



And so you asked...

The good news and the not-so-good

By Al Zullo
President-Business Representative



The good news is that we have settled our first contract with Tillamook County Transportation District. Their employees are the newest members of our Union. It was a long project as the general manager there is not accustomed to working with unions. We will teach her as we go along. Jon Hunt's report outlines the contents of the contract.

Now, the not-so-good news regarding the Lane Transit District. At our last meeting on Jan. 19, we met with LTD at a mediated session. We were willing to stay all night if necessary to try to come to a settlement.

About 4 p.m., the District sent the mediator to us to tell us that they intend to implement their contract proposal. The mediator immediately set another session for Jan. 26. Hopefully, we will be able to work toward a settlement. If we are unable to work toward a settlement, I'm afraid that a strike is looming there.

TriMet: Many operators are upset because TriMet did not recognize Martin Luther King Jr.'s birthday as a full holiday as they expected. We must realize, however, that it is the District's right to set schedules. They say that by their estimates a more than Saturday schedule is necessary for that day.

Rogue Valley Transportation District: We are waiting for a decision from the attorneys about whether or not the employer can tax your reimbursements. I am told by the company that their attorneys have said, yes, they should be taxed, but because they are medical reimbursements we are double-checking on it.

Salem Transit: We thought for awhile we were going to lose the general manager there. He was accepted into another general manager position in Washington, but evidently some timing issues came up, and he has let it go.

WHEELS: We have proofread the contract, which is now at the printer's or is on the way. It should be out to WHEELS members soon.

C-TRAN: Nobody in management there has made up their mind yet as to what they want to do — whether or not to cut service. So, of course, our Union members are still hanging, not knowing whether or not they'll have a job in the months to come. In the meantime, all of our members are still working.

Valley Transit Association in Walla Walla: We met with a gentleman named Richard Dickman from VEBA. He was able to explain to us exactly how everything works with us. We are in the process of putting that together now. The money will soon be into your VEBA accounts.

Laidlaw City Transit/Corvallis School District: We're working hard on your contract at the bargaining table. I have made a call to management to

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First-time agreement at Tillamook County Transportation District

Vice President's Report

By Jon Hunt



After more than six months of negotiations, including mediation, the Union has reached a first-time collective bargaining agreement with the Tillamook

County Transportation District. The two-and-one-half year contract runs from Jan. 1, 2005 through June 30, 2007. The new agreement covers bus operators and dispatchers.

During the term of the first-time collective bargaining agreement, all wages will increase by 2.4 percent retroactive to Dec. 15, 2004; by a 2.5 percent increase effective July 1, 2005;

and a 2.6 percent increase on July 1, 2006. The 7.5 percent total wage adjustments over the contract term will take the top operator rate from \$13.16 to \$14.15 an hour. A dispatcher II will see their hourly rate go from \$13.47 to \$14.50 an hour.

The employer will continue to pay 100 percent of group medical, dental, vision, prescription and life insurance for full-time employees, as well as 90 percent of the cost of dependent coverage. The benefits and specific coverages of these plans will be the same as currently provided and may be changed during the life of the agreement if both the District and the Union agree to do so in writing.

The District will match employee contributions to the District's Section 457 retirement plan in an amount up to 6 percent of gross wages for employees with service of six months or more.

Full-time employee group life insurance coverage increased from \$10,000 to \$20,000 with a \$20,000 accidental death coverage benefit. Part-time employees, for the first time, will be covered by a \$10,000 life insurance policy with a \$10,000 accidental death coverage benefit.

Overtime, under the new agreement, will be paid at the rate of time-and-one-half for all time worked in excess of the employees' regularly scheduled work hours on a workday, or in excess of 40 hours a week. Under the new contract, employees will continue to earn up to four weeks of vacation after ten years of service. There are 10 paid holidays and employees will earn sick leave at the rate of eight hours per month up to 60 days maximum accrual. New in the first-time agreement is a provision that allows employees who retire with at least 10 years

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Lobbyist Lars: "Don't confuse me with the facts."

