



REPORT OF THE PRESIDENT/BA KEITH D. HILL SEPTEMBER 2018

Labor Management Meetings:

- **CTA Labor Management Meeting:**

- Local 241 held labor management for all seven CTA bus locations this month. Each location had its own issues and problems but everyone shared common problems of safety and late reliefs.
- All locations had grievances dealing with right turns in front of the bus the union was successful in overturning the ones presented from each location. This was a great step in getting the CTA to recognize two things, just because you are moving don't make you wrong and to look at the law it is illegal to make a right turn in front of a bus.
- We also addressed fall on boards from a few locations and was successful in getting them over turned as well.

Local 241 will continue to use this tool as a way to address the members' needs and resolve a few things sooner. If you have any concerns or something that needs attention please reach out to your board member or steward or any officer to have your concerns addressed.

PACE Labor Management Meetings:

- **Labor Management meetings were held at PACE West, PACE North Shore and Pace Southwest:**

- We followed up about the door that is in oncoming traffic that we may need to open if a bus breakdown, according to PACE we are still not touching that, if the bus break-down Pace agreed that have stop that practice also
- **PACE Northshore** we talked about the new project of "right away lanes" and the township and the role they play in the service. The right away lanes have seen an increase in ridership which is good for us because it created more work for our members and as the legislature pushes for more right away lanes we will fight to grab that work
- As of now the Northshore and Southwest are currently doing that the new lanes should go to PACE West. We will keep watching and keep the members updated as things develop

REPORT OF THE PRESIDENT B/A
KEITH D. HILL
SEPTEMBER 2018

Pace Southwest Contract:

We have had a several meetings in the month of September and I must say, I'm pleased with a lot of what the committee has put together for the negotiations to start. We have a few strong areas that we will stay focus on and really bring some type of relief for the members at Pace southwest. We have a few dates set in October

RHCT Rate

I am pleased to report on some good news. As you know, each year the RHCT meets to set the amount that the retirees pay for the coming year for insurance coverage whether they are Medicare eligible or not. The decision is not made by Local 241 but must be agreed to by the trade trustee, the CTA and the neutral trustee.

For the first time in years we were able to protect our most vulnerable members, our retirees. The retirees based upon years of service pay a percentage of the full cost with the RHCT paying the rest. The full cost for the PPO for pre-65 retirees is \$1140 per month per person and the full cost for the Medicare Advantage for those over 65 is \$243 per person. While some trustees made proposals to restructure the plan resulting in an increase for the coming year the amount retirees pay, we successfully fought back on the proposal.

- I am pleased to report that only are the amounts paid by those not on Medicare (pre-65) not being increased
- But we argued for and obtained a reduction for those retirees with between 20 to 29 years of service whom we believe pay a disproportionate amount, paid in light of their years of service.
- All other groups had a freeze and no increase.
- Those retirees eligible for Medicare who are participating in the Medicare Advantage Program are receiving a reduction in the amount they have to pay for themselves and there is no increase for their dependents or for those on the HMO Plan.
- In addition, the premiums paid by those who have dental are being frozen for the next twelve months with no reduction in coverage.

These freezes and reductions effect more than 5891 retirees and their dependents who participate in the RHCT and who could not afford insurance coverage but for the RHCT. We have to fight to keep cost down for the retirees, mainly because they are on a fixed income and they rarely see an increase in their monthly pension check.

During this month we had people trying to make us work longer, set us up to make us pay more but thanks to your trustees, myself, Marqueal Williams, first vice-president, Woodrow Eiland and 308 President we were able to protect both sets of members, the retiree and the active worker. Until the court rules or we go to Springfield for new legislation and to address this issue we are committed to protecting both parties.

REPORT OF THE PRESIDENT B/A
KEITH D. HILL
SEPTEMBER 2018

241 Pension:

As part of the Pension Protection Act of 2006 the Plan's actuary must certify the Adjusted Funding Target Attainment Percentage each year. Local 241 has received its AFTAP Certification the letter serves as the certification of 2018/9 AFTAP for Retirement and Disability Allowance Plan for Officers and Employee of local union 241.

The 2018 AFTAP is 98.12% based on the following:

- The results of the January 1, 2018 actuarial valuation:
- The actuarial value of assets as of January 1, 2018 is \$5,998,628:
- The market value of assets as of January 1, 2018 is \$6,305,998. This value includes total contributions made for 2017 valuation year of \$96,635:
- No annuities have been purchased for non-highly compensated employees in the prior two plan years.
- The Funding Target liabilities have been calculated using the plan provisions and actuarial assumptions.

The plan is fully funded and all payments have been made for the year of 2018 and we will keep the membership update if anything in the future.

