RCEME).

Bill joined the TTC as an operator December 11th, 1947 and became a member of Local 113 April 1st, 1948. He was very active in the Union and was elected Executive Board Member from 1963 to 1971. He was appointed Warden from 1972 until his retirement in 1980.

Bill was on the Board of the Quarter Century Club from 1972 and was President from 1984. He and his wife Helene organized many trips over the years, which included London, England and Hawaii, as well as the many day trips; a favourite was the yearly trip to Fort Erie. ■

## John Lorimer Memorial Scholarship



**T**he John Lorimer Memorial Scholarship was introduced by Jim Carruthers and the Late John Pate and the first Scholarship was awarded in 1964. That first year, three students received the Scholarship in the

amount of \$400 each. By the end of 1999, more than 640 Scholarships have been awarded for a total value in excess of \$360,000.

John H. Lorimer was initiated into the Union September 1, 1916. He served the Union as Board Member at Roncesvalles from 1942-1943, Vice-President 1944 -1945, Secretary-Treasurer 1946 -1947 and President 1948 - 1949. John retired on February 18, 1959 and passed away December 3, 1963. ■

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## THE EMPLOYEE ASSISTANCE PROGRAM "The Beginning"

**I**n the fall of 1974, Local 113 initiated discussions to incorporate an Employee Assistance Program (EAP) to effectively "get rid of employees' troubles", rather than troublesome employees.

The structure committee for Drug and Alcohol abuse consisted of:

- Harvey Ward** - Local 113 Secretary-Treasurer
- Burt Downer** - Local 113 Executive Board Member
- Gord Break** - Human Resources Manager
- Ed Shaw** - Personnel Manager
- Dr. John Cowan** - TTC Medical Consultant (Chair)

Following frequent meetings and seminars on the basics of the EAP, Lloyd Fell, founder of "Lifeline", was hired in April 1978, under contract to assist our members and other TTC employees. Following Lloyd's untimely demise in 1979, Doreen Lichtenstein was briefly under contract for the program until February 1980.

In March 1980, Burt Downer was appointed, full-time Employee Assistance Counsellor, until his retirement in March 1981, when Russ Pickering was appointed. A position which he still holds todate. Following the time and date, when Pickering announces his retirement, Local 113 will again be looking to appoint a replacement counsellor, to this important and necessary position, to continue with the rehabilitation of our members. ■



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## Wheel-Trans

**P**araway Transportation, a subsidiary of All-Way Transportation, operated the specialized transportation service (Wheel-Trans) from approximately 1982 through 1988. By the mid 1980s, the Amalgamated Transit Union (ATU) had organized these Paraway employees into a separate and distinct bargaining unit. There were a number of differences between Paraway and the TTC master Collective Agreements. For instance, the Paraway Collective Agreement included provision for temporary employees who had a different set of wages, benefits, and working conditions. Although these temporary employees were included in the Paraway Collective Agreement, the ATU continued to voice their displeasure at having these employees operate specialized transit vehicles.

In early 1982, Local 113 made contact with All-Way Transportation employee/driver Bill Johnson, who was attached to the new Paraway branch of the school bus contractor. All-Way was responsible for operating over 700 school buses of which many were operator/owner. Bill, along with (1st Shop Steward) Rhona Moore, Norm Phillips, George Robitaille, Brian Sunday, and Ruth Wild, helped in securing signatures for a certification vote. The organizing drive took several months, over the winter of 1982-83 and Executive Board Member Paul McLaughlin was assigned the task of the organizing drive. The organizing was hindered by two factors, namely: 1) Paraway had several family members of the owner, Nick Comsa, operating buses and 2) the school bus operator/contractors, did not wish to belong to a union. Be that as it may, Local 113 President/Business Agent, Charles Johnson, Assistant Business Agent Barry Stringer, Executive Board Member Paul McLaughlin and Shop Steward Rhona Moore were successful in negotiating a first contract which was ratified on May 4, 1983. Amongst other



items, wages were brought up from \$4.75 to \$6.75 per hour under the employer to a new rate of \$8.55 per hour.

In May 1983, the TTC assumed responsibility for the registration, reservation, scheduling and dispatching functions of the specialized transit system. A few of the contractor's employees were hired to provide continuity of service and the balance came from internal TTC staff. With direct supervision of staff and better training, the quality of the service from reservations to dispatching improved. At this point, the contractor was reduced to providing drivers, vehicles, and maintenance.

In early 1984, All-Way Transportation successfully bid to operate the taxi service with station wagons. This service was based on an hourly cost contract which was lower than the distance-based cost of the taxis.

In addition to the bus operations, Paraway also contracted for sedan taxi service. These small vehicle services were not organized by the ATU. This caused the Union concern regarding their future position pertaining to the delivery of specialized transit services.

The TTC's role in the service to this point was as an administrative overseer. With a small number of internal staff, applications for the service were processed, customer complaints were investigated, service budgets were created and monitored and the contractor performance was supervised. However, the TTC became increasingly concerned about the quality of the reservations, dispatching and scheduling performed at the contractor's office. Complaints were escalating and service was deteriorating.

By the mid 1980s, the Mighty-Mite buses utilized by Paraway for the delivery of these specialized transit services, were experiencing numerous failures. The most significant of these failures involved vehicle fires, which were widely covered by the press. These fires raised a serious safety concern. Wheel-Trans registrants, advocacy groups and the general public reacted by requesting the TTC to take direct control

over all aspects of the specialized transit service. Around the same time, the Commission decided to purchase Orion II paratransit vehicles to replace the aging Mighty-Mite bus fleet and expand the specialized transit services. A combination of public pressure to improve specialized transit service quality (including better vehicle maintenance) and the significant funding associated with purchasing the Orion II buses, caused the Commission to take over the entire service in January 1989. In fact, the actual take-over started in 1987-88 with the TTC performing the reservations, dispatch, customer service, and planning functions.

On April 14th, 1986 negotiations for a second contract broke down and a two-week strike was instigated.



Wheel-Trans patrons came out in support of the drivers. Following an emergency session of the Ontario Legislature, the drivers were ordered back to work. Subsequently an arbitrator ruled on the contract.

In 1987, the Commission approved the full integration of both the Orion II buses and the station-wagon service. A report entitled, "Cost/Benefit Analysis of Full Integration of Wheel-Trans", was forwarded to Metro Council and the TTC assumed responsibility for the delivery of Wheel-Trans service effective November 1, 1988. The contract with All-Way Transportation (now known as Specialized Transit Management) was subsequently extended from November 1, to December 31, 1988.

In order to maintain the Orion II fleet, the Commission was compelled to find an operating garage, and on

March 22, 1988 considered a report entitled, "Alternatives to the Use of Arrow Road Garage by Wheel-Trans". It was subsequently approved that Wheel-Trans would share the Lakeshore Garage with Gray Coach Lines and appropriate capital budgets were allocated to cover new construction and equipment costs.

Again in 1988, during contract negotiations, another strike was needed and the Province and the City of Toronto, had to commit additional monies to secure an

acceptable contract. By this time, the maintenance group, who were servicing the vehicles, had also been organized into Local 113.

In the late summer of 1988, intense negotiations were under way to move the entire Wheel-Trans operations, including drivers, maintenance and clerical staff over to the TTC. Under the provisions of those negotiations, the incoming member/employees were moved to the top rate of their counterparts ( i.e. driver to driver, maintenance to maintenance) within one year.

Following the one-year lock-in of their individual occupations, members were allowed to transfer accordingly, utilizing their seniority. Former Paraway employees, have been employees of the TTC since January 1, 1989. Their seniority, however, goes back to November 1982 or their subsequent date of hire and entry into Local 113.

The Commission ceased using contractors for the provision of Wheel-Trans bus service as of January 1, 1989, but continued with small capacity vehicles operated by private contractors.

Local 113 representatives and Wheel-Trans management have worked together over the past number of years to improve the quality of service while reducing the overall cost per trip.

The Wheel-Trans Information System (1995) has had a significant roll in improving overall productivity within Wheel-Trans Operations.

Local 113 has also endorsed a five year Accessible Transit Plan that provides for the replacement of the Orion II vehicles along with a recognition that the TTC owned-and-operated bus service would provide between 55 - 60% of the service, whereas contracted small capacity vehicles would carry the balance. ■





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The following letters are just a few of the many received from local unions across Canada and the USA congratulating this local union. International Conventions were held in Toronto in 1909, 1933 and 1961.

Local 113 has the distinct honour to act as host local for the 2001 International Convention.

**AMALGAMATED TRANSIT UNION**  
LOCAL 1505  
PHONE 943-5044 WINNIPEG MAN. R3C 3P2

210-22 QUEENS VILLAGE

September 24, 1986

Mr. Charles B. Johnson  
President/Business Agent  
Local 113 -  
Amalgamated Transit Union  
61 Hayden St.,  
Toronto, Ontario.  
M4Y 2P2

Dear Charlie,

On behalf of the delegates and guests attending our most recent International Convention in your fair city of Toronto, we would like to take this opportunity to thank and congratulate you and your executive, together with your entire team of people, for making this 48th International Convention a most memorable one.

Your generosity, courtesies, and splendid display of brotherhood are to be commended.

This, being my last convention, I am personally pleased 'you saved the best for the last'.

It is, with a great deal of pride and respect, that we ask you to pass along our gratitude and appreciation to all who were involved in making the convention the huge success it was.

Once again,  
Thank you - Thank you - Thank you.

Fraternally,  
*H. Cohen*  
H. Cohen  
President/Business Agent.

Charles B. Johnson, Pres  
A.T.U. Local 113  
61 Hayden Street  
Toronto, Ont. M4Y - 2P2

Dear Charles:

I would like to thank you for the warm reception you extended to all the officers of Local 1056 during the A.T.U. Convention.

We were all impressed by the beauty and cleanliness of Toronto and we look forward to visiting your city again.

If you are ever in New York City, please feel free to call me.

Fraternally yours,  
*Norwood Higdon*  
NORWOOD HIGDON  
President  
NH/b1

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**CAPITAL LOCAL UNION 689**  
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Herbert E. Bynum  
2nd Vice President

September 19, 1986

Mr. Charles B. Johnson  
President, ATU Local #113  
512 Cleberholme Blvd.  
Toronto, Ont. M4C 1V2

Dear Brother Johnson:

This letter serves as written testimony that once again Local 689 extends since 'thanks' to you and your officers for the best convention ever.

Thanks, too, for the friendship and hospitality extended to this local and our guests.

May God Bless You and Local #113 in all you do.

Yours in Solidarity,  
*Jimmy*  
James M. "Jimmy" Thomas, Jr.  
President

**AMALGAMATED TRANSIT UNION**  
AFFILIATED WITH CLC AFL CIO  
President/Business Agent ANDERSON GRACE 145 BURNHAM AVE. TOR. M4T 1S6  
Financial Secretary/Treasurer: LEGGETT ELIZABETH 244 E. 46th ST. TOR. M5G 2G5  
Vice President: MARTIN L. 239 GERRARD N. TOR. M5H 1V7

DIVISION 1585  
HAMILTON, CANADA

September 26th, 1986.

Mr. Charles B. Johnson,  
President Business Agent,  
Local 113,  
61 Hayden Avenue,  
TORONTO, Ontario.

Dear Brother Johnson:

To you Brother Johnson, Officers and members of Local 113 we say congratulations for a big job well done in hosting the 48th A.T.U. Convention, in Toronto September 7-12, 1986.

It was our first experience attending an A.T.U. Convention, and while we know they have been previously held in Las Vegas, Florida, California etc., we have reason to believe that NOBODY DOES IT BETTER. The convention was very well organized because of many months of preparation on the part of 113. It was a tremendous experience for Sister Grace Anderson and myself and for this we say congratulations and thank you very much.

Fraternally yours,  
*Elizabeth Leggett*  
Elizabeth Leggett (Betty)  
Financial Secretary-Treasurer  
Local Union 1585

- AMALGAMATED TRANSIT UNION LOCAL 1505**
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  - JOHN FUCHER - Vice President
  - LEONARD GUNES - 1st Vice
  - WILLIAM HENDATA - Secretary
  - SHARON BOND - Treasurer
  - ANDERSON GRACE - President/Business Agent
  - ELIZABETH LEGGETT - Financial Secretary-Treasurer
  - THOMAS W. THOMPSON - CLC Rep.
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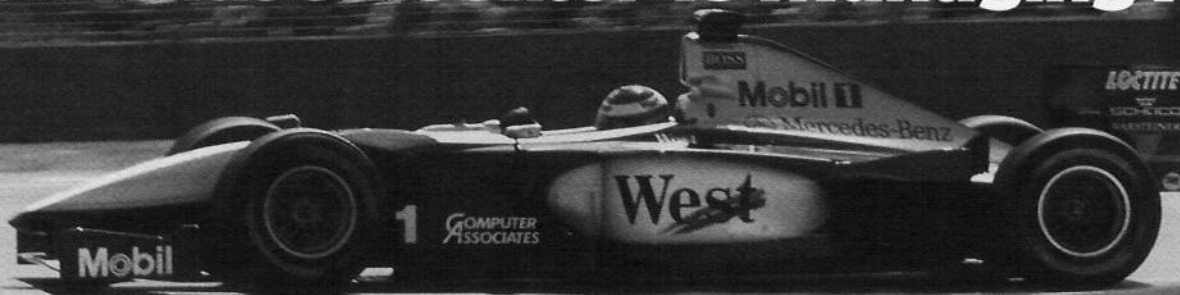
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Local 113 has the distinct honour to act as host local for the 2001 International Convention.