Talk show host parrots the Restaurant Association line about Oregon's voter-approved minimum wage

In a show about Oregon's minimum wage on Wednesday, Portland talk show host Lars Larson didn't let the facts get in the way of his opinion. During a segment with Oregon AFL-CIO President Tim Nesbitt, Larson parroted the Oregon Restaurant Association's spin campaign. Larson insisted that there is a correlation between Oregon's high unemployment rate and the minimum wage despite all evidence to the contrary.

As reported last week, the hospitality industry, which employs the largest number of minimum wage workers, added, not lost, 1,300 jobs after the minimum wage increased in 2003. This happened while the rest of the state was losing jobs. What happened when the minimum wage was flat -

with no increase — from 2000 to 2002? The industry employment dropped by 1.5 percent.

As Nesbitt pointed out on the Larson show, Oregon went into a recession while the minimum wage was frozen. Then, after the voter-passed minimum wage went into effect in 2003, the state economy started bouncing back.

"Minimum wage workers spend almost every dollar they earn in local retail establishments. Dollar for dollar, there's no better stimulus for our economy than a pay increase for low-wage workers," Nesbitt says. "So did the recession end because of the minimum wage increase? No. There are too many factors involved. But it didn't hurt. And at the same time, it is wrong to say the state's minimum wage drives up the unemployment rate."

During the show, Nesbitt challenged Larson on how he has been quick to support tax cuts as a way to

put more money in workers' pockets but is blind to the fact that an increase in the minimum wage accomplishes the same purpose. Larson responded to that point by changing the subject.

Nesbitt also reminded Larson that the voters support cost-of-living increases to the minimum wage and that's why they approved them in 2002. Larson shot back that sometimes after a couple of years go by, the voters can start to think they were wrong.

Were the voters wrong in passing a minimum wage increase that keeps full-time workers out of poverty? Tell your lawmakers what you think. Go to: www.unionvoice.org/campaign/Protect_Minimum_Wage

Article as it appeared in the *Capitol Connection*, an Oregon AFL-CIO Legislative Update, dated Jan. 20, 2004

What IS this?

The four outside pages are news from and about your Union. The inside pages are produced by the Northwest Labor Press, and cover the labor movement as a whole.

Amalgamated Transit Union Division 757

Representing working men and women in Oregon and Washington at:

TriMet • Lane Transit District • Rogue Valley Transportation District • Portland Public Schools • Obie Media Corporation • Valley Transit Association • Laidlaw Transit Services, Inc. (TriMet Lift, Portland) • American Medical Response Northwest (Multnomah, Clackamas and Josephine Counties, Oregon, and Clark and Cowlitz Counties, Washington) • Laidlaw Education Services (Portland Public Schools, Corvallis School District, Corvallis City Transit) • MV Transportation, Inc. • C-TRAN/C-VAN • Salem Area Transit • WHEELS • Northeast Coalition of Neighborhoods, Inc. • Tillamook County Transportation District • ATU Retired Member Chapter



ATU Local 757 Officer Reports

Portland Public Schools

As reported by SMOKEY STOVER



Bus drivers, watch out for black ice on the roads coming to work, when driving students to and from school and driving home from work.

The District was not bargaining in good faith, and the District Council of Unions (DCU) was and has been in good faith. Because the District was telling the higher-ups that the DCU has not been helping in the contract, the president of the DCU, the president of PFTCE (clerical employees) and a couple of other crafts talked to PPS Superintendent Vickie Phillips, and the results were positive.

TriMet Salaried Employees

As reported by SHIRLEY BLOCK



First, I would like to throw out a few words to our Union brothers and sisters: adult, respect, accountable, professional and necessary. It is very dis-

tressing to see us as Union brothers and sisters having conflicts among us. We as adults should be respectful of each other, be accountable for our own actions, be professional--for they are necessary to do our jobs. I'm not asking any of you to become best of friends, but we can't live without one another. Just adhere to the Golden Rule: Treat one another as you would like to be treated. Times are tough for all of us, and we need each other to help us through these hard times. Don't make it easy on our bosses by fighting among ourselves. Let's funnel all of that energy where it would do more good.