CTA Medical:

CTA has completed the search for the healthcare provider. Local 241/308 both were notified of the RFP going out according to the Memorandum of Understanding. The CTA did not set up the committee to review the respondents or allow the unions to participate in the process like we agreed to. CTA claims it is against the law for this action to happen and all parties must remain neutral. Both Presidents went before the CTA board and asked them not to accept the agreement until they follow what they have. Although the CTA has signed the contract with CIGNA for it to continue to be the administrator, the local is continuing to investigate the matter. It has made a FOIA request to obtain the relevant documents, including the basis for the CTA's awarding the contract, and will report after the information has been received and evaluated so our members understand the selection and whether supported by the records. Moreover, our members should remember, they will see on their open enrollment forms that the premium amounts they are going to have to pay for the next twelve months are not going to increase because of the waiver of the increase for this year. They will see the true cost and the amount they will have to pay. In essence for the first time in years they will basically see all the increase that is negotiated to take effect January 2019 without their pay being reduced by 13 or 25 cents per hour.

Red Light Agreement:

I would like to reopen the red-light agreement to try to fix a major problem with it. In 2014 before leaving office we had what we thought was a major victory with the red lights. Members with two red lights who were discharged should have served a 90-day suspension and returned to work with back pay. The CTA was supposed to change the steps to FWW 1 day then 3-day CCI and probation then discharge. The agreement also states if you had one red light you should be paid two days back. In 2015/2016 the agreement was changed and the company was given back almost four

PRESIDENT'S REPORT B/A (CONT.)

KEITH D. HILL

SEPTEMBER 2018

Red light (cont.):

million dollars due this membership. CTA was given the right to set up a committee made up of just them to look at the tape and decide if the red light should be accelerated from step one to discharge. The operator or the union played no role in telling their side of the story or point of view. The sad part the past has looked at a bulk of the red light discharged tapes and if you didn't hit brakes while running the light they closed your case out. Not asking or considering that, it may have been some unusual circumstance of the action (No I'm Not Saying it is Ok to Run a Red Light) the operator might have been faced with. We have a few cases that were not reviewed and a few members who were not paid after being suspended. I will be taking a different approach to addressing them especially the discharge ones. But I believe that some of the ones that were closed we can actually fix, so I'm asking for permission to reopen and help those we can. **PLEASE ALL MEMBERS DO NOT RUN A RED LIGHT AND WATCH THE RIGHT TURN ON RED!!!!**

2 Pending Court Cases

- **Court Cases:**
 - Last month I asked to resolve a case in which a former executive board member was asking to be paid two-day worth of stipends. This case has already cost this membership over \$14,500. I'm pleased to say we have resolved this issue and reached a settlement of \$400.00 and will not have to go to court.
 - The next case we had a member attempting to file a suit against the union for \$7,500.00 we did proceed to court on this matter and the ruling was in the favor of the union. We do have a few more cases coming up in the future we will bring to the members to either solve or continue on to court

Meeting with a several suburban Mayors:

As we take a different approach and angle on how we address PACE to better serve our members. I put together a meeting of a few mayors that PACE operate within their township. Unlike CTA, PACE is operated differently from city, they have to respond to the townships they service. I think the meeting was a great start and I brought awareness and insight to who we are and what we do. We covered a few things from frequency of service, the mindset of PACE and treatment of the workers. We've scheduled another meeting in November, out of the 10 invites 7 showed up. PACE west service 15 different township I will keep pushing to speak with all 15 Mayors. I'm in the process of setting up the same meeting for PACE Southwest

Building Update:

On September 20, 2018 the community voted overwhelmingly to accept local 241 into the community although this put us one step closer we have one more approval the city council of Chicago still have to vote to approve the sale. I often remind members to ride by the IBEW building on Michigan Ave. as they have done the same thing we are trying to do. We are faced with a few tough decisions next year and the goal of this administration is to put this membership in the direction to where we are self-reliant and the dues can be fixed

REPORT OF THE PRESIDENT B/A

KEITH D. HILL

SEPTEMBER 2018

Day of Action:

I want to thank the brother and sisters who came out to support the fight to upgrade the charges from misdemeanor to a felony. This is not our last stand but the start of many as we work to demand safety and protection as we do our job

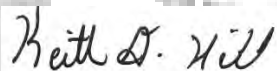
Maintenance Committee:

I have started working on legislation in Springfield about the difference in pay in the Maintenance Department from one shop to another. I have 3 meetings September 29, 2018 with a few States Reps. I'm also looking for a few more mechanics to join me in several of these meetings with the CTA to start putting pressure on them to prove we can do the work they have repeatedly said we can't do. If you are interested please call out the office and leave your contact info.