**NATIONAL CAPITAL Local Union 689**  
 AMALGAMATED TRANSIT UNION  
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 PHONE 202-4754

September 19, 1986

Mr. Charles B. Johnson  
 President, ATU Local #113  
 512 Glebeholm Blvd.  
 Toronto, Ont. M4C 1V2

Dear Brother Johnson:

This letter serves as written testimony that once again Local 689 extends since 'thanks' to you and your officers for the best convention ever.

Thanks, too, for the friendship and hospitality extended to this local and our guests.

May God Bless You and Local #113 in all you do.

Yours in Solidarity,  
*James M. Thomas, Jr.*  
 James M. "Tommy" Thomas, Jr.  
 President

OFFICERS: PRESIDENT: JOHN A. THOMAS, JR. (Secretary-Treasurer); VICE-PRESIDENT: JAMES W. ALLEN, JR. (1st Vice-President); SECRETARY: EUGENE O'NEILL; TREASURER: HERBERT E. BYNUM (2nd Vice-President). AFFILIATED WITH: A.T.U. LOCAL 113; COUNCIL: 14; DISTRICT: 14; STATE: M.C. 100; GREATER WASHINGTON CENTRAL LABOR COUNCIL, N.C. 100; NATIONAL TRANSIT UNION CONFERENCE BOARD.

**AMALGAMATED TRANSIT UNION LOCAL 1505**  
 PHONE 943-5064  
 WINNIPEG, MAN. R3C 3P2

September 24, 1986

Mr. Charles B. Johnson  
 President/Business Agent,  
 Local 113 -  
 Amalgamated Transit Union  
 61 Hayden St.,  
 Toronto, Ontario,  
 M4Y 2P2

Dear Charlie,

On behalf of the delegates and guests attending our most recent International Convention in your fair city of Toronto, we would like to take this opportunity to thank and congratulate you and your executive, together with your entire team of people, for making this 48th International Convention a most memorable one.

Your generosity, courtesies, and splendid display of brotherhood are to be commended.

This, being my last convention, I am personally pleased 'you saved the best for the last'.

It is, with a great deal of pride and respect, that we ask you to pass along our gratitude and appreciation to all who were involved in making the convention the huge success it was.

Once again,  
 Thank you - Thank you - Thank you.

Fraternally,  
*H. Cohen*  
 H. Cohen  
 President/Business Agent.

**AMALGAMATED TRANSIT UNION**  
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 President/Business Agent: ANDERSON, GRACE, 145 Belmont Ave. Tel: 547-1916  
 Vice-President: MARTIN, L., 128 Guelston N. Tel: 548-1617

September 25th, 1986.

Mr. Charles B. Johnson,  
 President Business Agent,  
 Local 113,  
 61 Hayden Avenue,  
 Toronto, Ontario.

Dear Brother Johnson:

To you Brother Johnson, Officers and members of Local 113 we say congratulations for a big job well done in hosting the 48th A.T.U. Convention, in Toronto, September 7-12, 1986.

It was our first experience attending an A.T.U. Convention, and while we know they have been previously held in Las Vegas, Florida, California etc. we have reason to believe that NORBODY DOES IT BETTER. The convention was very well organized because of many months of preparation on the part of 113. It was a tremendous experience for Sister Grace Anderson and myself and for this we say congratulations and thank you very much.

Fraternally yours,  
*Elizabeth Leggett*  
 Elizabeth Leggett (Bette)  
 Financial Secretary-Treasurer  
 Local Union 1585

**Amalgamated TRANSIT UNION LOCAL 113**  
 210-22 QUEENS VILLAGE  
 (7)

September 24, 1986

Mr. Charles B. Johnson, Pres  
 A.T.U. Local 113  
 61 Hayden Street  
 Toronto, Ont. M4Y - 2P2

Dear Charles:

I would like to thank you for the warm reception you extended to all the officers of Local 1056 during the A.T.U. Convention.

We were all impressed by the beauty and cleanliness of Toronto and we look forward to visiting your city again.

If you are ever in New York City, please feel free to call me.

Fraternally yours,  
*Norwood Higdon*  
 NORWOOD HIGDON  
 President  
 NH/bl

**NORWOOD HIGDON**  
 President and Business Agent  
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# Retired from Service

Following 30 years of continuous service, the Grand Old Lady at 61 Hayden Street was retired from service. At the General Meeting on Sunday, November 21st, 1993 the membership voted to accept the offer of purchase for our old Union office.

Originally purchased in 1963, by the Social Committee, only part of the building was inhabited by Local 113. The upper floors were rented out to a shoe distributor and an independent. However, within the next few years, Local 113, which was rapidly expanding, took over the entire building.

As near as could be established, 61 Hayden Street was originally built around 1893 and her previous history, between then and 1963, was non-descript. However, in the 30 years, in which she served this Local, Hayden Street saw the leadership of six Presidents, namely E. McDermott, L. E. Moynehan, C. B. Johnson, D. Bonazzo, (C.B. Johnson, 2nd term) and R. Hutchinson.

In 1991, the membership voted to purchase our new headquarters at 812 Wilson Avenue, in Downsview, and the building at 61 Hayden Street was put up for sale. After two-and-a-half

years, we received an offer which was taken back to the membership for ratification. It is with some sadness, with which we mark the passing of this historic building, for although she was starting to show the wear, Hayden Street still had heart.

But life, like Local 113, will march proudly forward, with the newer, larger headquarters which we now occupy. ■

# Shop Stewards Education Forum

In 1989 the membership of Local 113 implemented a By-Law (Article VI Section 3) that directed the local Union conduct an extensive 5 day education forum for all shop stewards at least once in each 3 year term.

The first shop stewards education forum was conducted at the CAW Port Elgin education centre in 1989.

Subsequent forums were held at the George Meaney Centre in Washington D.C. and Bayview Wildwoods Centre in Orillia Ontario. Subjects covered at these forums include Grievance Reporting, Health and Safety, Workers Compensation, Pension Benefits, Contract Language and CUMBA Benefits.

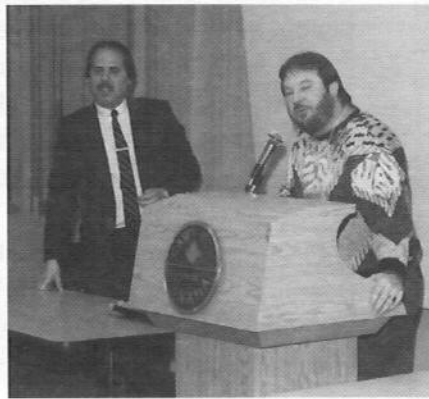
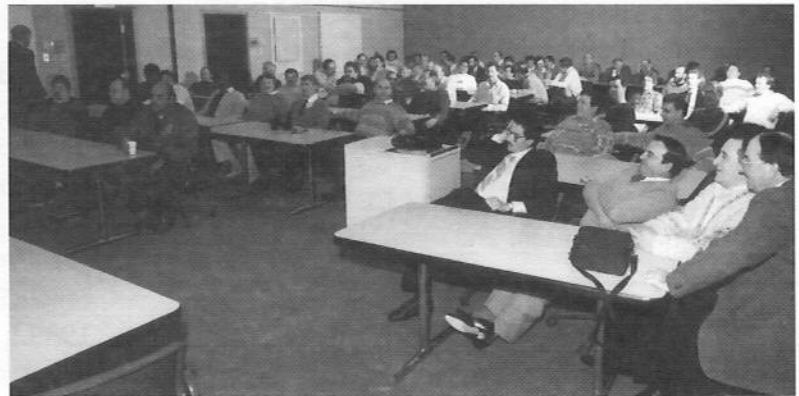
Through continuing education Local 113 Officers and Board Members receive updated information by attending ATU-sponsored labour courses on issues that effect ATU members.

These courses are normally held at the George Meaney Centre for Labour Studies and is located in Washington, D. C. Named after a former President of the AFL-CIO the facilities are available to any affiliate.

Local 113 would like to thank the ATU International, in particular International President James La Sala, for his continuing commitment to education within the ATU. ■



# EDUCATION





# Peter Clarke

Secretary- Treasurer Peter Clarke retired on the 1st of May, 1989.

The following message was taken from the 1988 Transit Leader (Winter Edition)

At this time I would like to advise you, the Sisters and Brothers of Local 113 that for the first time since 1966 my name will not be in nomination for any position as health problems and personal commitments dictate that I should live a more relaxed life style. It has been a great pleasure serving you the Membership and I sincerely thank you for the privilege of doing so. I would, in particular, like to thank the Subway Collectors and Suppliers for their continued support and encouragement over the past twenty odd years, and for the many personal friendships established.

I would be remiss if I did not also thank the many fine individuals who have served this Local so well

over the years and with whom I have had the honour of working. These include the late L. E. Moynehan and the late F. G. Dyer, and happily still with us J. Carruthers, J. Kearney, H. Ward, D. Wyeld, W. Herst, W. Tilford, D. Bonazzo and our current President/Business Agent C. B. Johnson. There are of course many others and I owe each of them a great deal of gratitude for their help and encouragement.

I would also like to thank our office staff for their dedication and hard work in conditions which are, to say the least, appalling. Our staff members are June McAteer, Daina Egle, Doreen Fitzgerald, Thelma Hussey and Sandra Dowse, I would have been lost without them during my years in office.

Local 113 is the largest Local in the ATU and is in my humble opinion by far the best.

Again my sincere thanks, I shall treasure my memories for the rest of my life. ■

## *International Officers travel to Toronto to bid farewell to Peter Clarke*



*Left to Right International Secretary-Treasurer, R. C. Wallace, retired Secretary-Treasurer of Local 113 Harvey Ward, retiring Secretary-Treasurer Peter Clarke, International President J. La Sala, Secretary-Treasurer of Local 113 Les Moore and International Vice-President E. Franklin*



# Tokens of appreciation

When members of ATU Local 113 faced difficult contract negotiations earlier this year, we were proud to help out.

We appreciate the confidence Local 113 placed in our company, Canada's only fully-unionized advertising agency.

Along with the people of Toronto, we also appreciate the job done by ATU members for the last 100 years.

Congratulations and best wishes for the next hundred!



## Union Communications

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**Congratulations**  
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**on your 100th Anniversary.**

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**The following Arbitrators of the ATU, Local 113/TTC  
Collective Agreement extend their very best wishes  
to Local 113 of the Amalgamated Transit Union of  
the Occasion of its 100th Anniversary**

**Pamela A. Chapman**

**Louisa M. Davie**

**Donald Fraser**

**Daniel A. Harris**

**Janice Johnston**

**Maureen K. Saltman**

**Ian C. Springate**

**Owen B. Shime**

## ***Congratulations Local 113***

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# LOCAL 113 MEMBERS CARE

## Charities and Community Involvement

**A**t the ATU International Convention in Toronto in September 1986, the delegates and members of Local 113 participated in the 1st ATU "Jerry Fund" Golf Tournament at Thunderbird Golf and Country Club.

The "Jerry Fund" was named in honour of Jerry Long, President of Local 1277 in Los Angeles, California. The Jerry Fund was later renamed the ATU MS Research Fund.

The ATU International holds an annual golf tournament in support of Multiple Sclerosis. Each year Local 113 has presented a cheque to the International of between \$15,000-\$20,000.

This represents contributions of Local 113 members through golf tournaments and Old Timers Hockey ticket sales, log draws conducted by the hockey team, Recreation Council members, Shop Stewards and Standing Committee members.

The Annual ATU Local 113 members golf tournament is still held at Thunderbird Golf & Country Club. On August 29, 1999 over \$5,800 was raised for MS.



*Jerry Long (Wheel Chair) at the 1st ATU Jerry Fund Golf Tournament held at Thunderbird Golf & Country Club in September 1986*

**Since 1992 the TTC United Way Campaign** has been a joint union/management effort. Monies raised across the property during the Campaign are deposited into a joint public sector allocation for properties that have both union/management participation.

The TTC campaign won the spirit awards in 1992 and numerous other awards since that date.

In 1998 the TTC campaign raised \$664,444 and was presented with the "Best Public Sector" award for the United Way of Metro and Greater Toronto. ■

**(STAND TALL LOCAL 113 MEMBERS AND BE PROUD OF YOUR ACHIEVEMENTS)**





(left) President C.B. Johnson (Local 113) and International President (elect) James J. Lasala at 1st ATU "Jerry Fund Golf Tournament" (Top) ATU International Officers attend 1st Annual ATU Jerry Fund Golf Tournament



## ATU LOCAL 113 ALL STAR HOCKEY TEAM

In September 1986 the TTC Recreation Council agreed to participate in a hockey game against the NHL Oldtimers in support of the United Way.