We have a list of outstanding grievances; #6117, #5990, #6156, #6155, #6095 and #6096. For the three of you, Mr. Hansen, Mr. Nelson and Mr. Ford, no, we haven't forgotten the snow and ice grievances of last year. Even though you are wearing down a few, some are still in to the end. We have pushed all of the grievances to the next level and will continue until we hear something from the company. These grievances are hanging out there so long that I am beginning to think that someone in the company is a hamburger short of a happy meal.

As a reminder to you all, please try

to attend your monthly Union meetings. We all have been hearing how tight the budget is at TriMet; this only means, for sure, they are up to something that will affect us all. Let's keep both eyes on them. There are going to be some changes coming up for the bus supervisors ("roadies") in their next sign-up. There is a small group of you working on this with the AM lead Mr. Varwig. Let's please keep an open mind and see where this takes us. Also, in the March sign-up there are going to be similar changes in the fare inspectors' sign-up. A small group will be put together to brainstorm a new sign-up for them. For the trainers, we haven't forgotten you; we are watching closely on the new change that just happened in your department with the addition of your new manager.

Welcome to Diana Stava, new customer service shop steward.

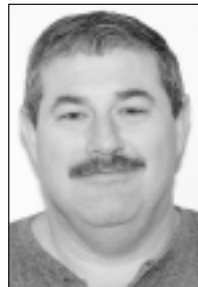
TriMet Lift

As reported by LES GREEN

No report given.

C-TRAN/C-VAN

As reported by ROY JENNINGS



Three grievances were filed this last month. One grievance was filed because C-TRAN had a temporary employee working beyond what was allowed by the

contract. Another one was filed because C-TRAN awarded discipline on a customer complaint before the operator had a chance to rebut it.

In the next month or so, we should be receiving the determinations on the mandatory meeting arbitration and that of Stan Bush, a fixed route operator who was terminated over two years ago. When we get the arbitrator's decisions, I will let everyone know.

As a reminder, at no time should a Union member be singled out and picked on. No Union brother or sister should ever feel as if their opinion or what he or she has to say doesn't matter. Let us not forget that all of us make up the Union. Only together are we stronger.

The decision is in: Earlier last month I received C-TRAN's decision on a request that I had made to our CEO back in November 2004. The request asked to start a payroll deduction for our next proposition.

By e-mail the human resources director stated, "Executive staff recently discussed your request to have payroll deductions for the 'Yes for C-TRAN Committee.' We have decided that would be an inappropriate use of staff time, C-TRAN resources and taxpayer dollars to administer payroll deduc-

tions for any ballot measure or candidate."

Salem Area Transit

As reported by GARY SPORE



We have eight new operators. With the new year, the Oregon Department of Motor Vehicles (DMV) has changed some requirements for properties

conducting their own CDL testing. Unfortunately, the District has a fewer number of tests per month (as I understand it) than the new rules call for. Therefore, the tests are conducted by an outside source at \$85 per person. This was brought to my attention by another operator; our concern was that since the Oregon economy has been down and job loss high, our new operators could have a hard time coming up with the \$85 within 30 days of starting employment. I addressed this concern to the human resource director. I am happy to report that the District has taken steps to help present and future employees who must obtain a CDL to pay this cost by payroll deduction. We thank the District for their understanding and swift action concerning this matter.

It appears that gangs in Salem are getting restless. We are asked by security to keep our eyes open for any signs of gang activities. When making reports to dispatch, please be aware of who is around the bus. We do not want other employees being attacked because they are reporting strange behavior or an incident that may be going down. Let's watch each other's back!

The next Union meeting in Salem will be held on Tuesday, Feb. 22, at 7:30 p.m. at the Red Lion on Market Street.

AMR Northwest

As reported by JAMIE WILLIAMS



Kaiser dental: A grievance is still pending the joint committee process. The company allowed Kaiser to change the \$2 co-pay. Kaiser is claiming that it no

longer has a \$2 co-pay and that it is now \$5. Please keep track of your visits until we can get full reimbursements.

Certification: Each employee is solely responsible for being current on all certifications and licenses. If you are short hours for a recertification period, then you must do whatever you

need to do get your hours. It is not a contractual right that AMR provides all the continued education. It is a benefit that AMR understands it needs to offer employees. Some people have not been able to attend all the times being offered and are coming up short. The bottom line is that you need to do whatever you need to do to remain current. The Union is trying to work with the company to offer a better variety of times and days that training is offered. Trying to influence is all the Union can do.