OTHER ISSUES:

- Over the past year and a half, we have been auditing our dues and grievance systems and have noticed several discrepancies in the record keeping from the previous administration and perhaps before them, many of our members are recorded improperly and we are in the process of fixing that issue, this is an ongoing situation, also our open grievances are down by more than 600 there is still work to be done at getting that number down
- Just to let you know, when this local works to getting members back to work, it is a team effort by all your officers and board members, we work with either PACE or CTA once a grievance is filed then the union officers will go to work at resolving it. This is not a one man show and not ONE person is responsible for getting some one back to work, so if you have one steward, board member or officer telling you they got you back to work all by themselves, they are wrong it was a team effort

Keith D. Hill



President B/A

Via Electronic Mail

September 25, 2018

Ms. Marvella Singleton
Amalgamated Transit Union Local 241
1613 South Michigan Avenue
Chicago, IL 60616

Re: Certification of 2018 Adjusted Funding Target Attainment Percentage - Retirement and Disability Allowance Plan for Officers and Employees of the Local Union 241

Dear Ms. Singleton:

As part of the Pension Protection Act of 2006 ("PPA"), the Plan's actuary must certify the Adjusted Funding Target Attainment Percentage (AFTAP) each year.

2018 AFTAP Certification

This letter serves as the certification of 2018 AFTAP for Retirement and Disability Allowance Plan for Officers and Employees of the Local Union 241.

The 2018 AFTAP is 98.12% based on the following:

- The results of the January 1, 2018 actuarial valuation;
- The actuarial value of assets as of January 1, 2018 is \$5,998,628;
- The market value of assets as of January 1, 2018 is \$6,305,998. This value includes total contributions made for the 2017 valuation year of \$96,635;
- No annuities have been purchased for non-highly compensated employees in the prior two plan years.
- The Funding Target liabilities have been calculated using the plan provisions and actuarial assumptions shown in Appendices B and C.

Appendix A shows the details of the calculation of the 2018 AFTAP. In preparing this certification, we have relied, without audit, on information (some oral and some written) supplied by the Plan. This information includes, but is not limited to, the Plan provisions, employee data, and financial information. Please contact me immediately if you believe there are any changes required to the above assumptions since the 2018 AFTAP may materially change.

Ms. Marvella Singleton
September 25, 2018
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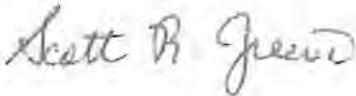
Benefit Restrictions

Since the 2018 AFTAP for the Retirement and Disability Allowance Plan for Officers and Employees of the Local Union 241, Amalgamated Transit Union is greater than 80%, no PPA funding percentage based benefit restrictions apply to the Plan for 2018.

To the best of my knowledge, this certification has been prepared in accordance with generally recognized and accepted actuarial principles and practices which are consistent with the Code of Professional Conduct and applicable Actuarial Standards of Practice set out by the Actuarial Standards Board, and that as a Member of the American Academy of Actuaries, I meet the Qualification Standards to render the opinions contained herein.

If you have any questions or would like to discuss how the 2018 AFTAP will impact your pension plan, please contact me at 312.629.8401, ext. 1219 or sgreeno@cheiron.us.

Sincerely,
Cheiron



Scott R. Greeno, ASA, EA, MAAA
Consulting Actuary

cc: Keith Hill – Local 241 ATU
Frank Foster



Keith D. Hill
President - Business Agent

Toi W. Bowers
Financial Recording Secretary - Treasurer



Woodrow Eiland
1st Vice President

Tanno Muhammad
2nd Vice President

Marqueal Williams
Assistant Business Agent - Maintenance

LOCAL UNION 241 • AMALGAMATED TRANSIT UNION
A.F.L. - C.I.O. - C.L.C.
1613 SOUTH MICHIGAN AVENUE • CHICAGO, ILLINOIS 60616
TELEPHONE: (312) 341-1733 • FAX: (312) 341-1471

A.T.U. website: www.atu241chicago.org

September 25, 2018

THANK YOU

To the Members of ATU Local 241 and Friends:

I would like to take this opportunity to thank each and every one that came out and supported our sister in court yesterday, many of our brothers and sisters were not able to be attend, but their presence was felt during the hearing. I would like to also thank Ken Franklin of ATU Local 308 for your support in this fight. I would like to mention the support Local 241 has received from many sources that I won't name at this time. Our **CALL TO ACTION** major, loud and extremely successful, as a result, the charges against the perpetrators were elevated from a misdemeanor to a felony.

It is important that we don't get relaxed in our demands for more protection while we do our jobs, we must remain vigilant and supportive of each other and continue to do our jobs well. Just to let you know, your union will continue to support you and demand safer and better working conditions, both while working in the public or in the workplace. Remember Rome wasn't built in a day, but it was built with a coalition of people. Stay safe and together while we continue to demand what is rightfully ours, better working conditions, laws and legislation!!!

In Solidarity,

Keith D. Hill
President B/A

Keith D. Hill
President - Business Agent

Toi W. Bowers
Financial Recording Secretary - Treasurer



Woodrow Elland
1st Vice President

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2nd Vice President

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September 27, 2018

SAFETY ALERT!!