Players were selected from the TTC Hockey League (2 players per team). The game took place at the Varsity Arena on October 4th, 1986. As this event was for one year Local President Charles Johnson and the Executive Board brought forward a recommendation to the membership to keep the team and play the NHL Oldtimers in an annual charity hockey game to support the Union's charity - Multiple Sclerosis. The selection process was expanded to allow any member of Local 113 to attend team selection tryouts. Bill Demets was appointed as Coach and Stan Rossell as Team Manager, a position they still hold today. The team was re-named the ATU Local 113 All Stars and has represented this local Union in Ontario and Quebec Transit Provincial Championships since 1987.



Baseball star Steve Garvey is lending a hand with ATU member Jerry Long's fight against MS. (1986).

Prior to 1988 the membership voted to contribute \$1 per member each year from the Local's General Fund to Multiple Sclerosis. The players took it upon themselves to raise money for the Union's charity as a team effort. This action represented a savings to the local of \$8,000 per year. Since 1988 the players have raised over \$200,000 for MS.

In the summer of 1991, Ian Simpson, a member of the team was killed in a tragic accident. The players, in Ian's memory, created the Ian Simpson Award to be presented to the Most Valuable Player on the team for that particular year.

The MVP is selected by the fans and supporters during the Annual Transit Tournament and a presentation is made at the Annual NHL Oldtimers Game.

This award has been won by:

1991 RICK GIOVANINNI  
 1992 ENZO SISTI  
 1993 WAYNE BARKER  
 1994 IAN HUTTON  
 1995 DANNY MALLEN  
 1996 IAN HUTTON  
 1997 IAN HUTTON  
 1998 WILL DAVIES

The following is a list of players who have participated in the All Star Hockey program since its inception in 1986-87.

## TTC / 113 ALL STARS ALL TIME ROSTER

STAN ROSSELL - MANAGER

WAYNE BARKER

BOBBY MALCOLM

JOHN FERRIER

FRANK DECOLA

PETER CIZIKAS

SCOTT GORDON

WAYNE SUTTON

JOHN MITCHELL

BILLY MOORE

REED STICKLE

GEORGE WILLIAMS

JEFF FLEMING

MIKE CASSIDY

GREG PRESTON

FRANK FELIX

IAN SIMPSON

WILL DAVIES

MIKE LALONDE

JIM EMANUEL

TONY CURCIO

BILL DEMETS - COACH

BRIAN WICKS

BILL MOUNTFORD

JEFF RAWN

PAT FRIEL

HANK NOWAK

RICK CORMIER

MIKE ASHWOOD

DON WICKETT

DOUG BULMER

ENZO SISTI

IAN SHERMAN

STEVE WHELAN

BRIAN WILLIAMS

JOHN CORRY

GEORGE NEWPORT

JOHN LUCIANI

MIKE NASELLO

DOUG BINSTED

PAT O'NEILL

GARY TROTTIER

JOHN DESROCHES - ASSISTANT COACH

MIKE JOHNSON

LORNE HEMPHILL

JOHN PEERS

MIKE PICCININNI

DAVE HYNEK

MIKE BRAGAN

PAUL EWANCHEK

KEITH WELLS - ASSISTANT COACH

FRANK OWENS

WADE NORTHCOTT

KEN SHERMAN

DENNIS PARSONS

KEVIN MCLEOD

RICK GIOVANINNI

STEVE MARSHALL

KEVIN ATTWELLS

KEVIN REID

ALDO MELARAGNO

GEORGE MEDEIROS

DAN CICCOTOSTO



IAN HUTTON  
BOB ANDERSON  
DANNY MALLEN  
CRAIG BROWN  
DAVE POWELL  
PAT MARRONE  
TED BREWER  
DAN CONNELLY  
JASON HACKETT  
JOHN DINUNZIO  
MATTHEW MCMILLAN

DAN HOWARD  
FRANK NOTO  
BRIAN TODISH  
TOM THOMPSON  
PAT SWAILES  
ELVIS AZEVEDO  
PAT CELIK  
FIORE DEFRANCESCA  
JAMES JOHNSON  
ADAM PIRRI  
DESMOND CLARKE

KEN ANDERSON  
JASON KETCHELL  
VITO BINETTI  
MIKE GOTHREAU - TRAINER  
PAUL GONYEA  
JAY SMEETS  
TONY AMBROSIO  
GEORGE MERRICK  
MIKE JOHNSTON  
SHANE LANGILLE  
MIKE TESONE

## In Memoriam

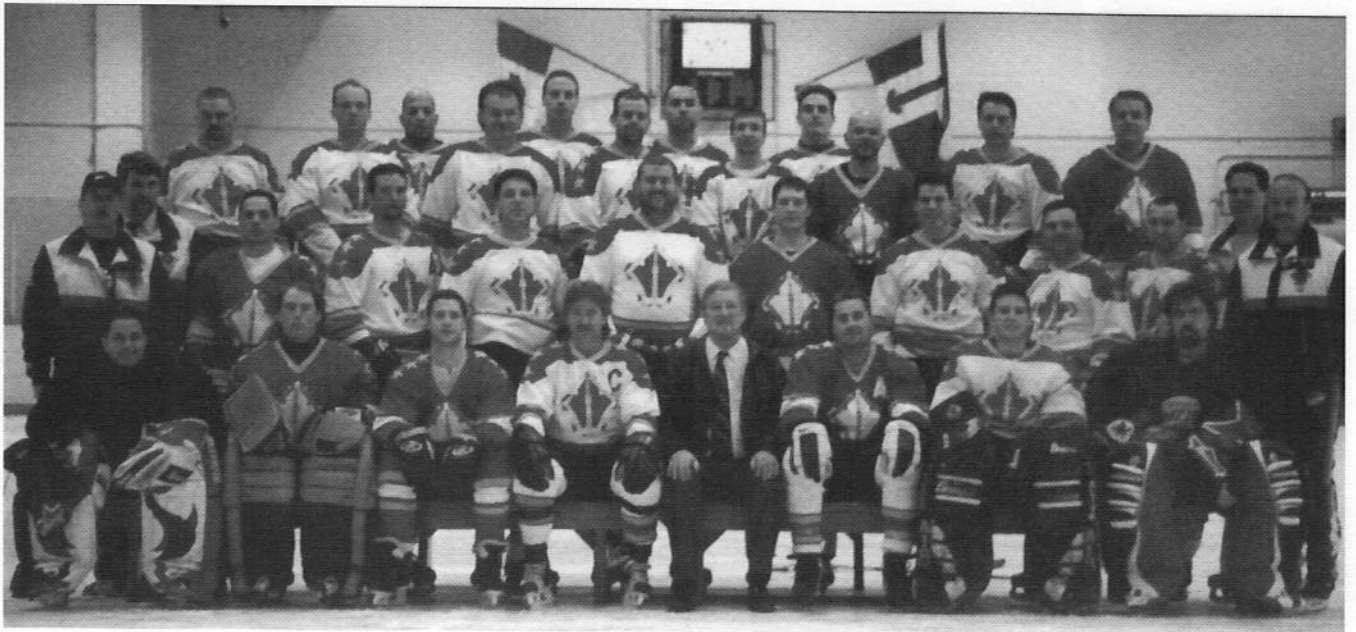


**IAN ROBERT SIMPSON**  
*1961 - 1991*

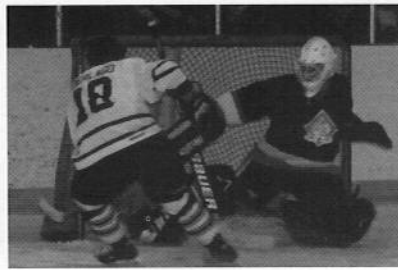
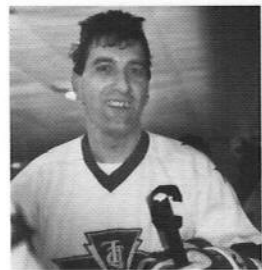
Ian represented ATU Local 113 as a member of the All Star Hockey Team. Ian played on the team that defeated Montreal in the A Division finals at Windsor, Ontario. He also played against the NHL Oldtimers in support of Multiple Sclerosis.

*He is sadly missed.*

## 1999-2000 ATU Local 113 All Stars



# ALL STAR HOCKEY





# EXECUTIVE BOARD

86-88



1986-1988

89-91



1989-1991

92-94



1992-1994

95-97



1995-1997



**EXECUTIVE BOARD****JANUARY 1, 1983 TO DECEMBER 31, 1985***(FIRST FULL-TIME EXECUTIVE BOARD)*

Charles B. Johnson	<i>President/Business Agent</i>
James J. Carruthers	<i>Executive Vice-President</i>
Harvey C. Ward	<i>Secretary-Treasurer</i>
*Barry I. Stringer	<i>Assistant Business Agent Transportation</i>
*Denis Stokes	<i>Assistant Business Agent Maintenance</i>

**TRANSPORTATION BOARD MEMBERS**

Arthur W. Patrick	<i>Eglinton/Wilson</i>
Larry R. Kinnear	<i>Danforth/Davenport/Russell</i>
Paul B. McLaughlin	<i>Birchmount/Malvern</i>
Derrick Wyeld	<i>Lansdowne/Queensway/Roncesvalles</i>
Charles Kernoghan	<i>Gray Coach/T&amp;I Clerks/BPX</i>
Peter Clarke	<i>Collectors/Clerical</i>

**MAINTENANCE BOARD MEMBERS**

William J. Reardon	<i>Carhouses</i>
Jack Jordan	<i>Automotive</i>
Roy Hinds	<i>Plant</i>

\* FIRST TERM SEPARATE BUSINESS AGENTS ELECTED FOR BOTH TRANSPORTATION AND MAINTENANCE DEPARTMENTS.

\*\* Angus L. MacFarlane - Elected International Vice President in September 1983.  
Took office on January 1st, 1984.

**EXECUTIVE BOARD****JANUARY 1, 1989 TO DECEMBER 31, 1991**

Raymond L. Hutchinson	<i>President/Business Agent</i>
Larry R. Kinnear	<i>Executive Vice-President</i>
Les Moore	<i>Secretary-Treasurer</i>
Richard Jones	<i>Assistant Business Agent Transportation</i>
William J. Reardon	<i>Assistant Business Agent Maintenance</i>

**TRANSPORTATION BOARD MEMBERS**

John Colbary	<i>Birchmount/Malvern</i>
John Blackett	<i>Danforth/Davenport/Russell</i>
Vince Casuti	<i>Eglinton/Wilson</i>
John Walsh	<i>Lansdowne/Queensway/Roncesvalles</i>
Alec Price	<i>Arrow Road/Wheel-Trans/ Gray Coach/T&amp;I Clerks/BPX</i>
Kenneth Lee	<i>Collectors/Clerical/MTCT</i>

**MAINTENANCE BOARD MEMBERS**

Steve Anthony	<i>Carhouses</i>
Bruce Hare	<i>Automotive</i>
Giuseppe(Joe) D'Agostino	<i>Plant</i>

**EXECUTIVE BOARD****JANUARY 1, 1986 TO DECEMBER 31, 1988**

Charles B. Johnson	<i>President/Business Agent</i>
Wayne D. Clearwater	<i>Executive Vice-President (January 1, 1986 to May 1, 1988)</i>
Larry R. Kinnear	<i>Executive Vice-President (June 1, 1988 to December 31, 1988)</i>
Peter Clarke	<i>Secretary-Treasurer</i>
Richard Jones	<i>Assistant Business Agent Transportation</i>
Michael Valentini	<i>Assistant Business Agent Maintenance</i>

**TRANSPORTATION BOARD MEMBERS**

Arthur W. Patrick	<i>Eglinton/Wilson</i>
Larry R. Kinnear	<i>Danforth/Davenport/Russell</i>
John Blackett	<i>Danforth/Davenport/Russell (June 1, 1988)</i>
Paul B. McLaughlin	<i>Birchmount/Malvern</i>
John Walsh	<i>Lansdowne/Queensway/Roncesvalles</i>
Roy Harnett	<i>Gray Coach/T&amp;I Clerks/BPX</i>
George Sheppard	<i>Collectors/Clerical</i>

**MAINTENANCE BOARD MEMBERS**

Fernando Mastrangelo	<i>Carhouses</i>
Bruce Hare	<i>Automotive</i>
Eugenio Giancola	<i>Plant</i>

**EXECUTIVE BOARD****JANUARY 1, 1992 TO DECEMBER 31, 1994**

Arthur W. Patrick	<i>President/Business Agent</i>
Larry R. Kinnear	<i>Executive Vice-President</i>
Paul B. McLaughlin	<i>Secretary-Treasurer</i>
Claude Lessard	<i>Assistant Business Agent Transportation</i>
Fernando Mastrangelo	<i>Assistant Business Agent Maintenance</i>

**TRANSPORTATION BOARD MEMBERS**

John Colbary	<i>Birchmount/Malvern</i>
John Blackett	<i>Danforth/Lansdowne</i>
John Brown	<i>Eglinton/Wilson</i>
William Bolychuk	<i>Russell/Roncesvalles/Wheel Trans</i>
Robert Bloxam	<i>Arrow Road/Queensway</i>
George Sheppard	<i>Collectors/Clerical/MTCT</i>

**MAINTENANCE BOARD MEMBERS**

Vince Virgilio	<i>Carhouses</i>
Jose Bairos	<i>Automotive</i>
Giuseppe(Joe)D'Agostino	<i>Plant</i>
*Roy Hinds	<i>Board Member At Large</i>

\*New Maintenance Board Position Created

## A Letter From Mount Sinai Hospital

On behalf of Mount Sinai Hospital and its Foundation, we are delighted to offer congratulations on the occasion of the Amalgamated Transit Union's 100<sup>th</sup> Anniversary.

