



KEYSTONE PARTNERSHIP PITTSBURGH

Dedicated to those who maintain the safety and dependability of Pennsylvania Public Transportation FALL 2005

PAAC/ATU Local 85 Focus on Maintenance Operations

Keeping Pittsburgh's Public Transit On Line



East Liberty Division: Chuck Recker and Charles Thompson are photographed in the process of removing a passenger window from FlixBus. Thompson and Recker hold (respectively) classifications as body man and body man-painter.



In-depth view: A long line of some of the Port Authority's 55 Siemens light rail vehicles lined up on parallel tracks in the South Hills Rail Facility



Manchester: While inspecting major components, A-mechanic Ron Harris (on right) and shop section supervisor Steve Gazzo discuss the condition of an engine head in the miscellaneous unit.



South Hills Rail: Gear unit mechanic George Coles and truck repair mechanic Stanley Gibson in the process of cutting away a worn wheel for replacement on a Siemens LRV. The assembled rail trucks weigh in excess of 11,000 pounds.



**Working Together
to Serve Pittsburgh**

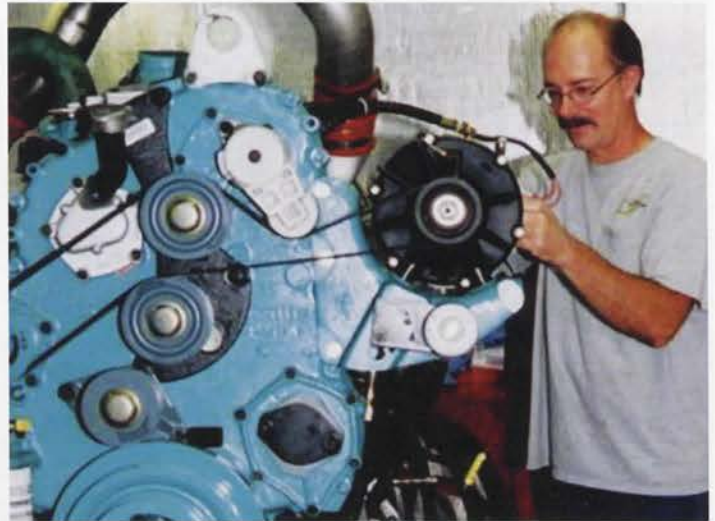




Skill, Muscle, Grease, Pride World-Class in Pittsburgh, Pennsylvania



North Hills Ross Bus Garage: A-mechanic **Steve Buyna** intent on the removal of a lateral rod from a Nova bus. Steve holds 11 years of on-the-job experience.



Mitch Moore, Engine Overhaul A-mechanic, performs a final check on the entire system before commencing an engine run-in at the Manchester facility



Electronics Shop, South Hills Rail: **Bob Kacinko**, Electronic Maintainer, calibrates a railcar speedometer. The complex piece of electronic equipment employed in this operation was hand-built by Bob himself.



Transmission rebuild: A-mechanic **Lasalle Brown**, (on right) provides oversight while A-mechanic and transmission overhaul trainee **Robert Badini** checks out the tension on the bolts of torque converter



KEYSTONE PARTNERSHIP PITTSBURGH NEWS

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Forward comments or suggestions to:

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The Keystone Transit Career Ladder Partnership is underwritten by federal workforce development funds administered by the Pennsylvania Department of Labor and Industry.

Stuart Bass, Statewide Coordinator



Central Storeroom: (all left to right) In front are **Dolly Woodcook** and **Marcia Decoursey**, stock persons. Standing behind are **Susie Cole**, stock person, **Kevin Barrett**, Keystone coordinator for Local 85, **Barbara Rawls**, receiver and **Ella Simmons**, stock person.



Edward Hellmann, B-repairman, checks out a Neoplan prior to major repair work at the East Liberty Garage. See opposite photo for work inside a side panel to prepare the vehicle for an engine pull (see photo to right)

FAMILY



East Liberty Bus Garage: Left to right are **Victoria Bowens**, Service Person, **Donald Betts**, A-mechanic, **Robert Dulski**, B-mechanic/repair, **Kevin Farrow**, Service Person and **Brian Webster**, Service Person.



