

The 998 EXPRESS



© CHANGE YOUR MIND 10

February—March 2015

ATU Local 998

First Quarter Issue

“Right-to-Work” is not what Wisconsin needs

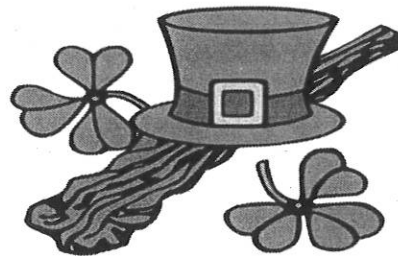
This bill will cut wages and benefits for
“all” workers in Wisconsin.

*Happy St. Patrick's Day
March 17th*

VOTE!

Spring Election:
April 7th

See ATU Local 998 Endorsements (Page 6)



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- President's Report:
- Vice-President's Report
- Recording Secretary's Report
- Legislative Director's Report



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The 998 Express

Amalgamated Transit Union Local 998

734 N. 26th Street, Milwaukee, WI 53233

Phone: 414-342-4300 Fax: 414-342-1998



Representing Transit Workers
in Southeastern Wisconsin

Officers:

James Macon— President

Rick Bassler --- Vice President

John Groh — Financial Secretary –Treasurer

Cassandra Cobb -- Recording Secretary

Chief Steward/Executive Board:

Herb Forbes — FBZ Station (Appointed)

Sharon Lewis — FDL Station

Richard Olson — KK Station

Michael Bautch — Garages

Sam Day — Hillside (Shops)

Sherri Bowens — First Transit (Appointed)

Larry Loney — Kenosha Area Transit (Appointed)

Scott Navis — Shoreline Metro (Formerly Sheboygan Transit)

Paul Alonso — Waukesha Metro

Legislative Director — Tom Stawicki (Appointed)

Sergeant at Arms—Bob Gleesing (Appointed)

Newsletter Staff:

Editors: Valencia Cheese, Cassandra Cobb,
Nick Rudelich & John Buckson

Layout and print:) Union Copy Centers, Inc

The 998 Express is the official publication of the Amalgamated Transit Union Local 998. Its purpose is to be informative, promote the cause of unionism, and provide a voice and a communication tool for the members of the organization and other interested parties. The editor and/or staff will review all submissions for publication. See deadline information on this page. Articles submitted for publication do not necessarily reflect opinions of the Executive Board or 998 members. However, all articles will be scrutinized for ethical and

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Milwaukee



ATU Local 998 Retirees' Chapter Executive Board

Bob Gleesing—Chairperson

Bill Becker 1st —Chair & FST

Bob Wolter—2nd Chair

Peter Frorath — Recording Secretary

Charles Otto— Asst. Rec. Secy. & Treas.

Marty Zemen —Sentinel

Tom Brown

James Lewis

James Loomis

Dave Taylor

ATU LOCAL 998 Retirees' Chapter Meeting:
(Smoke-Free Building)
Wednesday March 11, 2015
(See back page for details).

2014 ANNOUNCEMENTS

ATU LOCAL 998
Milwaukee Union Meetings
Including: First Transit

Thursday, March 12, 2015

Morning Meeting – 10:00 a.m.
Evening Meeting – 6:30 p.m.

* Both Meetings will be held at:
ATU Local 998 Union Hall
734 North 26th Street, Milw., WI

The current officers encourage all members to
attend the union meeting and get involved.

ATU Local 998 Women's Caucus

Thursday, March 12, 2015
@ 5:00 .M.

@ ATU Local 998 Union Hall
734 N. 26th St., Milwaukee, WI

*(Dates and times are subject to change).

Cassandra Cobb — Chairperson
Rosie Ferguson – Appointed Women's
Caucus Advisor

We welcome submissions to the
998 Express Newsletter, which is published
quarterly: (March, June, September,
and December).

Look for other upcoming issues on our website
at: atu998.org

If you have any questions regarding the above,
please contact Val @414-342-4300.

IN MEMORIAM 2014—2015

Craig Riley (58) — December 4th
Theodore A. Jensen (91) — January 5th
Richard A. Seder (73) — January 11th
Edmund Kroening (96) — January 18th
James M. Nash (61) — January 29th
Lonnie A. Brown (68) — February 1st

Condolences from
ATU Local 998

Please take a moment of silence
in memory of the departed
members of ATU Local 998.
Thank you.