Members of ATU Local 241:

As many of you know, the trial of Chicago police officer Jason Van Dyke has been taking place at the criminal courts building at 26th and California in Chicago, this trial has been going on for the past 3 weeks and it appears to be coming to an end. As the city of Chicago and the surrounding suburbs are preparing for peaceful demonstrations, there is always the possibility of these demonstrations becoming violent. I think it's only fair the union also prepares its members for the same.

Therefore, I would like each one of you to follow all necessary instructions and bulletins issued by your respective agencies, but keep in mind, **SAFETY FIRST**, **YOUR SAFETY!!** Especially if you're a bus operator please make sure you protect yourself and your customers as best as you have been trained to do. If you have any questions, please reach out to your officers, executive board member or shop steward for updates. We will forward all information received from your respective agency as soon as we receive it.

This letter is not to alarm anyone, just to prepare you for any possibilities. Constantly check the union and bulletin boards at your work location, your emails and text message from the union and communicate with each other, and of course, Facebook. Once again, if you have any concerns or questions seek out your board member or shop steward for updates.

Fraternally submitted

Keith D. Hill
President B/A



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Organizing Committee's Report

09-28-2018

241 Union

Thank you 241 members for an amazing turn out. With your support, the charges were upgraded from a misdemeanor to a felony. The mission was a success.

We still have work to do. The ultimate goal has not been reached. There are other brothers and sisters that need our help. We will be there for them.

Melissa Baker, our sister member who was attacked was able to tell her story. In her display of bravery, with the support of the membership, she in turn was able to demand justice.

Special thanks goes to ATU Local 308 President Ken Franklin, Clem Balanoff assistant to the ATU International President and ATU Local 241 Executive Board members. ATU Local 241 President Keith Hill stood tall during his speech, as he sent a message that any and all assaults on operators has to stop. President Hill also expressed that CTA along with The City of Chicago needs to step up and protect our co-workers.

Today's success shows the need for the Organizers Committee. We displayed the great possibilities for the up & coming. Our work is far from done. Members are still being attacked, harassed and disrespected by the public, therefore we must stay grounded in our focus. We will continue to bringing the members together and fight against assault on our co-workers.

The Organizers Committee,

Angel Tetter
Claudell Cain
Danika Wilkins
Jack Williams Jr.
Michael Jackson Jr.

Charges upgraded in attack on bus driver

Women charged with dumping liquor on CTA driver

BY ADAM THORP, STAFF REPORTER
athorp@suntimes.com | @AdamKThorp

Two women who allegedly dumped liquor on a CTA bus driver and hit her with a milk crate will face felony charges — an announcement that came as transit workers rallied for more serious charges in such attacks as well as more protections on the job.

About 50 members of unions representing bus drivers and L workers protested outside a branch Cook County courthouse at 155 West 51st Street Monday in advance of a hearing about an incident involving bus driver Melissa Barker.

Barker, who attended the protest, said she was attacked on July 29 by two women while she was driving a bus in the 6900 block of South Halsted. The women were passengers on the bus when they approached the front, and one of the women dumped tequila on Barker and then threw the bottle over a protective barrier, barely missing her, Barker said. The second woman poured more liquor on her and struck her with a milk crate, Barker said.

According to a police report, one of the women said, "I'm gonna beat your ass" before exiting the bus. The pair then got on another bus, according to the report, but were arrested.

"It was not an argument about fare. It wasn't an argument about getting off the bus, anything. It was just random," Barker said.

Barker was unable to work for six weeks, and is now back on light duty. She has two bulging discs in her neck and cannot yet drive a



Melissa Barker (at microphone) talks about being attacked while driving a CTA bus this summer. ADAM THORP/SUN-TIMES

bus.

"I love my job. School time, the kids, I'm missing all that," Barker said.

The women were identified in court records as Miraha Gibson, 20, and Jada Goodall, 18.

The two women were initially charged with misdemeanor battery, drawing objections from the unions and the CTA. The Cook County state's attorney's office did not respond to a

request for comment.

After the rally, the workers learned prosecutors planned to file new felony charges.

Barker hoped the new charges would be a "deterrent" for future attacks.

"It sends out a message that you cannot attack us and get away with it," Barker said.

Union leaders called for further

steps to protect drivers, including more police on high-crime routes and new protective barriers that would totally enclose drivers, allowing them to interact with the public through a quick-closing window.

Existing barriers "are good, but they could be better," Amalgamated Transit Union Local 241 president Keith Hill said.

CTA spokesman Brian Steele said in a statement that the agency tried to prevent any assaults on drivers, but that attacks were rare. There have been 22 assaults that required medical treatment this year through the end of August, he said.

Hill says there have been about 15 attacks per month this year if you include incidents like drivers getting spit on.