TriMet Light Rail Maintenance

As reported by MICHAEL CONNER



To quash the rumor about snow and ice, remember once again that there is no mandatory overtime. If you need to go home, go home. The Union and

management agreed to continue discussion on this issue at last year's contract talks. No agreement was made to require employees to stay against their wishes. If you are required to perform a post-accident drug test, pass it and are not paid the \$100 or a day's pay (whichever is greater), please let the Union know. Remember, if you don't tell us about issues, we can't look into them and get a remedy for you. Your rail maintenance Union representatives are here to help, and our main source of information comes from you, the members. So don't be shy; if you think there's a problem and are not sure, we'll try to find out for you.

Beware of driving issues in your own car and at work. The Bush administration is tightening the rules on CDLs, and driving infractions are beginning to affect our members' employment. See TriNet for the new rules and drive carefully; it not only will save your life and money, but now your job may be at stake over tickets in your own car and at work.

Please bear in mind that if you wish to work on the holiday you must leave a bid card in the appropriate place or with the appropriate person. There was some confusion about this with the new MLK holiday.

If you haven't heard by now, Bruce Miller has been assigned to other duties at TriMet, and those of us on the rail maintenance Union team wish to say, "See ya.....Bruce!!"

Work safe and stay warm.

Laidlaw Corvallis

As reported by CHRIS GROOMS / BOB McGUIRE

No report given.

TriMet Center Maintenance

As reported by CHAD MATHER



Well, to get the sour facts out first. We now have Bruce Miller as the director of training. He will be overseeing all training within TriMet; we will see what new

problems this brings.

Two employees have filed complaints with the state over TriMet's incompetence with FMLA. People are not receiving their approvals or denials within two working days, which is required by law. Some of these have been going on for up to 11 months.

When you take time off for your children, make sure you use your Oregon Family Leave Act (OFLA) allotment of three days before you use your contractual days. This way TriMet cannot force use of OFLA/FMLA when you use your contractual leave

TriMet Center Transportation

As reported by ALAN EISENBERG



Greetings, Brothers and Sisters. We have had one termination and a series of grievances. As yet, the new contract, which we ratified, has been held up

on the part of TriMet.

Please, please let's try to work out our differences like adults rather than speaking poorly of each other.

A huge kudos to the members that kept TriMet running through the recent storms; as always, the burden of making this agency what it is, is on our backs.

After serious back problems, I myself am returning to work on a limited basis. I will be available to meet with you Tuesday through Friday after 9 a.m. to help you with any problems that may arise.

The District has still not added back the day that was taken from our leave hours book. According to Michael Ford, he's still working on it. Yeah, sure, and the check is in the mail and the dog ate my homework.

Rogue Valley Transportation District

As reported by CARRIE CLIFFORD-RISLEY

No report given.

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ATU Local 757 Officer Reports

(From Page 2)

TriMet Merlo Maintenance

As reported by KEVIN KINOSHITA



A big 'thank you' goes out to all of our brothers and sisters who took part in the Tom Robbins raffle. The prize was a 32-inch television and a DVD player;

raffle tickets were only a dollar, and many of you bought more than one ticket.

Congratulations to Don and Kim Gillispie on becoming brand-new proud parents. They just had a baby girl born on Jan. 3; she was 6 pounds 1 ounce and 19 inches long. Her name is Hannah Michelle Gillispie. Hannah, welcome to the ATU family.

The winter weather has been turning extremely cold this month, so be extra careful out in the yard and on the road. The sand and tow trucks came back this year modified with plow attachments; training for operating the plow will be available. Since their return, there have been many problems on both of them. With help from swing, grave and day shifts, all of the items that were pointed out are being addressed.

In facilities a big project took place on Jan. 8; a new valve was to be replaced and all of the water to Merlo was turned off; drinking water, restroom facility, etc. Chuck Melton and Virgil Viers went above and beyond their job duties. Chuck bought bottled water for the weekend maintenance crew for drinking and for eye-wash. Porta-A-Potties were delivered to maintenance and operations, and Handiwipes were provided in the shop.