James Macon
President



Current issues on maintenance, security and scheduling are still unresolved, even after speaking with the County Board of Supervisors. Nevertheless, the Union will pursue these issues until they are resolved.



Contract negotiations are coming up and we need the support of the union members to work together in our attempt to obtain a fair contract. Members, we must work in unity in our effort to resolve the financial matters within our Local for the purpose of building a stronger union. This can only be done with the help of everyone getting involved and working for the best interests of our Union. Even though we may not always agree on some issues, we must learn to work together in resolving our differences. Remember, "United we stand; divided we fall."

Don't buy



It's a lie!



**ATU
Local
998**



Rick Bassler
Vice President

(3) Accidents:

3 – Reinstated with a suspension and a last chance agreement

(2) Return to Work

2 – Resigned with benefits

2) Cell Phones:

1 – Reinstated with suspension and final warning

1 - Not pursued after 3rd step

These numbers may include M.C.T.S., Sheboygan, Waukesha, and First Transit. These numbers are different from the company's, because I record grievances after the grievance procedure has been exhausted.

In **2013**, there were grievance settlements for 26 discharges. In **2012**, there were settlements for 47 discharges. The 50 settled discharges were the highest total since I was first elected Vice President in 1997.

2015 grievances settlements last month include three first steps, nine second steps and nine third steps. Included in the settlements were 13 discharges, five of the discharges were for attendance. Two members were reinstated with a suspension and a last chance agreement. One member had the discharge rescinded. Another member was reinstated with a modified last chance agreement. One member resigned with benefits. Three members were discharged for failure to qualify. All three members were reinstated with a suspension and a last chance agreement. Two members were discharged for misses. One member was reinstated with a suspension and a last chance agreement. The other member was reinstated with an extension of the current last chance agreement. One member who was discharged for running ahead of schedule was reinstated with a suspension and a last chance agreement. One member who was discharged for accidents was reinstated with a suspension and a last chance agreement. One member who was discharged for violation of the Substance Abuse Policy resigned with benefits

Grievances settlements for 2014 include 26 first steps, 57 second steps and 50 third steps. There were 3 grievances taken to the membership for arbitrations. Two of the grievances were resolved before they went to arbitration. The first was a discharge from Waukesha for improper conduct that was resolved the day of the arbitration, as the member resigned with a benefit package. The second grievance was from Sheboygan where management had changed the proration for part-time vacations with them withdrawing the changes and reverting back to past practice. The third was for the member who stated their rights have been violated under a Random Drug Test, but it was voted down by the executive board and the membership not to arbitrate.

Including all the above, that totals 143 settled grievances. That total is up from last year's 110 and 2012's total of 127. Also, included in the settled grievances are 50 discharges, they are as follows:

(15) Failure to Qualify:

14 - Were reinstated with a suspension and a last chance agreement

1 - Resigned with benefits

(10) Attendance:

5 – Were removed from record and made whole
2 – Were reinstated with a suspension and final warning

1 – Removed from record and made whole

1 – Reinstated with some back-pay

1 – Discharge rescinded and paid back days

(7) Mises:

7 – Reinstated with suspension and a last chance agreement

6) Dishonesty:

3 – Resigned with benefits

2 – Reinstated with suspension and last chance agreement

1 – Resigned in lieu of discharge

(5) Improper Conduct:

4 - Reinstated with a suspension and a last chance agreement

1 - Resigned with benefits the day of arbitration as mentioned above



**Cassandra
Cobb**



ATU Local 998

**Recording Secretary's Report
By Cassandra Cobb**

Hello Sisters and Brothers of Amalgamated Transit Union Local 998. Happy St. Patrick's Day. I'd like to take this time and welcome the Class of January 26, 2015:

Christopher Cash, Conrad Cheatham, Eric Christon, Keon Collins, Jennifer Lewis and Terrica Williams.

I would also like to say hello to all the ATU Local 998 retirees who opened doors and negotiated contracts for us all. It is always wonderful to see you out and about or taking a ride with me.

It has come to a sad day for unions due to "Right to Work" coming on board. Haven't we sacrificed enough? Union-Busting is hurting the very threads of life in which we know it to be. "Right to Work" is not for hard-working people.