A new CTA committee is considering steps to increase driver safety, and the transit agency will launch a pilot test of a system that allows drivers to see a live feed from on-board security cameras, Steele said.



Miraha Gibson



Jada Goodall

Uptick in assaults on CTA bus drivers



MARY WISNIEWSKI
Getting Around

It's not always easy driving a CTA bus.

Besides trying to safely weave a 20-ton vehicle through city traffic, drivers get yelled at, offered phony fare cards, and, on rare occasions, physically attacked.

The bus drivers union said it is seeing an increase in assaults on drivers, which it blames on inadequate barriers on buses,

lack of mental health services in the city and disrespect for people just doing their jobs.

"You have to look at what's going on in our city, with the closing of mental institutions and a lot more homeless people on the street," said Keith Hill, president of Amalgamated Transit Union Local 241. He said sometimes disputes over a fare or the failure of a Ventracard can lead to a hostile situation.

The CTA said the number of serious attacks has remained stable in recent years, but it shares the union's concerns and is working on more measures to protect drivers.

"One incident is one too



ANTONIO PEREZ/CHICAGO TRIBUNE

CTA bus driver Dexter Jackson's vehicle is equipped with a barrier shield made from a polycarbonate called Lexan.

many," said CTA spokesman Brian Steele.

Assaults in recent years have included drivers getting punched in the head, tear-gassed, doused in bleach, shot at, egged, pelted with snowballs and even hit with a bag of frozen chicken, according to Hill and CTA records.

The CTA said that it has reported to the federal government an average of about 30 driver assaults per year that are bad enough for the driver to go to the hospital — at 35 in 2014, 29 in 2015, 27 in 2016, 26 in 2017 and 12 through

Turn to Wisniewski, Page 7

CTA drivers report more attacks by passengers

Wisniewski, from Page 1

June of this year. The CTA employs about 4,000 operators, which shows that the incidents are rare.

Hill said the union is also looking at attacks that may not require medical attention, such as being spat upon. Since the union started keeping a tally of attacks last fall, it has seen a rise as the months have gotten warmer — from an average of 8.6 incidents per month October through February to 16.3 incidents per month March through August.

Union members have passed out flyers demanding "maximum felony charges" against those accused of bus driver attacks.

One serious assault was reported earlier this month. According to police, a 47-year-old female bus driver was driving along the 8600 block of South Damen Avenue on Sept. 12 when a male passenger began smoking a cigarette. Another passenger complained to the driver, which led the smoker to walk up to the driver, grab her breasts and demand sex, police said. The driver fled the bus and the perpetrator tried unsuccessfully to drive, police said.

The man accused of the assault is in custody, charged with three felony counts of criminal sexual abuse, vehicular hijacking and aggravated battery against a

transit employee, according to the Cook County state's attorney's office.

While both the CTA and the union agree that more needs to be done to stop assaults on drivers, they differ on what to do.

Steele said most buses are equipped with operator barrier shields, which are made from a strong, clear polycarbonate called Lexan. Older buses have partial shields, while newer ones have full doors, Steele said. Neither completely encloses drivers, and some buses have no barriers at all.

Each bus has up to 10 security cameras, Steele said. The CTA is also adding security cameras and extra lighting to bus turnarounds. The agency upgraded its bus communications systems in 2014, providing drivers a link to the CTA control center.

Hill said current barriers are inadequate and can be easily pulled back by passengers. "We want to be fully enclosed," said Hill. The union favors a barrier that completely shields the driver — similar to the way a rail operator is fully enclosed — with a window that allows drivers to interact with passengers but can be shut quickly in case of an emergency, Hill said.

The union also wants more police help on problem routes in high-crime neighborhoods such as Englewood, Garfield and

Lawndale. Police spokesman Anthony Guglielmi said police have a dedicated public transportation unit devoted exclusively to CTA safety, and individual districts work with the agency on directed police patrols.

The union also seeks more training for drivers, to teach them how to better defuse situations, and it wants the CTA to be able to ban some people permanently from public transit. "If you can ban a person from a store or a place of business, you can ban them from the bus," said Hill.

Early this past summer, CTA President Dorval Carter established a new committee to reduce operator assaults, which will include doing more data analysis, Steele said. The committee also will explore pushing for tougher legal penalties for operator assaults.

The agency also will be trying out TV-monitor screens that hang at the front and center of the bus that will show customer information and have the capability of showing live feeds from the buses' interior security cameras, Steele said. These would be similar to the screens in some stores that show a security-camera view of shoppers.

"We think it will help increase awareness of the security cameras and serve as a deterrent," said Steele. He did not have a cost yet for the pilot program — he

said the TV monitors would be rolled out by the end of the year on a limited basis and tested for customer feedback.

Attacks on bus drivers are an issue for the Amalgamated Transit Union nationally, which is supporting a bipartisan bill in the U.S. Congress that would seek to protect operators by adding barriers and training drivers to help de-escalate hostile encounters.