If you have not received your new medical cards, please call Cynthia Kodachi at 503-962-4993, or you may e-mail her at kodachic@trimet.org.

Lastly, I am extremely happy to report that brother Darryl Cruze is improving a lot since his motorcycle accident. Brother Cruze is receiving more therapy, he gets to go home; Sandy, his wife, says he is speaking, and I saw him chuckling when one of his buddies was telling a Darryl story. Darryl has a great support group with family, friends and staff members at the facility.

MV Transportation

As reported by TODD WATSON

As everyone knows by now, we have a new five-year working and wage agreement with MV Public Transportation that will run through Nov. 31, 2009. Although it was ratified by

a wide margin (58-33), I have heard complaints and grumbling that we could have done better. Well, I'm not so sure about that. Negotiation is a long and tedious process that involves back and forth proposals from both parties, with the end result being compromise on some issues and downright rejection on others. Because we can't always get what we want, we strive for middle ground and go on from there. So, if anyone has some issues concerning the contract, please come and talk to me about it, and I will try to reassure you that this is the best contract we could get under the circumstances.

I would also like to thank Timothy Smith, one of our fine operators at MV, who assisted in counting ballots at Schoppert Hall. We really appreciated his presence and his valuable time in doing this.

WHEELS

As reported by JOHN HARVEY



I would like to say "hi" to all of our new drivers. If you have any questions, all you do is ask. As new drivers, you are going to get lost, be late and become very frustrated. This is normal. Don't get caught in the trap of feeling like it is your fault you are running late. If you are running late, let dispatch know; it is their job to help you catch up. Whatever happens, do not speed. It could cost you your CDL and your job. Good luck to all the new drivers.

Laidlaw Portland Public Schools

As reported by KATHY MITCHELL



Drivers, we have a job to do, and it depends upon how well we do it. I was told by the safety department that ten of our buses failed the safety inspection, not because of mechanical failure but because of what you are leaving behind, your personal items. Please remove all items that belong to you. I don't want to hear that management threw your personal items into the wastepaper basket; this is disgraceful. Please read your handbook. If you do not have one, please see the training department.

Five grievances are still pending at a Step 2. Remember, if you are requested to do a trip, it should not affect your place on the rotation list.

TriMet Merlo Transportation

As reported by GREG MCGREW



A Merlo bus operator approached me in the bullpen the other day and asked me if I was aware of any signage changes in the buses. I confessed that I was unaware of any changes. This is not unusual in the life of any man as any wife can attest. I was then informed that a small but important sign was missing. It's the sign offering a \$1,000 reward for the capture of people who commit assaults on bus operators. Needless to say, I was taken aback at this news. Over the next few days, I conducted my own research into this matter, and — sure enough — the sign was missing in every Merlo bus I drove. Knowing TriMet, I assume that this is the case at Powell and Center as well. Looking around the interior of a bus I did notice another sign that has perhaps replaced the operator assault one. It states that there is a \$1,000 reward for the capture of people who deface or vandalize TriMet property.

It is always a good thing to know where you stand in the eyes of those who employ you. In this case, either we are considered to be on a par with TriMet "property" or—more likely—we are on a par with people working in foreign countries whose companies would not pay a ransom if they were kidnapped. In either case, this is a most disturbing turn of events. To be held in such high disregard by our company is an outrage! In all of the time that I have spent at TriMet, I have heard of numerous assaults on operators and never once a word on how much it cost the company to pay out the reward money. I strongly suspect that there was never a case where a reward was paid. A few months back, TriMet announced sweeping "reforms" in the way they were going to pursue people committing crimes on our buses and trains. The news release was long on rhetoric and short on details (like removing signage). From what little I know of these changes, it seems that TriMet has adopted a policy of no pursuit of criminals and no support for operators who are assaulted. After all, TriMet might be sued!