Concerning our pensions, are they safe from cuts? Well, we can get cuts by having to contribute more to our Health Insurance and Pensions, which will lessen your take home pay. I hope to see you all at the union meetings **on Thursday, March 12, 2015 at 10:00 a.m. or 6:30 p.m.** Our fight can't possibly be over.

Remember to keep your driver's area clean for your co-worker to relieve you on the road. Watch your attendance; carry your driver's license, I.D. badge and drive safely.

Keep up on your Family Medical Leave Act (FMLA) and turn in your forms in a timely manner. When you are calling in sick to your station, call the company also at (414) 937-3232. If you're pregnant, you cannot be discriminated against or harassed while working, in childbirth, or have a medical condition leading to pregnancy or childbirth (including foster and adoptive parents).

If you have any questions pertaining to this article or need other information, please call me at (414) 975-8219.

Food for thought: Do not make right turns on RED LIGHTS; put on your SEATBELTS; Close your SHIELD DOOR and remember to destroy the paper tickets and deposit them in a garbage bin at your station.

**First Transit
By Sherri Rainey, Chief Steward**

Hello First Transit Family: Contracts are coming up and I would like a survey from everyone. This is OUR contract, not MY contract; so, everyone has a right to add input. If I don't see you, then check your mailbox and return the survey filled out and put it in the black mail. Several things will be happening along the way and I will keep you informed. Check your union station for up-dates.

Let us revisit a few things: Give a 10-38 BEFORE you leave the lot. Keep up with your 10 codes and try not to have no more than two (2) at a time when possible. If you don't get an answer, go to the help channel or the opposite channel, then return back home.

I have been informed that drivers are responsible for a client's personal care attendant (PCA). We have to ensure the safety of the PCA and basically treat the PCA as a client. I will keep you updated on this matter. I have stated, "Please do not sign a WAIVER for any write-ups." I still receive them. Why? I have not worked for this company for 16 years without learning A LOT of things. Therefore, I will state it AGAIN for the 100th time. "STOP SIGNING WAIVERS!!!!!" My fellow union family, I NEED your Help. I NEED "ALL" of you to PARTICIPATE in YOUR union. Come to your monthly union meeting. Your meetings are every second Thursday of the month. Last but not least, if anyone is interested in being a union steward, come see me or contact James Macon our president at the union office (414-342-4300, extension 303).

**ATU LOCAL 998 MEMBERS AND
RETIREES, WE NEED YOUR HELP!**
By Tom Stawicki, Legislative Director

Hello Fellow Drivers. With spring a few weeks off, we all start to look to warmer weather and vacations. We also have a spring election this year (**April 7th**). On this spring's ballot, this union is endorsing two candidates. First, we are endorsing Justice Ann Walsh Bradley for the Wisconsin Supreme Court. Justice Bradley has served on the Supreme Court for the last nineteen years, and we believe she will continue to have our interests in mind. She was one of the few justices who voted against Act 10, and she is asking for our support.

We also are endorsing Eddie Cullen for the Milwaukee County Board (District 15). He is the 24 year old son of Dave Cullen who not only is our County Treasurer, but the former District 15 County Supervisor. Eddie Cullen is a MPS Charter School instructor, who speaks highly of public transportation and the need to keep our County Parks places we can be proud of. He has pledged his support for M.C.T.S. on his web page, and asks those of us who live in his district to support him on **April 7th**.

We will also see an amendment to the state constitution in which the sitting justices of the Supreme Court will vote on Chief Justice. As it stands right now, the justice with the longest tenure becomes the chief justice for a term of ten years. With a Republican majority sitting on the court, the Democratic Party would take another hit, so please, VOTE NO.

Right to work is still on the minds of everyone. James and I will be attending a meeting at the Labor Council regarding this issue, and we will be sure to pass along any information that we receive. We believe that RTW will pass sometime this year, but how it could affect us (and the rest of Wisconsin Organized Labor) is still cloudy. (Remember last November we asked you to be careful who you voted for)!

And last, you all should know that the Milwaukee Street Car Project is moving into the construction phase. I will be working to ensure that Unions play a major part in not only the construction, but the operation of it.