Transportation song quiz

Last week's song was about a train that used to run through the Deep South. The songwriter also wrote the music for movies that included a coin bank as a character. The song is "Dixie Flyer," by Randy Newman, who also did the music for the "Toy Story" movies. The winner was Vicki Kastory of Northbrook, who even was able to name the coin bank — "Hammy."

This week's song is about a four-legged means of transportation, the color of the sun, who takes the narrator across the southern border to avoid a little trouble. What's the song, and who wrote it? The first to email me with the correct answer gets a Tribune notebook, and glory.

mwisniewski@chicagotribune.com
Twitter @marywiczchicago



September 28, 2018

1st Vice President's Report

For the month of September, I have been assigned various duties by President Hill as well as being assigned to assist the North Side Garages with discipline, with the reps. In addition to corresponding 1st Vice President duties.

I attended the supervisor clerks meeting, which was about supervisor's doing overtime at various garages. I would like to see the overtime being distributed equally among the supervisors.

I attended three (3) sessions this month at CTA Head Quarters to sign-up the Second Chance new-hires.

I attended rap sessions at North Park, Forest Glen, and 103rd to talk about assault on CTA 241 bus operators.

I attended three (3) Labor Management Meetings. The first meeting was at 567 W. Lake St. All attendees included were myself, President Hill, 2nd VP Tanno Muhammad, Financial Recording Secretary Treasurer Toi Bowers, 103rd reps, 77th St reps, and 74th St reps. We discussed reps and management being able to get along with each other as well as management being untruthful to us. As I mentioned to them ***"Your credibility means everything"***. We also discussed several grievances and that eight (8) out of ten (10) were allowed. Another topic of

discussion was *accidents, cell phone issues, assault on drivers and the safety of the bus operators*. This meeting was held for the South Side Garages.

We also had a Labor Management Meeting for the North Side Garages. We mostly discussed grievances being filed by operators complaining about cars making illegal right turns in front of the bus and opening doors on the rear right side of the buses. We won six (6) out of eight (8) grievances. We have been able to prove that all right turns in front of the buses are not the operator's fault.

Lastly, we attended a Labor Management Meeting with Chicago Ave and Kedzie garage. The Union officers were in attendance as well. We resolved eight (8) out of ten (10) grievances that mostly consist of accidents.

In all meetings, we asked for the CTA to give the union reps a copy of the extra board and every operator run who worked on their day off. This should be given to the union reps on a daily basis because the extra board is still being violated every day. *But this will stop!*

I attended a meeting at 567 W. Lake with President Hill, ABA Maintenance Marqueal Williams, Steward Branden Bowling, Director of Maintenance and the South Senior Manager. The topic of discussion was on managements misbehavior to a union rep. *We are not accepting it or going for it.* They understood that we will not be disrespected.

There are Supervisors and Instructors pay issues every payday. We are working to resolve these issues.

I attended North Park discipline hearing. We had members referred for discharge in the last months *but it didn't happen*. All operators referred for discharge has been put back in service. However, we are still having a lot of accidents so please follow your SOP's. It's an average of seven (7) cases a week and I've had great results at North Park.

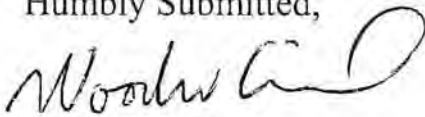
I attended second step hearings which resulted in me winning five (5) cases out of ten (10) and another ten (10) out of twenty (20). The ones that were lost were discharges and no discharge can be resolved at second step hearings.

I attended the rally for Local 241 member Melissa Barker who was assaulted on the bus in July. The rally was held at the Courthouse on 51st & Wentworth. It was a great turn-out with nearly 100 members supporting the cause to see the two offenders get the proper charges from misdemeanor to a felony charge. It was a great day for Local 241. We proved that unity prevailed.

Let's not stop here.

As usual I still attended all garages upon being requested by the member.

Humbly Submitted,

A handwritten signature in black ink, appearing to read "Woodrow Eiland", with a stylized flourish at the end.

Woodrow Eiland

1st Vice President



**LOCAL UNION 241 • AMALGAMATED TRANSIT UNION
A.F.L. - C.I.O. - C.L.C.**

**1613 S. Michigan Ave., Chicago, Illinois, 60616
TELEPHONE: (312) 341-1733 • FAX: (312) 341-1471**

A.T.U. website: www.atu241chicago.org

September 28, 2018

First, I would like to give thanks to our Creator Whom is called by many names (Allah). I hope you and your families and friends are in the best of health and in good spirit.

As your 2nd Vice President I have the responsibilities to represent the Local and its members assigned by the President.

Labor Day weekend vacation.

For the Labor Movement in just over 2 months since the Supreme Court's wrong-headed decision Janus Ruling, working people are proving that we won't allow our future to be dictated by Politicians or Judges. We're mobilizing, organizing and writing the next chapter of America history.