We are proud of our relationship with the Amalgamated Transit Union (ATU). For over 14 years, the ATU has generously supported Mount Sinai Hospital and its Samuel Lunenfeld Research Institute through member contributions and through proceeds of an annual charity hockey game. The event is always a success. Over the years, the ATU has kindly directed these proceeds to support research into Multiple Sclerosis under the direction of our Senior Scientist Dr. John Roder. This research would not be possible without ATU's support.

Your exceptional loyalty and determination to seek out a cure for this terrible disease has served as a tremendous source of encouragement for those of us working in the field of research and patient care, and who are anxious to support these endeavors.

Mount Sinai Hospital is privileged to be a beneficiary of the proceeds of ATU's wonderful fundraising events. It is through this kindness that Mount Sinai Hospital can provide the best in teaching and research – and for this we are truly grateful.

Sincerely



Theodore J. Freedman  
President and Chief Executive Officer  
Mount Sinai Hospital



Lloyd S.D. Fogler, Q.C.  
Chairman, Board of Directors  
Mount Sinai Hospital Foundation

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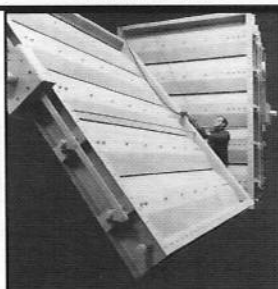
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#### Vancouver

Tel: 604-420-9510  
Fax: 604-420-9505



January 16, 1996

Mr. Les Moore  
Amalgamated Transit Union  
Local 113  
812 Wilson Avenue  
Downsview, Ontario  
M3K 1E5

Dear Les,

Many thanks for sending us your generous donation of \$20,000 from the ATU Jerry Fund, Inc. in support of Dr. John Roder's research at Mount Sinai's Samuel Lunenfeld Research Institute. I am pleased to provide you with an official receipt for your records.

On behalf of the Mount Sinai Hospital Foundation, I would like to express my sincere appreciation to you and your colleagues for this continuing and generous support of Dr. Roder. Your cumulative giving to date is in excess of \$100,000 and we are pleased to offer Amalgamated Transit Union a star on our Donor Wall, located in the Hospital's main concourse. This is a most prestigious recognition program, and provides a tangible and meaningful expression of our appreciation to the many supporters of both the Hospital and Research Institute.

Please take a moment to complete the attached Donor Wall approval form which requires your authorization. Once you return the completed form to us, we will go ahead and order your star. We will then be in touch with you as soon as the star is mounted on the Donor Wall, at which time we would be pleased to arrange a dedication and tour of the Research Institute for you and your colleagues. In the meantime, please do not hesitate to contact me directly at 586-8204 if you wish to discuss this in further detail.

Once again, many thanks for your leadership support. We very much appreciate the interest your organization continues to take in our medical research, and we look forward to meeting with you in the very near future.

With best regards,

Yours truly,



Laurie Weinger  
Associate Director, Major Gifts

c: John Roder, Samuel Lunenfeld Research Institute  
Nicholas Offord, President, MSH Foundation  
Gene Parker, Amalgamated Transit Union

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## United Way

Anne Golden  
President

---

October 1, 1999

Amalgamated Transit Union  
Local #113

Dear Members of ATU #113

It is a pleasure and privilege to have this opportunity to recognize and congratulate the members of ATU who so enthusiastically support their community through United Way. Your commitment and caring are heartening and inspiring, for you are the backbone of the Toronto Transit Commission's outstanding campaign – both as generous donors and active volunteers. With you, we share the bond of knowing our neighbourhoods, seeing the needs first-hand, and working to improve the lives of our most vulnerable citizens.

On behalf of all of us at United Way, the 200 health and social service agencies we support, and the more than one million people that they help every day of the year – thank you.

Truly, without you, there would be no way.

Yours sincerely

Anne Golden

---

**United Way of Greater Toronto**

26 Wellington St E 11th Floor  
Toronto ON M5E 1W9  
Tel: (416) 777-2001 Fax: (416) 777-0962





**CONGRATULATIONS AND BEST WISHES**  
**TO**  
**AMALGAMATED TRANSIT UNION LOCAL 113**  
**100TH ANNIVERSARY**

from

**AMALGAMATED TRANSIT UNION LOCAL 241**

**WANDA J. BLACK** - *President-Business Agent*

**ROBERT C. CLAY** - *Recording Secretary*

**CLAUDETTE M. OGLETREE** - *Financial Secretary-Treasurer*

**RICHARD STOMPER** - *1st Vice-President*

**LEE R. ROBINSON** - *2nd Vice-President*

*Union Representing Membership of Chicago Transit Authority, Pace West and Pace Heritage*

**CONGRATULATIONS**  
**TO**  
**ATU LOCAL 113**  
**ON YOUR**  
**100<sup>TH</sup> ANNIVERSARY**

from the  
**Members of ATU Local 569**  
**Edmonton, Alberta**



**AMALGAMATED TRANSIT UNION**  
**LOCAL 1005**

312 Central Avenue, Room 438, Minneapolis, Minnesota 55414  
Tel 612/379-2914 • Fax 612/379-2011

**Best Wishes**  
from  
**Amalgamated Transit Union**  
**Local 1005**

**ROBERT S. ROSSMAN**, *President-Business Agent*

**ELAINE L. MARKULA**, *Financial Secretary - Treasurer*

**KELLIE A. MILLER**, *Recording Secretary - Asst. Bus. Agent*

**RONALD L. LLOYD**, *Vice President*

**MARLIN J. JENSEN**, *2nd Vice President*

**Executive Board Members**

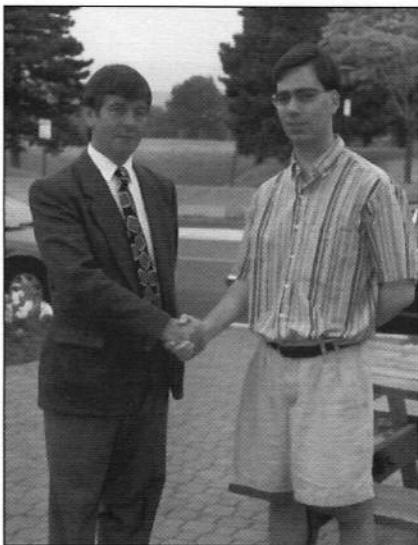
Pat Meyer	Michelle Sommers	Mike Julkowski
Ken Dolney	Terry Christensen	Del Schafer
Thomas Campbell	Gary Rosenberger	John Carrier
Howard Tappe	Dan Abramowicz	Kathryn Hall

Minneapolis - St. Paul, Minnesota

# OPERATOR ASSAULTS

## Local 113 members say Thank You

Assaults on Operators have been on the rise over the past decade. Local 113 members (Operators) bear the brunt of public abuse and assaults. An award program was instituted to thank those TTC patrons who have come to the assistance of our members.



Andrew Clarke (left) thanking Greg Oliver for coming to the assistance of sister Christina Rodrigues during an assault. Oliver was presented with a watch and a cheque for \$100.



(Left to right) Board Member John Colbary, Chris Roberts, Robert Sproule and Board Member Paul Prosser.



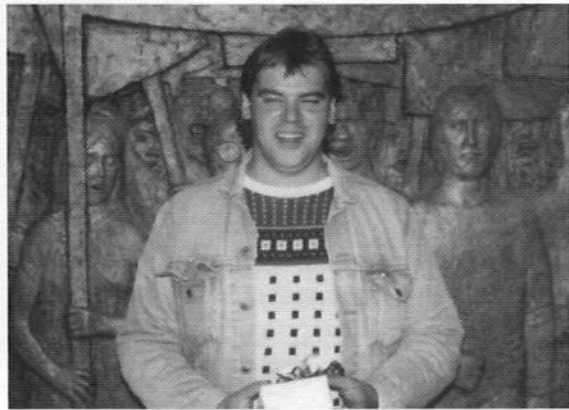
President Art Patrick presenting a watch to Alec Carley who came to the assistance of his good friend and TTC Operator John Newstead, as John Blackett looks on. A \$100 cheque is to be presented to Multiple Sclerosis in Mr. Carley's name.

"Thank You " W. Wareham was presented with a watch and \$200 at our August 1991 Membership Meeting by Board Member John Colbary for coming to the assistance of one of our Operators.





*Carlton Edwards was presented with a watch and \$200 by President Raymond Hutchinson at our October 1991 Membership Meeting for coming to the assistance of one of our Operators.*



*"Thank You"*

*Tim Imough was presented with a watch and a \$200 cheque at our October 1990 Membership Meeting for coming to the assistance of one of our Operators.*



*"Thank You"*

*President Art Patrick and Secretary Paul McLaughlin presented Eric Steele with a watch at our April 1993 General Meeting for assisting Wheel-Trans Driver Linda Nuttall who was seriously injured in a traffic accident.*



*aRichard James, Gayle Barker and John Colbary*

At the July 1994 General Meeting, Local 113 members expressed their appreciation, honouring Gayle Barker with an engraved casserole dish and a \$200 cheque for her assistance to Operator Richard James of Malvern Division.

Richard was involved and injured in a very serious accident, after being cut off by a truck.

Richard calls Gayle "his Guardian Angel", as she stayed with him through the whole nasty ordeal, and he has mentioned several times, he will never forget her kindness.



*"Thank You"*

*Wayne Martin was presented with a watch and a \$200 cheque at our November 1989 General Membership Meeting for coming to the assistance of one of our Operators.*



CONGRATULATIONS TO LOCAL 113 ON YOUR 100<sup>TH</sup> ANNIVERSARY



RONALD WHITTINGHAM  
President - Business Agent

AMALGAMATED TRANSIT UNION

5359 Timberlea Blvd., Unit 30  
Mississauga, Ontario L4W 4N5  
Tel.: 602-5841 Fax: 602-5844



VITO TOMAS  
Vice - President

LUC J. PHANEUF  
Financial Recording Secretary



ATU Local 846 St. Catharines

Congratulates ATU Local 113 Toronto

On Your 100<sup>th</sup> Anniversary.

P/BA Daryl Bell

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1-(905)-641-9716 (Fax)

*Congratulations*  
to *ATU Local 113, Toronto* on  
your *100th* Anniversary



*From ATU Local 1585, Hamilton*

**Congratulations on your 100 years!**  
from  
**Officers and Members of**  
**ATU LOCAL 256**

Representing Bus/Rail Operators and Clerks  
at *Regional Transit*

Drivers, Clerks and Maintenance Workers  
at the *Elk Grove School District*

Drivers at *Dry Creek School District*

Drivers at *Paratransit*

# Women's Auxiliary Division 113A

In the early 1930s, the wives of Division 113 members were becoming increasingly aware of the importance of Labour Education for women. After considerable correspondence with International President W.D. Mahon, Divisions of the Amalgamated Association were notified in the spring of 1937 to form Auxiliaries. A special meeting of delegates from all of the Auxiliaries in the United State and Canada was held at the Convention of the Amalgamated Association that year in San Francisco, and a Constitution was drawn up.

By December 1937, over 1,000 wives of members of Division 113 held cards in the Auxiliary. In the first Executive, Mrs. R. Arnott was President, Mrs. A. Loke was Vice-President and Mrs. D. Maynard

was Secretary. Consistent with its motto of "Education, Organization and Affiliation" the Auxiliary participated in the activities of the Toronto District Labour Council, the Workers' Educational Association and the Labour Day Parade. On their own, the Auxiliary sponsored its own socials, picnics and euchres, so that the members and their husbands could become acquainted with each other and their mutual problems.

During the war years, the Auxiliary took on an ambitious program. Funds were raised to send parcels to the soldiers overseas; donations were made to the Red Cross and many of the members were blood donors, hospital volunteers and war workers. ■

---

## LOCAL 113 WOMEN'S COMMITTEE

The committee was first formed in June 1989 and consisted of the following members Audrey Ebbs, Audrey Nikiforos, Jackie Schuknecht, Lisa Shank, Maureen Stroud (Secretary) and President Business Agent, Ray Hutchinson (Chairperson).

The purpose of the Women's Committee is to educate and inform Local 113 women in order to encourage and strengthen their participation in the Union.