Until next time, be safe; follow the rules; and above all, RESPECT your fellow drivers.

**Bob Gleesing's Invite
to all retired
ATU Local 998 Union Members:**
**Come join us for an afternoon lunch
at:
Oak Creek Diner
6874 South 13th Street, Oak Creek, WI
@12 Noon
Saturday March 14th
(Every Second Saturday of the Month)**

**If you are interested in attending,
please contact
Bob Gleesing at (414) 329-0906.**



*Mark your calendar for the get-together event with us.
(Photo by Mike Kelly)*



Tuesday, April 7th

BUS STOPS

By Pete Frorath (Retired Bus Operator)

The Milwaukee County Transit System, MCTS, Bus Stop Committee focuses on the bus stops in the city of Milwaukee. A member of the city government accompanies MCTS personnel as they visit each bus stop to be reviewed. Review requests come from passengers, owners of property near bus stops, and government agencies such as the Wisconsin Department of Transportation. Over-shadowing all of these are federal guidelines in the American Disability Act, ADA. As you can see, MCTS is not free to just dig a hole and put up or take down a bus stop pole.

Route 143 outbound traveling north on 10th at State Street. There are plans to alter Route 143 in the downtown area for more service to Marquette University and the Milwaukee County Courthouse. Placing a new bus stop at this corner location was found to be feasible and was recommended.

Route 143 inbound traveling east on State Street. This is part of the proposed route change from McKinley and from 6th Street. The State Street eastbound bus stop would be just west of 9th Street. Because of the parking on 9th Street, the bus stop is proposed to be about 40 feet west of 9th Street so that the bus may swing to the left before turning right onto narrow 9th Street.

Route 143 P.M. inbound layover point before beginning return route outbound. This inbound trip would exit I-43 at North Ave and continue south to Walnut Street and turn left onto eastbound Walnut Street with a layover point near side on Walnut at 5th.

Route 223 northbound on 124th Street north of Bradley Rd. Presently there is a far side stop north of a "T-intersection" and a southbound stop near side of the "T-intersection" that is an entrance into a Woodman's store. The "T-intersection" is scheduled to become a full four-way intersection with traffic signals when the land east of 124th Street and north of

Bradley Road is developed. When that happens, both the north and south bound stops would be moved to the near side of this new four-way intersection.

Route 279 that began with the fall pick was planned to operate similar to the Route 17, at work-shift changes. The east end of the route was planned to begin at a layover point on north 32nd Street facing north just north of Locust Street alongside of a gas

Station and opposite the east side of Fond du Lac Station. From there the Route 279 travels northwest on Fond du lac Ave with several stops the same as the old Route 1 Metrolink.

Route 279 at Fond du lac Ave and Armitage, about 6400 west. In both directions was the first stop that needed reviewing.

The southeast bound stop was no problem. The ADA concrete bus stop pad from the old Route 1 days was ready to be a bus stop again. However, at the northwest bound stop, a no longer functioning daycare center had the old bus stop converted to their loading zone. MCTS cannot just reclaim the bus stop area. Legal hoops are required to try and reclaim the near side corner for a bus stop. A far side stop at this corner would have the same problem. It also had been designated as a loading zone that would have to be converted back for a Route 279 bus stop. After much discussion and measuring, the committee decided to recommend establishing a mid-block bus stop east of the corner and close to a social security office.

Route 279 at Fond du Lac and Hampton. The old southeast bound Route 1 far side stop was found to be ready to be utilized again. Northwest bound was another story. This old Route 1 bus stop is now a cut-off to eastbound Hampton Ave. It was decided to recommend having the bus stop far side to almost 67th & Fond du lac Ave. The stop would be at a paved area just past a tree for the front door of the bus. The rear door of the bus would be at another paved spot on the other side of the tree. Also, a person transferring from a westbound Route 12 would not have to cross any streets to get to the bus stop.

(Continued on page 8)

Route 279 at Fond du Lac and Villard. Northwest bound and southeast bound bus stops from the old Route #1 were ready to be used again.

New Goldline Express Route is going to have a layover point at UWM just north of Hartford Ave on Maryland. It would be shared with the present Route 30 by expanding the layover area two bus lengths to the north. The Redline layover point would remain the same under the committee's recommendation.