LABOR MANAGEMENT MEETING

On September 12, 2018 I attended the meeting at 567 W Lake Street. Executive Taylor and Steward Michelle 74th spoke on 67th South Shore restroom and the Homeless people sleeping on the buses. Also, Executive Covington and Steward Love 103rd spoke on 714th and 112th Torrence Ave. (Hot Spot). Executive Furqaan and Steward Perry 77th on the changing of 2 routes relief spot 79th and 87th Cottage Grove. Also, during the meeting, we resolved 4 out of 7 grievance cases.

On September 14th, 2018 attended the meeting at 567 W Lake Street Kedzie Ave Executive Jones and Steward DeMello (Hot Spot) on Central and Harrison. Steward Gilkey talked not getting request for information. We spoke on extra lighting in the bus terminals, fencing off the bathroom areas preventing alley and gangway entrances. Also, I resolved 5 out of 8 grievance cases.

PRE-ARBITRATION

September 12, 2018 we are continuing to fight hard. We brought approximately 2 members back to work with no cost to the membership and 2 deferred.

DISCIPLINE

On September 10, 2018 I attended Instructor Hearing a Chicago Ave Garage with Executive Board Gatewood. Also, on September 21, 2018 Supervisor Hearing.

I also visited 77th, 103rd, 74th, North Park, Chicago Ave and Kedzie Ave. I assisted with several discipline hearing discharges, accident cases and writing grievances.

On September 10th and 24th, 2018 Step II

On September 24, 2018 I am moved as to how Local 241 is taking a strong stand on assault to bus drivers as we stood together with our sister 308. Due to the Local 241 investigation 50% of the assaults on bus operators have been overturned as misdemeanors. Now that we are united, we will have the court and CTA's Attorney upgrade all assaults charges back from misdemeanors into felonies spear headed by President, Officers, Executive Board, Steward and Organizing Committee.

DRUG HEARING

Approximately 7 drug hearings 3 SAP Substance Abuse Programs, 2 Operators refuse to attend future hearings a 5-day letter has been sent and 2 resigned. To all my union families that like to eat; there is growing number of investors marketing THC tetrahydrocannabinol edible. I am speaking for the Local 241, please members for those that party and like to eat (attachment picture to beware of edibles). For all my members that are returning and fail to progress or noncompliance with EAP and are subject to disciplinary actions up to and including discharge.

PENSION

Piedmont and Rhumline are two minority investment firm has been making great investment to benefits for our membership, Rhumline is still in question. The union had doubts Rhumline now as 9/27/18. Rhumline have been changed into female's management minority Investment Firm:

Pension Fund: 1.9 billion dollars, members are paying 12.1%

HCTrust: Over 879 million dollars, 118% funded members are paying 3%

Pension Meeting: September 27, 2018, 9am at 200 West Adams, 17th Floor

Local 241 ATU Retirees- Burial Information (see attachment) \$1000.00 from the International ATU Office and \$400.00 from Local 241 Office and included floral arrangement.

I leave you as I came in Peace and Paradise:

Tanno Muhammad



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LOCAL 241 ATU RETIREES - BURIAL INFORMATION

IF YOU ARE A MEMBER IN GOOD STANDING BY PAYING YOUR MONTHLY UNION DUES OF \$6.00. YOU ARE ENTITLED TO A BURIAL BENEFIT AS LISTED BELOW. IF YOU ARE A MEMBER WITH 50 YEARS OF DEDICATION TO LOCAL 241 ATU YOU NO LONGER PAY UNION DUES. YOU ARE ALSO ENTITLED TO A BURIAL BENEFIT UPON YOUR DEATH AS LISTED BELOW.

A) \$1,000.00 FROM THE INTERNATIONAL OFFICE

B) \$400.00 FROM LOCAL 241 ATU - THE BENEFIT AS IN ACCORDANCE WITH THE INTERNATIONAL CONSTITUTION BY LAWS AND LOCAL 241 ATU BY LAWS. WHICH STATES THAT THE BENEFIT IS PAYABLE DIRECTLY TO THE FUNERAL HOME OR CREMENTORY ON THE BILL, AND NOT TRANSFERABLE TO THE CEMENTARY. HOWEVER IF THE FAMILY WISHES TO PAY THE FUNERAL BILL IN FULL, A CLAIM WILL BE FILED TO REIMBURSE THE BENEFIT OF \$1,400.00 (MAXIMUM PAYABLE) TO THE PERSON OR PERSONS WHO PAID THE BILL UPON FILING A CLAIM WITH LOCAL 241 ATU.