- To promote unionism of ALL members of Local 113.
- To implement better communication to and between women members.
- To promote interest in educational workshops and seminars concerning women's issues.

- To encourage the women of Local 113 to work in and for the Union.

The committee's first task was to identify concerns facing female members. A series of questionnaires were issued to female bargaining unit members requesting their input. Issues such as maternity, paternity benefits, washroom



L to R: Vale Tucker, Betty Spence, Caroll Van Beek, Michele MacDonald, Judy Blake, Eleanor McKnight

facilities and sexual harassment were addressed. Members of Local 113 granted the Women's Committee "standing" in 1992 and in 1997 the Committee was increased by one additional member. The Committee structure consists of four representatives from Transportation and two from the Maintenance Department.

Two members of the Committee attend, annually, the ATU Women's Conference. These conferences allow the committee members an opportunity to meet with other ATU female members and discuss common problems. The following members have served on the Women's Committee:

1992 - 1994 Edith Bujold, Audrey Ebbs, Michele MacDonald, Audrey Nikiforos, Lisa Shank, Claude Lessard, Chairperson.

1995 - 1997 Suzanne Evans, Michele MacDonald, Maureen Stroud, Caroll Van Beek, John Blackett, Chairperson.

1998 - 2000 Judy Blake, Michele MacDonald, Eleanor McKnight, Betty Spence, Vale Tucker, Caroll Van Beek, John Blackett, Chairperson. ■

---

## Metrofication of Toronto Transit Commission

**(Transit Leader Article July 1993 by President/ Business Agent A. Patrick)**

I would like to start with some good news regarding the motion moved by Howard Moscoe and seconded by Councillor Mike Colle to make the Toronto Transit Commission a Committee of Metro Council.

The Executive Board Members with the approval of the membership at a general meeting gave permission to start a campaign to make sure that this motion would not be approved.

We then proceeded to appear before the city councils to get support to stop the motion. The councils we appeared before were:

North York City  
City of York  
City of Scarborough  
City of Etobicoke  
City of Toronto

I appeared before the Structure Committee on May 5th, 1993 to make sure that the motion would be withdrawn as Moscoe and Colle had agreed to do.

At that meeting the Structure Committee did not agree to let them withdraw, because they wanted to have it on record that the Committee did not agree with the motion, and therefore moved that the Toronto Transit Commission not become a Committee of Metro Council.

A Committee member stated that the Union should be congratulated on a very good campaign.

I must at this time, thank the other Unions on the Toronto Transit Commission property, Local 2 CUPE, International Association of Machinists and Aerospace Workers Lodge 235 and the Metro Labour Council for their support in this fight. F. P. Labour for setting up the meetings with all the Councils and putting together the mail-out to Councillor Moscoe's and Colle's ridings. This put the pressure on them to withdraw their motion. I believe that we will not see this come up again for a long time.

Thank you, the members for your support in this very important fight. We must remain on guard in the future to make sure our benefits and pensions are protected. ■



Ontario Federation of Labour Founding Convention, March 1957.

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# ATU CAN-AM Conference

The ATU Northeast Conference Board was renamed the ATU Can-Am Conference at the first organized conference which was held in Braintree, Massachusetts on May 6th, 1995.

The Can-Am Conference is dedicated to conducting an annual three day education workshop on issues which effect ATU members in both Canada and the United States. Each conference is video-taped to preserve the information delivered by the great speakers.

The conference has dealt with issues such as, Privatization, Contracting Out, and Right to Work Legislation.

The Conference location alternates from year to year between the United States and Canada. Over 150 delegates from across Canada and the United States attended the 1999 Conference which was held in Raleigh, North Carolina in August 1999. ■

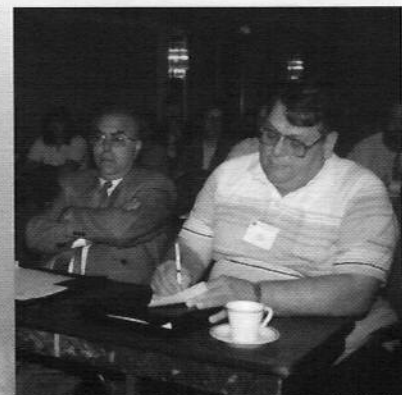
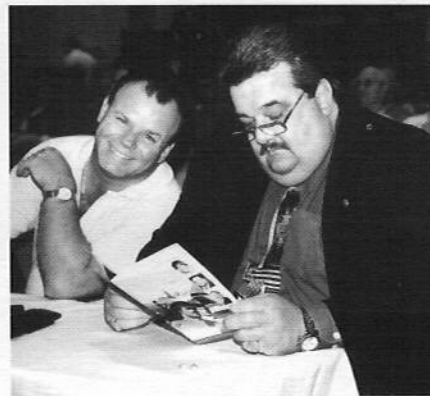
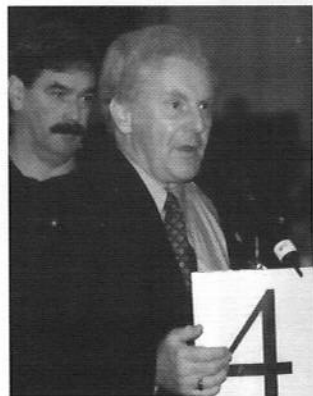
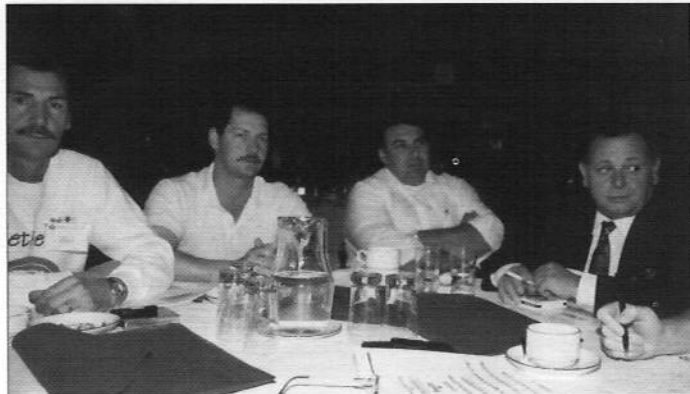
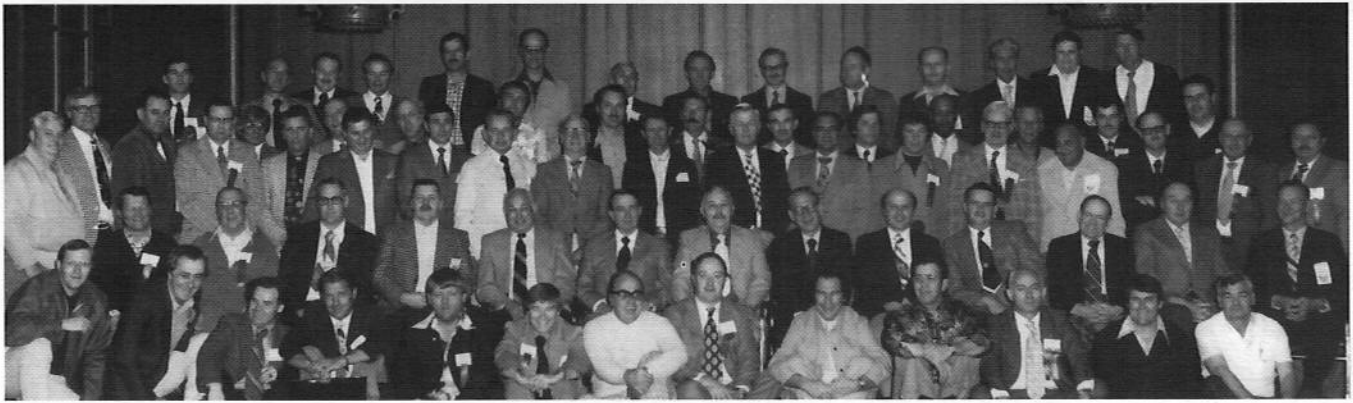
## *Toronto Locals 113 and 1587 Co-host Northeast Founding Conference*

*Members of the Steering Committee selected at the Northeast Founding Conference September 6th, and 7th, 1994 to look into the possibility of setting up future conferences to be known as the Eastern Can-Am Conference Board.*



*(Seated left to right): Financial Secretary Antonio Iacozza, 107 Hamilton; Financial Secretary Frank Falzone, 282 Rochester, N.Y.; President Art Patrick, 113 Toronto, Ontario; President Gary Rauen, 1145 Binghampton, N.Y.; State Business Agent & Chairman Vito Forlenza, New Jersey State Council;*

*(Standing left to right): Executive Board Member Charles B. Johnson, 1415 Toronto, Ontario; Executive Board Member Bob Gosnell, 589 Boston Mass; Secretary-Treasurer Paul McLaughlin, 113 Toronto, Ontario; Financial Secretary Luther Howard Jr., 26 Detroit, Michigan; President Randy Graham, 279 Ottawa, Ontario; President Simon Clarke, 1587 Toronto, Ontario; President Larry Hanley, 726 Staten Island, N.Y. and President Elizabeth Jones, 1602 St. Catharines, Ontario*



# CONFERENCES





## RUSSELL HILL ACCIDENT

**A** day of tragedy; a night of courage. The vivid images of Toronto's worst subway accident will long be remembered. But so too will be the army of determined and tireless 113 members who, after giving their all, gave even more.

On August 11, 1995, a subway accident on the Spadina line, between St. Clair West and Dupont Stations, killed three people and injured more than 30, making it the worst subway accident in TTC history. The entire line from Wilson to St. George remained closed for nine days while TTC, police and the Coroner's Office investigated the causes.

Full subway service resumed on the line on August 20 at 9:00 a.m. when, in memory of the accident victims,

the first regular service train left St. Clair West Station southbound, paused at the accident site and sounded its horn as it rolled through.

### Subway inquest ends with 18 recommendations

No one believed it could happen here. But when it did, the tragic subway accident on the Spadina line shocked an entire community and sparked a public investigation called by the Regional Coroner for Metropolitan Toronto, Robert H. Huxter M.D.

After 28 days of testimony by 38 witnesses, the inquest into the TTC's worst subway accident wrapped up March 8, 1996 with the five-member jury proposing final recommendations for what they believe will further improve the safety of the subway system.

A total of 18 recommendations were made (a number of which correlate with items listed in the TTC's Russell

Hill Subway Train Accident Report) on overall operations and practices and concluded that "underfunding since the mid-1980s has contributed to the deterioration of the system and has jeopardized the safety of the TTC."

The jury also emphasized the importance of committing funds for the TTC's operating budget and capital program and that state of good repair and safety projects should be given first priority.

Over the course of the inquest, the jurors took an active part in the hearings by asking questions, raising issues and sometimes making site visits. According to the Ontario Coroners Association, recommendations made during an inquest are not binding, but they represent the voice of the community and are expected to be considered in preventing similar situations in the future.

### **The following recommendations were made by jurors:**

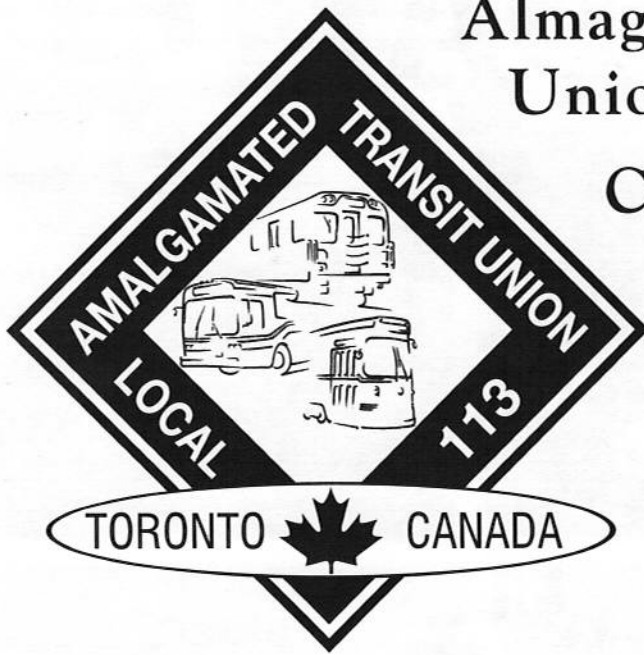
- Require government commitment to "a long-term policy of fully funding the capital and operating needs" of the TTC, and that funding priority be placed on state of good repair and safety projects.
- Complete all "due diligence" items listed in the TTC's Russell Hill Subway Train Accident Report.
- Accelerate upgrades to the subway communications system to meet the needs of emergency response agencies.
- Open the lines of communication at all levels within the organization to encourage ideas and suggestions to improve the system.
- An immediate review by TTC and government officials of existing "dormant and obsolete" rail legislation to provide for independent scrutiny of subway and surface rail operations and standards at the TTC.
- Conduct an emergency simulation in the subway every five years involving emergency response agencies (fire, police, ambulance).