New Goldline Route traveling south on Farwell at Ogden would share a bus stop with the present Route 30. Then the Goldline would NOT turn right onto Ogden like the present Route 30. The Goldline would merge back left into southbound traffic on Prospect Ave. This Prospect Ave routing is like at former branch of the Route 30 when the reporter was driving.

Route Greenline northbound at Howell and Layton. The present stop is on a small island and is too small for student when a nearby school lets out. Moving the bus stop far side (north of Layton) would destroy the diagonal pattern of near side stops in opposing directions. A far side stop would also be between gas station drive-ways and is not recommended. Moving the bus stop even farther north is too far from the corner. It looks like Howell Ave south of Layton is going to be renovated. The suggestion was to recommend that the wide right turn lane cutoff from northbound Howell to eastbound Layton could be narrowed to one lane. That way the island could be enlarged for more passengers.

Route 15 traveling southeast at 2817 S. KK. The city would like the bus stop moved about 100 feet southeast. A "bumpout" is planned at the present bus stop for pedestrians crossing KK at this non-intersection location. The committee concluded that moving this bus stop was doable.

Route 15 traveling northwest at 2826 S. KK. This bus stop was basically across KK from the bus stop discussed above. The committee agreed that this bus stop could be moved 50 feet north. Buses would still have forward moving space to pull out from the curb before auto parking began on this side of KK.

Routes 15, 52 traveling southeast at KK and Russell. Request was to move the bus stop from this corner for more parking. This bus stop has been visited in the past. Moving it back from the corner would also take up spaces for no net parking gain. Moving the bus stop far side would be at a War Memorial where Bay-view High School students would have to cross both Logan and

Russell streets. Also, there is no sidewalk behind the memorial. And the students are unlikely to go the short distance out of their way to cross at the Logan and KK traffic signal. The Alderman was going to contact the memorial committee about moving the bus to the front of the memorial and having a sidewalk put in behind the memorial. A stop sign at Logan and Russell for students would be very near the traffic signal at Logan and KK and would be a problem.

Routes 15, 52, RS 1 traveling southeast at KK and Potter. Request was the move the bus stop back northwest about 100 feet. To do this, the bus still needs 25 feet in front of the bus stop for the bus to pull out from the curb. If this was done, then the back end of the stopped bus would be in the "T intersection" of KK and Williams. By state law, a bus stop cannot be in any part of a "T-intersection." Thus, this change could not be recommended.

Route 53 westbound at Lincoln and KK. Since there is a far side stop at Howell, could this stop at Lincoln and KK be eliminated to provide more street parking? If this stop at Lincoln and KK was removed, transferring passengers from a northbound 15 or 52 would not only have to cross Lincoln, but also KK to get to the Howell Ave bus stop for the westbound Route 53. This double street crossing would not be good for sight-impaired passengers. After much discussion, the committee recommended moving the westbound Route 53 bus stop at KK 5 feet closer to the corner and upgrading the stop with an ADA pad.

(Continued on page 9)

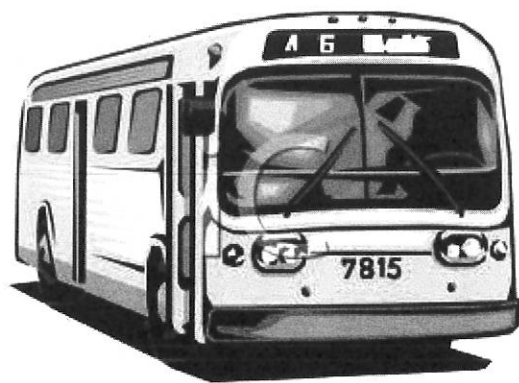
Route 57 eastbound at 6th Street. There is a new multipurpose building being constructed on the southwest corner of 6th and Walnut. There was some thought of moving the bus stop far side. But since some bus passengers are likely to use some services in this new building, it was decided after construction of the building is complete, to recommend having the eastbound stop returned to the near side corner of 6th and Walnut.

Route 64 northbound at Wells and Hawley. The idea presented to MCTS was to move this near side stop to far side and down the block closer to the entrance of the Vision Forward building. Unfortunately, this stop would be on a steep slope and thus unsuitable as an ADA stop and also dangerous for the many sight-impaired passengers who would use this stop.