C) FLORAL ARRANGEMENT- IF YOU ARE IN THE VICINITY AND DELIVERY IS POSSIBLE A FLORAL ARRANGEMENT WILL BE SENT. BE ADVISED THAT THE FLORAL ARRANGEMENT HAS A MONETARY LIMIT AS PER THE BY LAWS. A TABLE PLANTER CAN BE SENT IN LIEU OF FLOWERS UPON REQUEST BY THE FAMILY.

UPON THE DEATH OF A MEMBER ,THE FAMILY OR FAMILY FRIEND SHOULD CONTACT MARVELLA C. SINGLETON AT LOCAL 241 ATU AT (312) 341-1733 AS SOON AS POSSIBLE. BE FURTHER ADVISED THIS BENEFIT HAS NO BEARING ON ANY BENEFITS YOU MAY BE ENTITLED TO FROM THE RETIREMENT AND DISABILITY ALLOWANCE PLAN FOR CTA EMPLOYEES. THEIR PHONE NUMBER IS (312) 441-9694 EXT "O" FOR OPERATOR.

**IN SOLIDARTY,
KEITH D. HILL
PRESIDENT BUSINESS AGENT L.U. 241 ATU**



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JANUARY, 2017

IMPORTANT PHONE NUMBERS

L.U. 241 ATU OFFICE (312) 341-1733

L.U. 308 ATU OFFICE (312) 782-4665

SOCIAL SECURITY RPT. DEATH (1-800-772-4665)

RETIREMENT BOARD GENERAL # (312) 441-9694

OR

DIRECT EILEEN W. EWING (312) 463-0360

DIRECT SONYA (312) 463-0363

DIRECT AYANNA NESBITT (312) 463-0361



Assistance Business Agent – Maintenance Report

My name is Marqueal L. Williams and this report shall reflect the events of September 2018. Per the Bi-Laws Section 6(b) The 3^d Vice-President shall have the responsibility for representing the Local Union and its member in the Maintenance Department of the CTA, and PACE and First Transit.

Discharges:

Several reason a member can be recommended for discharge as a Bus Servicer Apprentice. First reason is being out of your work area without permission, if you are going to your car and it's not your break, you will be recommended for discharge. Second reason, If you get into a verbal altercation with another co-worker, and both parties receives a behavior violation, the Bus Servicer Apprentice will be recommended for discharge. Third reason If you have a visitor or non-employed CTA peroneal in your assigned work area, while you are on the job working, and you did not check the person in with management, you will be immediately removed from service and recommended for discharge. If you witness / observed / saw any violation and did not report it, you will be discipline. If you see something you must say something, because you could save a life or a person from a physical assault.

It has come to these issues having to be in my report, during every discharge hearing, the member that is being discharge is stating that they never knew any of the rules existed, most rules are just common sense, every apprentice knows the 3-strike rule, and anything that leads to a suspension is an automatic termination.

Coordinator- Bus Maintenance:

The Chicago Transit Authority has created a position called Coordinator-Bus Maintenance, this position and the job description is as a 241 Leader position. Local 241 has always had a Forman Position then it was changed to a Leader / Coordinator Position. Local 241 takes the stance that this is bargained for work that belongs to local 241, and this is a form of subcontracting, I have filed several grievances on this, Grievance # 18-0674 & 18-0675.

Return To Work And Arbitration:

As I reported in the previous months August 17, 2018 was the Conner arbitration and it was a success, with a settlement agreement that he will keep all his Seniority time, Vacation time, and will return to the same work location that he was discharge from. The next and the last arbitration that was scheduled for the Maintenance Department is for Barns, this arbitration was scheduled for September 11, 2018 but the arbitrator canceled, this arbitration has been rescheduled for November 6, 2018.

Discharged Members Update:

CTA:

We have (3) three Servicers Discharge. (10) ten Bus Servicers Apprentices.

(0) Mechanics.

PACE:

We have (1) one Servicer Discharge this week at Pace Southwest. (0) Mechanics

First Transit:

(1) Operators.

Problems in the Maintenance Department that is being address:

- 1.Exhaust Hoses at 77th Street Garage
2. Pick.
3. No Microwaves at North Park.
4. Coordinator, Bus Maintenance
5. Lighting in the bays at 77th Street in the bays, Lights are out and need to be replaced.
6. Backlog of garbage throughout the garage. Garbage is being dumped only once a week.
7. Injector Tools.
8. 22mm Line Socket, 19mm Line Socket.
9. Laptop, Software, Data Link Connectors, Cords.
10. At 103rd Street Garage 12 & 13 hoist bird feces.
11. Tool replacement for broken tool. Need more effective method.
12. Rod Puller Tool has been broken for over a year, Management has been notified multiple times.
13. Night Shift bench room issue, hidden equipment that mechanics can't find.
14. Reels checked out at all locations.
15. PICNIC BENCH AT KEDZIE GARAGE. Move back to North East side of the building. This been at that location for over 25 years.

In Solidarity;



Marqueal L. Williams

Assistance Business Agent – Maintenance