- Submit to an Independent safety audit every two years, in addition to a peer review.
- Hire an "accredited adult education training specialist" to assess OTC and subway Operator training.
- Build an updated OTC facility dedicated to subway training, including a dynamic subway simulator and actual signal trees and aspect groups.
- Build a new Transit Control Centre by the year 2000.
- Restrict current Transit Control functions to subway/SRT/bus/streetcar movement and communications. All other functions (such as alarms, maintenance calls and media relations) be handled in an adjacent facility.
- A comprehensive review of the existing signal system compared to other North American authorities.
- Eliminate the automatic key-by to enhance protection to the rear of trains stopped in long track blocks.
- Practice "comprehensive, predictive and preventative" maintenance.
- Review quality control standards and clauses when purchasing new equipment and make new equipment testing on TTC property mandatory.
- Determine specific design criteria and standards for subway track, cars and signals; and modifications be prohibited without approval from the appropriate design review authority.
- Review signal malfunction identification procedure; and subway Operator reporting duty and scheduling.
- Update the public on the status of the recommendations in one year ■

# LABOUR DAY







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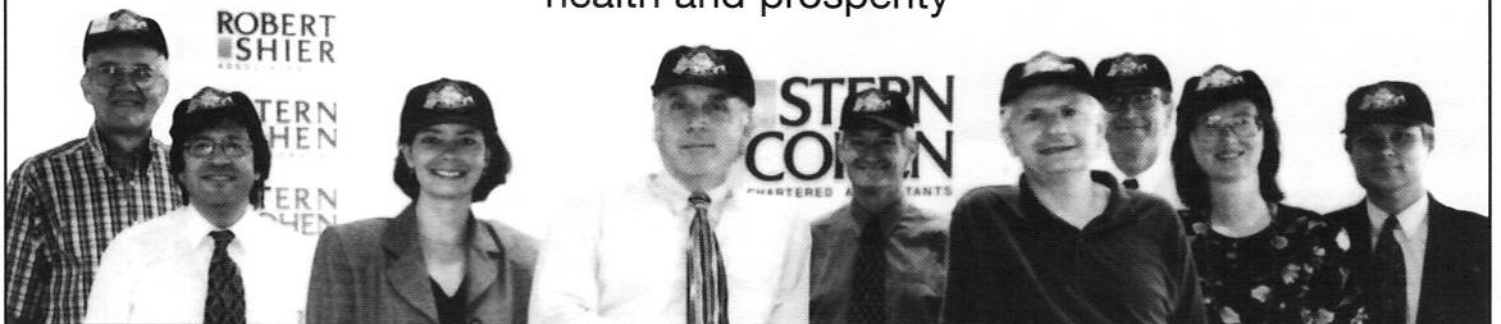


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**Best Wishes**  
**on your**  
**100th Anniversary**

***“May Our Friendship Continue”***

from the Officers and Membership of the  
**Boston Carmen's Union**  
**Local 589**

# MILESTONES

**1861** Franchise to operate public transportation in Toronto is granted to the Toronto Street Railway Company which establishes Canada's first (horse-drawn) street railway.

**1886** Transit strikes and rioting.

**1891** 30-year franchise awarded to the Toronto Railway Company (TRC) Canadian railway baron Wm. Mackenzie and associates) after four-month attempt at municipal operation of the street railway. The TRC is required to electrify the system within three years. Fares set at five cents cash; tickets 25/\$1.

**1892** International Union named "Amalgamated Association of Street Railway Employees of America

**1892** Starting wage for Motormen/Conductors is 15 cents per hour and remains unchanged for next 10 years. All TRC cars have crew of two (extra Conductor if trailer used); Conductor is in charge of car and responsible for collecting fares and enforcing Company bylaws, while Motorman (or horsecar driver) must operate car in such manner that all fares are collected before next stop.

**1892** Uniforms introduced, paid for by operating employees. Company agrees to pay full cost 10 years later in concessions to union following the strike of 1902.

**1892** First electric streetcar is operated on Church Street. Coal stoves are provided for heating on the new cars.

**1892** Paper transfers first issued.

**1893** Employees' union is formed: Division 30 of the Amalgamated Association of Street and Railway Employees of America. Alarmed at the union's strength, the TRC created a parallel "company" union and pressured workers to join, resulting in Division 30's charter being withdrawn by the International Association. However, by 1899 most rank and file employees had rejoined the original union, a new charter granted, and the right to collective bargaining recognized by the company. Charter No. 13 was requested in honour of the 13

men who formed the division. Alas, number "13" had been assigned to an American local in the intervening years and the Toronto union settled on Division 113 as its name.

**1894** Last horsecar is withdrawn.

**1894** TRC adopts single end operation of streetcars (horsecar fleet had been double-ended).

**1895** Roncesvalles Division opens.

**1895** TRC introduces the double-truck car, built in its own shops downtown at Front and Frederick Streets.

**1897** Sunday streetcar service introduced after second public referendum passes.

**1897-1908** Carrying of bicycles permitted on streetcars on payment of extra fare.

**1899** Division 113 Chartered - Amalgamated Association of Street Railway Employees of America

**1901** Last year Christmas turkeys are distributed free to all TRC employees.

**1902** Term "Inspector" replaces "Roadmaster" which dates from 1891, in turn replacing "Timekeeper" used in horse car days pre-1891.

**1902** Transit strike (three days).

**1903** International Union Renamed - Amalgamated Association of Street and Electric Railway Employees of America

**1905** Air brakes first installed on streetcars.

**1907** TRC uses electric power generated at Niagara and received over first transmission lines to reach Toronto. Company's Front Street steam generating plant, in use since 1892, is placed on standby and then in reserve in 1914 when second transmission line is completed to city.

**1910** Smoking prohibited on closed cars, but "tolerated" on rear open platforms and permitted on three rear seats of open cars.



- 1911** Toronto Civic Railways established to provide municipally operated transit service to new areas of the city not served by the TRC.
- 1911** TCR Lansdowne Division opens. (In 1996, after 85 years, property becomes surplus and is closed by TTC.)
- 1912** TRC opens formal School of Instruction at 165 Front St., replacing roving Board of Examiners of Motormen existing since 1906. TTC moves School to new Hillcrest Administration Building in 1924.
- 1913** TCR St. Clair Division opens.
- 1913** TRC Russell Paint Shop opens (subdivision of King Division); used for streetcar storage after 1916 King Division fire and becomes full TTC division in 1921. Condemned carhouse is completely rebuilt in 1924.
- 1915** Ontario Railway and Municipal Board outlaws the use of open cars with running boards.
- 1915** TCR Danforth Division opens.
- 1919** Transit strike (22 days).
- 1920** Transit strike (four days).
- 1921** The Toronto Transportation Commission, created by Provincial Act in 1920, assumes responsibility for all public transit within city limits. It takes over the large TRC and Civic systems as well as private suburban radial electric railways --a mix of nine disconnected separate fare systems. One-fare service with free transfers introduced throughout Toronto. Adult fares rise 40 per cent to seven cents cash or tickets four/25 cents.
- 1921** TTC inaugurates the first bus route, HUMBERSIDE, in West Toronto Junction area after favourable legal opinion determines TTC's right to operate buses (Act was not specific).
- 1921** First electric switch installed.
- 1921** 575 new steel bodied Peter Witt streetcars and trailers 1923introduced in major modernization program.
- 1922** Operators permitted to wear eye glasses; sunglasses permitted in 1931.
- 1922** Eglinton Division and Carhouse opens, replacing obsolete Yorkville Division.
- 1924** Hillcrest General Repair Shops (Harvey Shop) opens.
- 1925** Davenport Garage opens and is expanded to the east in 1930. (In 1992, facility is deemed surplus and is closed.)
- 1925** Toronto Concert Band organized with large representation from Local 113. Band played often at Hanlan's Point summer concerts, Massey Hall and Masonic Temple. Musical group disbanded in 1939 on order of General Manager H.C. Patten.
- 1925** Motor Coach Department formed in response to rapidly growing charter, interurban and sightseeing services; TTC acquires Gray Line franchise.
- 1926** First traffic light installed in Toronto.
- 1927** Gray Coach Lines incorporated as a subsidiary of the TTC to take over responsibility for profitable intercity and special services formerly operated by Motor Coach Department.
- 1928** First safety islands erected at car stops on ST. CLAIR route.
- 1930** North Yonge Railways inaugurated, City Limits (North Toronto Terminal) to Richmond Hill, replacing unprofitable line to south shore of Lake Simcoe. Post war power shortages and worn out equipment and cars force closure in 1948 of the city's last radial line.
- 1931** Dundas Division, at Dundas and Howard Park, closes. Most operating employees and rolling stock transferred to Roncesvalles Division.
- 1931** Toronto Bus Terminal opens at Bay and Dundas, replacing former open air facility on this site. Elizabeth Street Commuter Terminal is added in 1969 and entire Metro Toronto Coach Terminal Complex is renovated by TTC in 1990, including expanded passenger waiting and wheelchair-user

	areas as well as a direct underground link to the subway. (In 1998, renamed Toronto Coach Terminal.)
1934	Electric blast heaters begin to replace coal stoves as part of streetcar rehabilitation program to convert "two-man" cars to "one-man" operation. Before electric heat, the streetcar fleet used 25-30 tons of coal daily.
1934	Amalgamated Association of Street Electric Railway and Motor Coach Employees of America
1936	Gray Coach Lines Sunnyside Bus Terminal opens.
1938	Operating employees granted one week's paid vacation.
1938	Streamliner Presidents' Conference Committee streetcars (the PCC Car or "Red Rocket") are introduced. TTC would ultimately acquire 745 prewar and postwar models giving Toronto the largest PCC fleet in the world.
1938	Eglinton Garage opens.
1939	TTC announces Sept. 1 that men enlisting for war service will have positions open, seniority and pension status retained upon demobilization.
1940	TTC Pension Fund established Jan. 1.
1940	At the end of the first full year of wartime service, TTC operated 29 streetcar lines (including tripper routes) on 266.5 miles of track; the heavy carlines were complemented by 37 route miles of 15 bus routes.
1941	First Mobile Supervisor's cab used to monitor "all-night" service due to war effort. Cabs receive two-way radios in 1943.
1943	Women Operators join the ranks of Motormen and Conductors; they are laid off in 1946 when trainmen who enlisted for WWII service return home.
1945	First "Necessity Action" (NA) switch installed.
1946	Two weeks paid vacation granted Operators after one year's service.
1946	Toronto voters approve revised rapid transit plan by a 10-1 margin. Subways on Yonge and Queen Streets are planned. Construction begins in 1949 on the Yonge project, Union Station to Eglinton.
1946	City of Toronto passes strong bylaw to regulate and prohibit parking on all downtown streets where streetcar tracks exist.
1947	Five-day work week begins; starting wage is 97 cents an hour. Employee passes introduced, replacing books of "employee tickets" used since 1894.
1947	LANSLOWNE trolley inaugurated, as the first route in TTC's large post-war introduction of the modern trolley bus on mostly former streetcar lines.
1947	Parkdale Garage opens (formerly Dominion Bridge Co. plant).
1948	First all-electric PCC cars (4300 series) enter service.
1949	Cost of living bonus first added to regular wage rates.
1950	New procedure for issuing uniforms adopted: <ul style="list-style-type: none"> <li>- two suits every three years;</li> <li>- two pairs of summer trousers every three years;</li> <li>- three grey shirts and two maroon ties every year;</li> <li>- one heavy weight overcoat every four years;</li> <li>- one light weight overcoat every four years;</li> <li>- one summer cap and one winter cap every three years.</li> </ul>
1950	End of free children's "bathing cars" to Sunnyside Beach, after four decades of service.
1950	Men enlisting with the Canadian Infantry Brigade Group for service in Korea are afforded the same re-instatement privileges as those taking leave for WWII duty.
1951	First TTC fare increase in 30 years: adult cash fares rise from seven cents to 10 cents; tickets four/25 cents to three/25 cents.
1951	4500 series cars, the last group of PCC cars purchased new, enter service; most would see more than 40 years of use, following two major rebuilding programs.