Dismantling lines for an engine pull on this same Neoplan low floor to permit the removal of its transmission. B-repairman **Mark Walnick** is shown here beginning the process.



MONTAGE



At top left: August Katry III, Heavy Equipment Maintainer-operator at S. Hills Junction, 2nd generation employee. August and father served total of 40 years.

Above: L-R, Ralph Holland and Fred Jones, shop mechanics at S. Hills prepare a motor truck frame.

Top right: Joel Feder, Mechanic at Manchester's Misc. Units Shop working on wheelchair overhauls.

Next photo down: Handymen John Murrell and Mark Mosqueda at the Manchester facility. Their industrial band saw incorporates a big 26" throat.

Next: Ross Parts Room: Elaine Quinn and John Myers. Both Receivers are responsible for over 2500 individual parts.

Bottom-right: Custom-Made work is crafted in-house at Manchester with Sheet Metal worker John Seibert operating a heavy bending brake as part of fabricating a new bus door panel.





Top left: B-repairman **Carl Keating** performing an I&R on a Gillig bus at the Ross facility in North Hills.

Left center: Bodymen **Kirk Muzzio** and **Greg Suprano** replace a panel on a Neoplan low floor bus at the Manchester Body Shop.

Left: **Paul Schuster**, Mechanic-Rebuilder prepares a drive shaft for rebuilding in the Miscellaneous Units shop at Manchester.

Above top: At the Auto-Truck Shop, A-mechanic **Bob Baker** grinds rivets off an upper control arm from a Jimmy utility truck to allow the removal of the ball joint.

Directly above: At the Manchester facility, Body men **Mark Cahalan** and **Tom Fichera** work as a team in putting a side back onto a Neoplan bus.



... making it all run



Robert F. Williams, Assistant Director, Technical Support and Port Authority Coordinator for Training



Top-left: In the Auto-Truck Shop at South Hills Junction, A-mechanic **Rich Bommer** replaces a defective oil pan on a heavy GMC dump truck.

Bottom-left: A-mechanics **Ruth Neumann** and **Bill Nieser** build hydraulic lines for busses in the Misc. Units shop at Manchester.

Center-right: A-mechanic-rebuilder **Albert Bowe** tests out a 1 inch tire gun in the Misc. Unit's Tool room.

Opposite, left to right: **Lamont Smith**, Repairman and **Tony Pilewski**, Mechanic, pause for a photo at the East Liberty Division.



ATU Local 85 officers: Left to right; Financial Secretary **Sabatino DiNardo Jr.**, President **Pat McMahon** and Asst. Business Agent **Jeff DiPerna**. Far right: **Kevin Barrett**, Keystone Coordinator, Local 85.





Keystone Training Report to the Partnership

The following is a summary of what was accomplished in Pittsburgh's first year and a half in the program, and those objectives we will be working towards into the new funding year of 2006:

Commenced Structured Curriculum in the following areas

- Automotive, Railcar, Building & Electrical "Service Persons"
- Signal Maintainer; Overhead Lineman; Sub-Station Maintainer
- EDSI/ Coordinators finalized the Job Task Analysis and Gap Training Analysis for all 52 Port Authority maintenance positions and continued working toward development of career paths and courseware.

Policy Steering Committee Accomplishments

- In the face of adversity and potential conflict, while ongoing contract negotiations continued, the policy steering committee continued to meet on schedule. While there were, at times tense discussions, the group persevered and was able to make decisions in the better interests of the Authority and Local #85.
- "Signals" Pilot program basic structure was discussed and agreed upon. Three positions were initiated in the system pick that began on 6/20/05. If all goes as planned, the participants should begin training upon the effective date (of the pick) @ mid-August 2005. The outline of the training [available upon request] has been reviewed by the training department and all needed materials will be in place by that time.