Route 67 northbound and southbound on 92nd Street at Chester Street. There was a request for a bus stop in each direction. Chester Street is just north of I-94 and runs parallel to I-94. Just south of I-94 over the 92nd Street bridge is Adler Street that also runs parallel to I-94. At Adler Street there are presently north and southbound bus stops. One block to the north of Chester Street is Dixon Street. There are north and southbound bus stops here also. At this time the committee decided not to recommend installing bus stops at Chester Street because of the low passenger on-off counts and the short distances to Adler and Dixon Streets. The decision came with footnotes. The southbound stop at Adler Street is partially on the 92nd Street bridge over I-94. It is now preferred policy not to have bus stops on bridges where possible. Thus after this bridge is reconstructed in the near future, it is possible that the stop will be moved far side or back to Chester Street to get the bus stop off of the bridge. Having a new northbound stop at Chester Street with the present bridge would put part of the bus stop on the bridge. (Yes, planning, placing, and moving bus stops can get complicated).

Route 80 traveling east on Villard at 20th Street. The request was to move the bus stop far side into an area where an interurban railway once was many decades ago. During the discussion with the requested, it was learned that the people congregating at the bus stop corner were mostly yellow school bus riders and not MCTS riders. Rather than move our bus stop, it was suggested to contact Milwaukee Public Schools (MPS) about the behavior of their students. It was also pointed out that the school buses are not really supposed to use MCTS bus stops. Co-mingling waiting bus passengers can be confusing for the MCTS and school bus drivers.

Route 80 and Blueline westbound on Villard at 64th Street. A duplex (house) on this corner faces 64th Street. But the bedrooms on the south side of the house are about 10 feet from the bus stop. The request was to move the bus stop back (east) about 100 feet from the corner. There was no paved ADA pad at this proposed location. Requestee for moving this stop said that he would work with the Alderperson to have an ADA pad installed. Since this stop would then be back away from the corner, it was feared that snow shoveling at the bus stop would not be a priority. This issue was seemingly resolved by the homeowner volunteering to also take care of that issue. This further back stop would give the Blueline buses a longer swing out room for the tight right turn onto 64th Street. This stop change was conditionally recommended by the committee.



Fiebrantz Happenings
By Herb Forbes, Chief Steward

Dear Local 998 Brothers and Sisters: The time has finally arrived for contract negotiations. I have awaited this day for as long as I can remember, to politic with the company at the roundtable and become the voice of my constituents. For countless years, your voices, needs and wants were not heard or taken seriously by the company. Although, I cannot force them to give you everything you want, they will hear your voices. Even if I am not elected in the up-coming election, one of my dreams and goals in life is to be a voice for my coworkers, to help insure their working conditions, safe environment, livable wages and that company benefits are conducive in supporting their families. It's time to make changes. What are you willing to do and/or sacrifice to help in these endeavors? Let's make history together.

Shops Chief Steward
Sam Day

Hello Brothers and Sisters. We are working on getting a contract proposal together. We gave the company our proposals on February 19th. This up-coming contract is not going to be easy. The company has placed people into positions who I do not believe are qualified. For your information, the county will be in attendance during contract talks.

There is talk that the I.T. Department will be run by the county. It is my desire that they will have more control and cut the fat at M.C.T.S. The company has been informed time-and-time again, "It's too top-heavy," but they keep adding on. These are troubled-times, and we as union members must stick together.

March ATU Local 998 Lunch

Drivers, Families, Retirees and Friends meet every 2nd Tuesday of the month.

Our next get-together is:
Tuesday, March 10, 2015
(1:00 P.M.)

at
Lotus Asian Cuisine
9011 S. Howell Ave.
Oak Creek
(414) 768-8888

If you would like to attend,
please contact
John Buckson @ (414) 852-8845



What Does Your Retirement Future Look Like? By Bob Wolter (A Retiree's Opinion)

It is imperative that you save up for your retirement- no one else can. I came across two articles about the World's Greatest Investor; he has held his Coca Cola Stock almost forever. Perhaps you could pick a few forever stocks that will pay growing dividends into your retirement. I have!