- 1952** Feb. 15 is designated a day of mourning on the occasion of King George VI's funeral. In a notice to all employees, management orders a brief cessation of activities: "Promptly at 9 a.m., the power will be shut off for two minutes, and all Commission vehicles must be brought to a standstill and must remain stationary during this period. As soon as their vehicle is stopped, trainmen should remove their caps and assume a respectful attitude during the two minute period..."
- 1952** 19-day strike called by Local 113 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America - - TTC's first strike since its inception in 1921.
- 1953** Transportation Department created through amalgamation of the Traffic, Motor Traffic, Ferry, and Interurban Motor Coach Departments.
- 1953** Founding of Metropolitan Toronto by an Act of the Ontario Legislature (Bill 80) on April 15.
- 1953** May 28 is Coronation Day for Queen Elizabeth II. Twp. of York provides souvenir free transportation passes to children and students. Large passenger loads are carried to celebrations held on the grounds of the Municipal Building.
- 1954** Under the "Metropolitan Toronto Act," the TTC is renamed Toronto Transit Commission and becomes the sole provider of public transportation within Metro's boundaries. It is empowered to take over four private suburban systems and sets up a four-zone fare system within Metro. The Commission board increases from three to five members, all citizen appointees of the Metro government. TTC introduces new corporate logo, the familiar keystone crest; old monogram is retained as part of the new symbol.
- 1954** New "air force" blue-grey uniform issued.
- 1954** Yonge Subway opens March 30 at a cost of \$67-million, met entirely through farebox revenues. 140 "Gloucester" subway cars are acquired from England. (In 1990, the last of these red "G" cars are retired.)
- 1954** Hurricane Hazel strikes Oct. 16, washing out Humber Bridge on Lake Shore Road and damaging others. West end TTC service is severely affected for 12 days until bridge is rebuilt.
- 1956** The number of fare zones is reduced to three.
- 1956** From Victoria Day to Labour Day, Operators permitted to remove caps when operating vehicle; long sleeve shirts, still the standard issue, may be rolled up not more than one turn.
- 1956** Birchmount Garage opens, replacing former Hollinger Bus Lines Woodbine Garage.
- 1957** Highway Traffic Act amendments bring new scale of fines for traffic offenses: Ignoring stop sign and traffic signal \$20 (up from \$5); Most other moving violations \$10 (up from \$3).
- 1957** Brink's armoured trucks commence collecting divisional cash. 1958 All revolvers and ammunition assigned to divisional offices turned into Materials Department for disposal.
- 1958** Pedestrian crosswalks make their debut throughout Metro.
- 1958** Bloor-Danforth-University rapid transit plan is approved (Queen Subway proposal is abandoned). Provincial and Metro funding is required for this and all future subway projects.
- 1962** The Toronto Island Ferry Service, established primarily by the Toronto Ferry Company in 1890 and taken over by the TTC in 1927, is transferred to Metro Parks.
- 1962** Fare zones are reduced to two.
- 1962** Canadian-built, long lightweight aluminum subway cars are introduced, setting standard for future TTC subway car purchases.
- 1963** University Subway line opens from Union Station to St. George. Last Peter Witt streetcars retired.
- 1964** Training Pay - 20 cents
- 1964** Shift Premium - 5 cents
- 1964** Transportation Seniority



1964	Bereavement Leave - 1 day pay for parents wife and children increased in 1968 to 3 days	1972	Reserved bus lanes first established on Eglinton Avenue, eastbound between Bathurst and Duplex.
1964	Union renamed Amalgamated Transit Union.	1972	Air Conditioning in subway booths
1966	Queensway Garage opens and operated as a sub-division of Roncesvalles.	1972	Alarm Buttons in subway booths
1966	Bloor-Danforth subway inaugurated from Woodbine to Keele.	1972	Bereavement Leave 3 days pay for sister / brother mother / father-in-law.
1966	Greenwood Complex opens as TTC's major subway car repair and storage facility.	1973	Yonge Subway extension opens from Eglinton to York Mills.
1968	Bloor-Danforth line is extended east to Warden and west to Islington.	1973	GO Transit/TTC Dial-a-Bus demonstration project launched in area adjacent to York Mills Station. Low passenger volumes and high operating costs using mini-buses bring cancellation of project in 1976 when service on fixed routes is established.
1968	Group Life Insurance Plan implemented	1973	Operators permitted to remove ties, June through September.
1968	Tool Allowance - \$25.00	1973	One fare zone for entire Metro Toronto area. The few remaining "coffee pot" fareboxes are withdrawn (used by Roncesvalles Operators to collect Zone 2 fares from seated passengers on downtown LONG BRANCH rush hour tripper cars).
1969	Transit Control Centre opens at Hillcrest Administration (now Inglis) Building.	1973	Peter Witt Tour Tram service inaugurated. Witt cars withdrawn in 1988 due to wear and tear; replacement PCC cars prove unsuccessful.
1970	GO Transit launches bus service as an adjunct to its GO Train service which began three years earlier. GO buses take over former Gray Coach commuter routes during 1970s; TTC and GCL provide drivers. During 1980s GO Transit assumes complete responsibility for supplying buses and its own drivers.	1974	Yonge subway extension opens from York Mills to Finch.
1970	Transit strike (12 days).	1974	Transit strike (22 days).
1970	All tear gas billies (security device) removed from divisional offices and disposed of by Materials.	1974	In summer months, Operators permitted to remove ties, while wearing short sleeve shirts without a jacket.
1970	Final year that farebox revenues meet TTC operating expenses.	1974	School of Instruction, undergoing a major remodelling, is renamed Operations Training Centre.
1970	Safety Shoes - \$8.00	1974	EAP (Employee Assistance Program) implemented
1970	Shortage Allowance - Vault clerks and subway suppliers - \$50.00	1974	Goldenberg Award - 1974 Strike
1971	U.S. funds first accepted for payment of fares (at prevailing premium/discount rate).	1975	Exact fare introduced. Operators turn in run money.
1972	Commission votes to retain streetcars indefinitely, following strong municipal support and citizen lobbying. Decision reverses a planned phase-out by 1980.		

- 1975** Communications and Information System (CIS) pilot program launched on VAUGHAN route. Wilson Division routes equipped in 1976 and system-wide implementation of CIS is completed in 1991.
- 1975** Metro Toronto and TTC establish paratransit service, Wheel-Trans, for the mobility impaired; service is operated by private contractor using modified vans and non-union drivers.
- 1976** Wilson Division and Garage opened.
- 1976** Priority seating for mobility impaired and elderly passengers introduced.
- 1976** Buses run express
- 1976** Alarm device installed on surface vehicles
- 1977** H-5 subway cars introduced, TTC's first air-conditioned vehicles.
- 1977** Free 5 year guarantee in pension
- 1977** One piece specials
- 1978** The Spadina Subway, an extension of the University line, opens from St. George to Wilson. A major privately subscribed art program and unique architecture are features of the new line. Wilson Yard and Carhouse opened to serve Spadina Subway.
- 1978** Transit strike (4 days).
- 1979** First of 190 Canadian Light Rail Vehicles enter service.
- 1979** Blue-grey uniforms (dating from 1954) no longer permitted to be worn. Operators required to wear brown issue clothing, introduced in 1976. Wearing of cap no longer mandatory.
- 1980** Bloor-Danforth line is extended east to Kennedy and west to Kipling. Subway system now totals 76.2 km of route.
- 1980** Metropass introduced.
- 1980** Route names on PCC cars replaced by route numbers, conforming with the CLRV standard.
- 1980** 30-foot Orion I buses introduced but prove to be unsatisfactory (standard 40-foot vehicles preferred) and all are withdrawn by 1990.
- 1980** GCL Lakeshore Garage opens Jan. 1, replacing outdated Sherbourne Garage. After GCL sold in 1990, Wheel-Trans occupies site.
- 1982** Local 113 organizes drivers of Wheel-Trans, operated by All-way Transportation Service.
- 1983** Ontario Highway Traffic Act amended to govern the operation of streetcars. Operators now required to have driver's licence and are subject to normal penalties under the Act.
- 1983** Malvern Division opens.
- 1983** Queensway made a full division.
- 1984** Passengers allowed to carry bicycles aboard vehicles, outside of weekday rush hours.
- 1984** TTC gears up for the biggest public transit challenge of the decade: the Sept. 14-15 Papal Visit. A special transit plan to the Papal Mass site at Downsview Air Base is organized, involving 80 per cent of Operators and Collectors.
- 1985** Local 113 and management collaborate to launch the Award of Excellence Program in Transportation, Equipment and Plant Departments, recognizing hourly rated employees for outstanding job performance.
- 1985** Duncan Shops opens at Hillcrest Complex, replacing outdated Parkdale Garage.
- 1985** Scarborough RT opens.
- 1986** New pedestal fareboxes introduced, replacing the "Toronto" type box in use since 1923.
- 1988** First of 52 Articulated Light Rail Vehicles enter service.
- 1988** Arrow Road Division opens.
- 1988** Articulated buses introduced.
- 1988** TTC ridership reaches record level of 463.5 million, followed by a nine-year decline in

	passenger trips due to recession of early 1990s, service cuts, and continuing funding crisis for public transit.	1991	Commission board increased to seven members, all Metro Councillors.
1988	TTC assumes full responsibility for Wheel-Trans operation.	1991	Transit strike (eight days).
1990	Harbourfront Streetcar Line opens from Union Station to Queens Quay and Spadina, Toronto's first entirely new streetcar line in 60 years. Refurbished PCC cars are assigned to this route.	1992	Province and Metro Council mandate all future transit vehicles be accessible to receive government funding. TTC lobbies for policy to be relaxed and hesitates to place large bus orders until design is proven.
1990	TTC launches scheduled Community Bus Service for seniors and mobility challenged patrons. Orion II buses (similar to regular Wheel-Trans vehicles) are dedicated to this special service.	1992	New blue and grey uniforms introduced (the fifth major change in Operator's clothing since Local 113's early days in 1890s).
1990	Provincial Liberal government announces Let's Move, a new blueprint for rapid transit expansion, incorporating many of TTC's Network 2011 initiatives tabled in 1985. Incoming NDP administration endorses the plan, renaming it the Rapid Transit Expansion Program and approves in 1992 a short list of projects to be built first: <ul style="list-style-type: none"> <li>- Scarborough RT extension;</li> <li>- Spadina Subway extension to York University; (first phase of the Yonge-Spadina Loop);</li> <li>- Eglinton West Subway linking the Spadina Subway with York City Centre (first phase of the rapid transit line to Pearson Airport);</li> <li>- Mississauga Busway, from Mississauga City Centre to the Metro boundary near Pearson Airport.</li> </ul>	1993	Trolley buses are replaced by diesel buses on two remaining electric routes, Bay and Annette. The system was in need of extensive rebuilding as well as new vehicles -- financial commitments TTC was unwilling to make.
1990	TTC sells Gray Coach Lines to Stagecoach Holdings of Scotland which downsizes operations and in turn sells remaining routes to Greyhound in 1992. TTC retains ownership of downtown passenger and parcel express terminals.	1993	NDP government imposes Social Contract on TTC workers and other public sector employees throughout Ontario. Workers face three years of wage cuts.
1990	Orion V - Arrow Road - regular floor bus with wheel chair lift	1993	Metro Toronto decides not to make TTC a municipal department.
1990	TTC's first air-conditioned buses for urban routes are supplied by Flyer Industries.	1994	Sheppard Subway construction begins.
1990	Proof of Payment or "POP" (honour fare system) first introduced on 501 QUEEN streetcar route.	1995	Mike Harris government elected. Province supports only Sheppard Subway line of Rapid Transit Expansion Program. Massive budget cuts and loss of provincial funding force deferment of Eglinton West line and abandonment of other RTEP projects.
1991	ATU Local 113 headquarters relocated to 812 Wilson Ave. in Downsview, after many years at 61 Hayden Street.	1995	19 remaining PCC streetcars ("Red Rockets") retired.
		1996	Spadina Subway extension to Downsview Station opens. T-1 subway cars, built by Bombardier, enter service.
		1997	Spadina Streetcar Line opens.
		1997	Orion VI - Low floor accessible bus
		1999	Transit strike (two days).
		1999	Introduction of New Flyer D40LF Low Floor Buses into regular service.



*Congratulations to Local 113*

*Toronto Ontario*

*In reaching 100 years of continued service.*

*To Members of Local 113,*

*and the community of Toronto.*

*From your Sisters and Brothers*

*at Local 741, London.*



**Best Wishes to**

**ATU Local 113 on its 100<sup>th</sup> Anniversary**

**from**

**Amalgamated Transit Union Local 689, Washington, D.C.**

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**Garry Bekolay**, Birchmount/Malvern



**Robert Bloxam**, Arrow Road/Queensway



**Larry Davis**, Eglinton/Wilson Bus



**Kevin Morton**, Collectors/Clerical/MTCT Clerks



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**Philip Quibell**, Danforth Bus/Subway/Wilson Subway

### MAINTENANCE



**Paul Callaghan**, Equipment "E" Carhouses



**Giuseppe ("Joe") D'Agostino**, Plant Department



**Roy Hinds**, Board Member At Large



**Henry Urban**, Equipment "A" Garages

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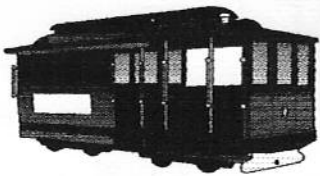
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Oakland CA**

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**Amalgamated Transit Union  
Local 966**

**516 S. High St., Thunder Bay, Ontario Canada P7B 3M3**

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## SUPPORT STAFF

*ATU Local 113 support staff who are responsible for the day to day operation of the Union Office.*



*(Seated left to right) June McAteer, Daina Egle, (Standing left to right) Janice Campbell, Shirley Edwards, Doreen Fitzgerald*

### DIETER WEHR



In 1994 Local 113 and the Toronto Transit Commission agreed to create the position of "Local 113 Health, Safety and Environmental Liaison". The agreement started on November 1, 1994. The role of the liaison is to work with the Safety Department to improve health and safety in the workplace and reduce environmental damage through co-operation between the Commission's Management and Local 113 employees. The position is intended to provide a forum for problem resolution with a focus on prevention of occupational illness and injury. The goal is to reduce illness and injury and work towards a healthier, safer more environmentally conscious workplace for the benefit of all.