Training completed

- Priorities were set by work groups, and SME suggestions. Training continued into the current fiscal year from Community College of Allegheny County, which addressed immediate concerns in the following areas: Hydraulics, Plumbing, Pneumatics, In all, the following number of employees were trained :
- Hydraulics – 18 members of Facilities Section, through courses utilizing Community College of Allegheny County (C.C.A.C.)

- Plumbing – 10 members of Facilities Section (C.C.A.C.)
- Pneumatics – 17 members of Facilities Section (C.C.A.C.)
- HVAC Equipment – 9 members of Ways Section (Doug Cooley, Keystone-approved trainer)
- Basic Bus Electrical – 54 members of Automotive Section ("H&M" Kevin Hardesty, Jeff Maddox, Keystone- approved trainers)

A total of 108 members were trained during the second year of the program.

At the current time the Partnership is looking at receiving an extension to allow the continuance of the FY until Sept. 30th. Subsequently, we have yet to decide on the utilization of FY 2005 remaining funding, as well as additional funding provided by the state-wide Keystone consortium.

There have been concerns that the summer months are not as conducive to training; therefore, part of the funds may be focused on the purchase of training aides for future use. Additional funds may be used for training purposes. As of the date of this meeting, the final decision has not been made and the co-coordinators, in concert with the state-wide coordinator, will present options and recommendations to the policy steering committee.

Future Pathways

In the long term, we plan to concentrate on career path development and building curriculum to address present and future training needs, open jobs and career movement by Authority maintenance employees. The co-coordinators hope that their efforts will continue to create excellent training programs and opportunities - not only for the betterment of Local #85 Members/Port Authority employees in Pittsburgh - but for transit systems and employees across the state.

The Pittsburgh co-coordinators will build the FY 2006 budget while focusing on our key goals in the New Year: (1) Continued course curriculum development; (2) Clearly defined maintenance Career Paths; and (3) Continued work to address group/section immediate needs training, such as welding and the Advanced Track Maintenance Course [Railway Education Bureau].

Respectfully submitted on July 12, 2005
Kevin Paul Barrett, Local #85 Coordinator
Robert F. Williams, Port Authority Coordinator



A backward look at technology . . .

The need for continuous training



Color photograph courtesy of Rick Hannegan, who identified this mid-century PAT bus as a 1953 GMC TDH4512. Number 408 was originally built for Shafer Coach Lines, one of the Port Authority's predecessors

Time Warp: Most people would give little thought to the enormous transformation in public transit technologies since this Jimmy was photographed on its 21B route many decades ago. This GM "old look" was powered by a two-stroke in-line 4-71 diesel harnessed to a two-speed hydraulic transmission. The PAT mechanics and body specialists who worked on "408" were highly-skilled in terms of those technologies considered state-of-the-art at that time. Few, however, would expect those same mid-century skills sufficient to service or repair the present Port Authority bus fleet.

A short list of what's missing on this old Jimmy:

- | | |
|---|--------------------------------------|
| Power steering | Fire suppression system |
| Anti-lock braking system | On-board diagnostics and monitoring |
| Engine / transmission harnessed electronics | Electronic destination signs |
| Wheel chair lift | Transmission retarder |
| Kneeling capability | Voice-stop annunciation |
| PLC multiplex system | Cradle-mounted power train |
| Circuit boards | EGR / VNT based emission controls |
| GPS and wireless communications | Modular body structure |
| Public address system | Automatic traction control |
| Microprocessors | Hybrid diesel-electric (on line now) |

Technology change is accelerating

As recent as the 1970s, the introduction of new technologies in transit vehicles tended to be more measured and less than overwhelming. Over the past 25 years, change has not only been continuous but has rapidly accelerated from year-to-year right into the present time. These on-going transformations have resulted in safer, cleaner-running and (we hope) more reliable vehicles that carry passengers with enhanced safety features and in more comfort. At the same time, these advances signal the Keystone Partnership's own urgent need to pursue both vigorous and continuous training. While we presently have no old photo for rail, the same technology advances and urgencies for training apply there as well.