16 Buffet Facts:

1. 99% of Buffett's wealth was earned after his 50th birthday. Buffett made \$62.7 billion of his \$63.3 billion net worth after his 50th birthday. \$60 billion — nearly 95% — is from after his 60th birthday. Talk about long-term investment strategies.
2. Buffett has the longest track record -beating the market.
3. Buffett's net worth of \$63.3 billion is greater than the combined 2013 GDP of Ghana and Cambodia
4. Warren Buffett made \$37 million per day in 2013.
5. Buffett made \$1.5 million per hour in 2013.
6. Warren Buffett's first stock purchase was in 1941 — he bought three preferred shares for himself and three for his sisters at \$38. The stock dropped nearly 30%, and when it finally got back up to \$40, Buffett sold. A few months later, the stock soared to \$200.
7. Buffett has donated a lifetime total of \$20 billion — the second-highest amount (following that of Bill Gates).
8. You could increase the annual salary of every North Korean living in Pyongyang by 50% if you took Buffett's donation to the Bill and Melinda Gates Foundation and distributed it evenly to them.
9. Buffett already has \$15 billion invested in solar and wind energy, and he is prepared to commit another \$15 billion.
10. In 2014, a Singapore man bid \$2.2 million for lunch with Buffett. That amount could've pro-

vided 9,746 students with a calculus text book.

11. Berkshire Hathaway's cash balance is at \$50 billion — that's equal to the entire GDP of South Dakota plus 45 Airbus A318s.
12. If you invested \$1,000 in Berkshire Hathaway in 1970, that amount would be \$4.86 million higher today.
13. If you invested \$1,000 in Berkshire Hathaway in 1980, that amount would be \$532,165 higher today.
14. If you invested \$1,000 in Berkshire Hathaway in 1990, that amount would be \$29,785 higher today.
15. If you invested \$1,000 in Berkshire Hathaway in 2000, that amount would be \$3,218 higher today.
16. In 1964 — the year Buffett became a majority shareholder — the stock was valued at \$19 per share. On Tuesday, Berkshire Hathaway closed at \$199,562.

What does the "World's Greatest Investor" look for in buying a company?

Warren Buffet Investing Secrets:

Many think Buffett was a simple "buy and hold" stock investor, but his investing is about way more than that — or way less, depending on how you look at it.

Buffett concludes his essay by writing that some may wonder why he is giving away this basic investment philosophy of a number of investors who have outperformed the market. Isn't he just giving away the secret?

"I can only tell you that the secret has been out for 50 years," Buffett writes, "...yet I have seen no trend toward value investing in the 35 years I've practiced it. There seems to be some perverse human characteristic that likes to make easy things difficult. The academic world, if anything, has actually backed away from the teaching of value investing over the last 30 years. It's likely to stay that way. Ships will sail around the world but the Flat Earth Society will flourish. There will continue to be wide discrepancies between price and value in the marketplace, and those who read their Graham & Dodd will continue to prosper."

ATU Local 998
734 North 26th Street
Milwaukee, WI 53233



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**Milwaukee County Transit System *Waukesha Metro Transit *Kenosha Transit *Shoreline Metro, (Formerly known as Sheboygan Transit)
and *First Transit (Formerly known as Laidlaw)*

ATU Local 998
Retirees' Chapter Meeting



**SMOKE
FREE
BUILDING!**



Wednesday, March 11, 2015
*****Prior to the 2nd Thursday of the month
before our Regular Membership Meeting*****

***Retirees' Executive Board Meeting:
10:00 A.M.—10:30 A.M.**

**Retirees' Membership Meeting:
10:30 A.M.—11:30 A.M.**

**Retirees' Social Gathering:
begins @ 11:30 A.M.**

***We hope to see you there.**

A SMOKE-FREE BUILDING

ADDRESS SERVICE REQUESTED

***Rosie Ferguson & Velma Henderson's
Retirees' Group***

***MCTS—ATU Local 998 Retirees meet every third (3rd) Wednesday of the month,
just to keep in touch with each other and share conversations of fun and laugh-
ter, while enjoying a good meal. Our next get-together is:***

Wednesday, March 18, 2015 (1:00 P.M.)

***@ Johnny V's Classic Café
1650 South 84th Street
West Allis, WI 53214***

***If you are interested in this monthly event, please contact:
Rosie Ferguson @ (414) 698-4653 or Velma Henderson @ (414) 463-6330.***