The Union Liaison represents the Local and acts as a resource to the Union Executive. The person in this position is Dieter Wehr, a member of the bargaining unit and labour educator with the Canadian Labour Congress and the Metro Labour Education Centre. A former bus driver, tire builder and chemical worker, brother Wehr has been actively involved in improving workplace health and safety for the labour movement for over twenty-five years. He also instructs a mandatory health and safety program to the Union and Management members of legislated Joint Health and Safety Committees. ■

### HEATHER ALDEN



On December 1, 1997 Heather Alden was hired as Local 113's first In-House Legal Counsel.

In this position Ms. Alden is responsible for coordinating all of the Local's legal work as well as providing collective bargaining assistance, shop steward training, and legal opinions and advice. Since December 1997, Ms. Alden has successfully concluded arbitration, labour board, workers' compensation and human rights cases for Local 113 and its members.

Before joining Local 113, Ms. Alden worked for two and a half years for the United Steelworkers of America, first as an articling student and then as lawyer in their Canadian Legal Department. In this position she provided legal representation and advice to senior staff and members across Canada.

Prior to graduating from law school in 1994, Ms. Alden worked at Parkdale Community Legal Services practicing employment law and at Community Legal Services in the Landlord-Tenant Division.

Ms. Alden was called to the Bar of the Law Society of Upper Canada in 1996 and has an honours B.A. from the University of Toronto in political science and sociology. ■



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## 1999 COUNCIL OF SHOP STEWARDS

---

### TRANSPORTATION

Wayne Beaver, Arrow Road  
Jim Boyle, Birchmount  
Steven Cooper, Danforth Subway  
Jim Mullins, Danforth Bus  
Patrick ("P.J.") O'Neill, Eglinton  
Hindi Marges (Clerical), Eglinton  
Terry Woodhouse, Malvern  
Robert Chisholme, Queensway  
Derrick Brown, Roncesvalles  
Frank Hood, Russell  
Suzanne Evans, Subway Collectors E/W  
Clarke Smith, Subway Collectors N/S  
Enrico Cimmino, Wilson Bus  
Rocco Conflitti, Wilson Subway  
Robert Standen, Ticket & Information Clerks, Metro  
Toronto Coach Terminals (MTCT)  
Grant McLennan, Wheel-Trans.

### PLANT DEPARTMENT

Antonio DeBairos, Building Trades  
Dick Stuart, Mechanical/Maintenance  
Bill Chrisp, Surface Track, Spadina  
Randall Pollock, Subway Janitors, E/W  
Franco Scornavacca, Subway Janitors, N/S  
Douglas Smith, Surface Janitors  
Ron Mitchell, Track & Structure  
Frank DeFazio, Wilson.  
Derek Erwin, Sheppard Track & Structure.

### EQUIPMENT "A" GARAGES

Bruce Smyth, Arrow Road  
Samuel Graham, Birchmount  
Norm Vince, Danforth;  
Philip Horgan, Duncan Shop N/S  
William Merlin, Duncan Shop S/S  
Sam Belmonte, Eglinton  
Fabian Smith, Lakeshore  
Bernard Thomas, Malvern  
Amirmohamed Ladak, Queensway  
Jim Kapasouris, Wilson.

### GREENWOOD/HARVEY SHOPS

Vic Sardina, Greenwood Shop  
Albert McDermott, Harvey Shop N/S  
Ron Gunn, Harvey Shop S/S  
Todd Scollick, Revenue & Security, Greenwood Shop  
Scott Gordon, General Stores, Hillcrest.

### EQUIPMENT "E" CARHOUSES

Tom McNamee, Greenwood  
Roy Northcott, McCowan  
Domenico Abate, Roncesvalles  
Nurdin Kalla, Russell  
Richard Hepditch, Wilson.

---

## RETURNING OFFICERS

---

Peter Norris, Chief Returning Officer  
Ian Macdonald, 1st Deputy Returning Officer  
Dave Slade, 2nd Deputy Returning Officer  
Sandy Murray, 3rd Deputy Returning Officer



## COMMITTEES

### BY-LAW:

Chairperson, Paul McLaughlin  
 Jose Bairos, Lakeshore Garage  
 John Brown, Eglinton Traffic  
 Bob Kinnear, Danforth Subway  
 Paul Orpin, Plant Department.

### COUNTING

Nick Larocca, Wilson Subway  
 Daniel Pavia, Collectors (Clerical).

### LABOUR DAY

Chairperson, Les Moore  
 Robert Bloxam, Giuseppe D'Agostino.

### SOCIAL

Chairmanperson, Les Moore  
 Steven Cooper, Danforth Subway  
 Bill Demets, Malvern Transportation  
 Eleanor McKnight, Eglinton Transportation  
 Terry Woodhouse, Malvern Transportation  
 Vic Sardina, Greenwood Shop  
 Paul Callaghan, Executive Board Member  
 Kevin Morton, Executive Board Member.

### WAR ON DRUGS

Vince Casuti  
 John Blackett  
 Bruce Hare.

### SCHOLARSHIP

Les Moore, Roy Hinds.

### EXECUTIVE BOARD

**JANUARY 1, 1995 TO DECEMBER 31, 1997**

<b>Arthur W. Patrick</b>	<i>President/Business Agent</i>
<b>Vince Casuti</b>	<i>Executive Vice-President</i>
<b>Les Moore</b>	<i>Secretary-Treasurer</i>
<b>John Blackett</b>	<i>Assistant Business Agent Transportation</i>
<b>Fernando Mastrangelo</b>	<i>Assistant Business Agent Maintenance</i>

### EXECUTIVE BOARD

**JANUARY 1, 1998 TO DECEMBER 31, 2000**

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<b>Paul B. McLaughlin</b>	<i>Executive Vice-President</i>
<b>Les Moore</b>	<i>Secretary-Treasurer</i>
<b>John Blackett</b>	<i>Assistant Business Agent Transportation</i>
<b>Bruce Hare</b>	<i>Assistant Business Agent Maintenance</i>

### TRANSPORTATION BOARD MEMBERS

<b>John Colbary</b>	<i>Birchmount/Malvern</i>
<b>Andrew Clarke</b>	<i>Danforth</i>
<b>John Brown</b>	<i>Eglinton/Wilson</i>
<b>Paul Prosser</b>	<i>Russell/Roncesvalles/ Wheel-Trans</i>
<b>Robert Bloxam</b>	<i>Arrow Road/Queensway</i>
<b>Kevin Morton</b>	<i>Collectors/Clerical/MTCT</i>

### TRANSPORTATION BOARD MEMBERS

<b>Garry Bekolay</b>	<i>Birchmount/Malvern</i>
<b>Philip Quibell</b>	<i>Danforth Bus/Subway-Wilson Subway</i>
<b>Larry Davis</b>	<i>Eglinton/Wilson Bus</i>
<b>Paul Prosser</b>	<i>Russell/Roncesvalles/Wheel-Trans</i>
<b>Robert Bloxam</b>	<i>Arrow Road/Queensway</i>
<b>Kevin Morton</b>	<i>Collectors/Clerical/MTCT</i>

### MAINTENANCE BOARD MEMBERS

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<b>Jose Bairos</b>	<i>Automotive</i>
<b>Giuseppe(Joe) D'Agostino</b>	<i>Plant</i>
<b>Roy Hinds</b>	<i>Board Member At Large</i>

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<b>Henry Urban</b>	<i>Automotive</i>
<b>Giuseppe(Joe)D'Agostino</b>	<i>Plant</i>
<b>Roy Hinds</b>	<i>Board Member At Large</i>

\*\* Larry R. Kinnear - Appointed International Vice-President August 1995. Elected September 1995.

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Bill Reno

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since then had nothing but admiration and respect for Toronto's transit workers. As does our whole family. Whoever helped him was a Local 113 member. We hope you're reading this. Thanks so much. You made a difference.

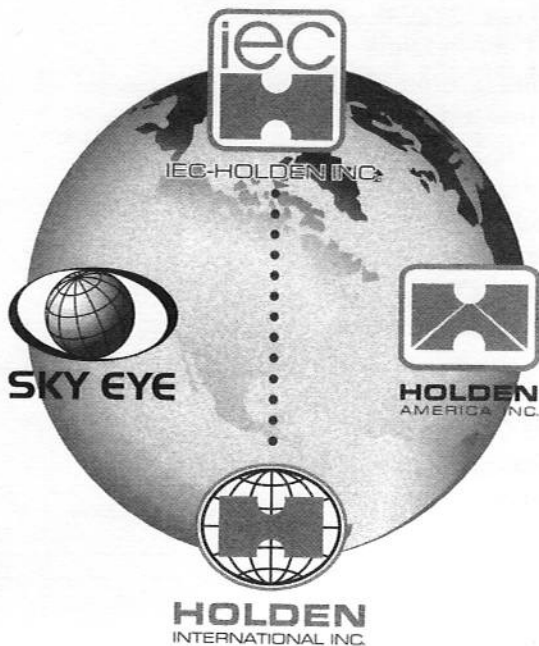
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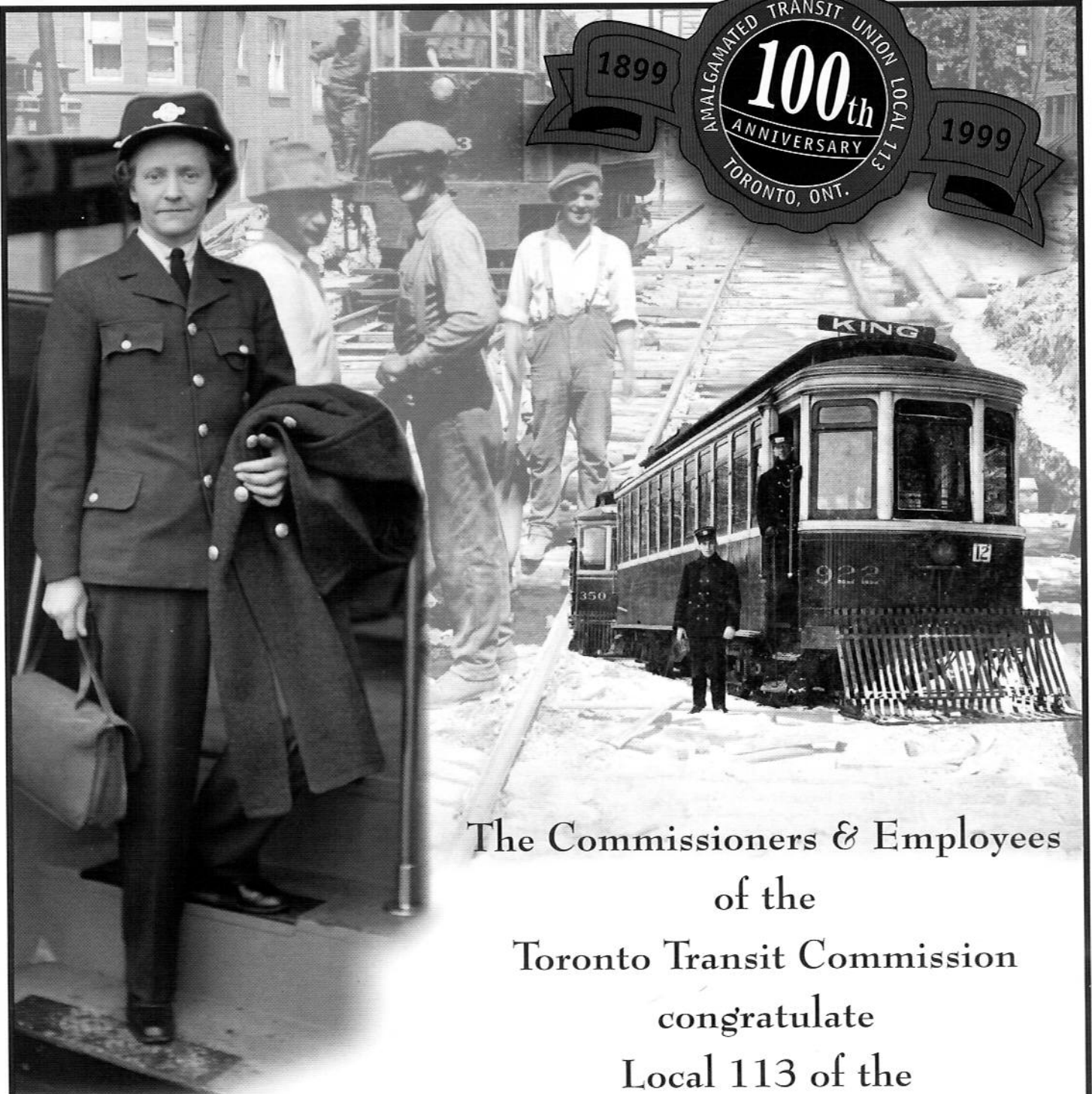
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