When I am assaulted (notice I don't say "if"), I will vigorously pursue the criminal by filing my own police report and hiring my own lawyer to prosecute to the fullest extent of the law. That way I know I will have some justice. If you rely on TriMet, all you get is silence, insincere sympathy and stonewalling. Fred Hansen should be ashamed that his lawyers browbeat him into removing a sign that perhaps discouraged a

few of the scumbags from acting out their fantasies. Why don't you let him know how you feel?

All of us were stunned by the news from Hillsboro of a fire truck ramming into a light rail vehicle. Operator Bill Wagoner, who used to drive out of Merlo, was at the controls. He was injured, and all of us wish him a speedy and successful recovery.

TriMet Powell

As reported by SAM SCHWARZ



Well, the MLK sign-up was different, to say the least. We signed runs in all the garages as well as extra boards. The vacation sign-up has generated many grievances over the lack of weeks available as the way operators were disqualified from receiving the second week of hold-back vacation.

The snow and ice days from January 2004 were used to disqualify operators in an e-mail from Bob Nelson last January. We were led to believe that if you called to say you could not make it in, you would get an excused absence. Naturally, we now have the correct translation of the word "excused" according to the TriMet dictionary. Remember, be careful when using this word and try not to use it incorrectly.

The grievance over the mini-run vacation pay is ongoing, and we hope to get it settled soon.

Many operators have complained about the sleuth riders and their lying ways. I propose that a Union officer rides the same bus at the time to see exactly what takes place. We cannot stand by while good operators take the flak from this lying pack.

TriMet Powell Maintenance

As reported by DAVE KAY



We have had one new pre-grievance meeting, with two more coming. We are awaiting an answer on another from facilities. Still another may be headed to arbitration.

Many of our brothers and sisters have passed the question, "Where is our copy of the working and wage agreement?" A valid question, considering it has been ratified for many months. The hold-up is TriMet. Every time a defect is found in the document it must go back to TriMet, who appears to sit on it. It seems this may be a de-

liberate delaying tactic by the District in an effort to get the membership worked up. Do not fall prey to their tactics. Be assured, work continues in finalizing the document, but we will not take a chance of missing an important change slipped in by the District. Solidarity, solidarity, solidarity.

Lane Transit District

As reported by CAROL ALLRED



We began the new year without a contract. By the time you read this, we may actually have one, or the worse scenario is that we will be on strike. I want to thank each and every member for your continued support in our struggle. I could not do this job without the support of each and every one of you.

I also would like to thank all the folks in Portland for their help and commitment in the battle we have been fighting. They have put a lot of time, effort and sleepless nights into helping us obtain a just and fair contract. They have been there for me — and us — day and night and have made sure that I didn't fall off the roller coaster I have been riding.

My never-ending gratitude, also, to the rest of the executive board officers for their encouragement, support and continued commitment to our cause.

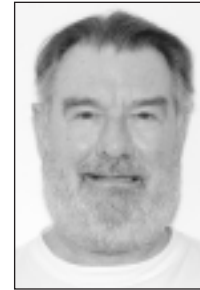
The rally on Jan. 13 was a huge success, and we got a lot of good press coverage. The presence of Pepper, the greed-fighting possum, was huge.

Thanks to all of the unions, members of the labor community, passengers and everyone else who participated. A special thanks to the members and executive board officer, Roy Jennings, from our sister property, C-TRAN in Vancouver, Wash., who drove down to march with us.

Remember to Take-a-Break when you need one. Stay strong and healthy!

TriMet Light Rail Transportation

As reported by MICHAEL T. OLIVER



On Jan. 2, we suffered a terrible accident at Fifth Avenue and Washington Street in Hillsboro. Train 74, operated by Bill Wagoner, was struck by a Hillsboro fire truck while traveling eastbound. The collision caused the train to derail and travel 110 feet down Fifth Avenue,

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February Meetings

Charter

Charter members meet 7:30 p.m. Monday, Feb. 21, in the Machinists Building, 645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Feb. 22, Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Feb. 22, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Feb. 23, and Eugene day members meet 10 a.m. Thursday, Feb. 24, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Feb. 24, at the Salbasgeon Suites, 1730 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Feb. 24, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, Feb. 24, Whitaker Lakeside School Cafetorium, 5135 NE Columbia Blvd., Portland.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Feb. 27, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

AMR Northwest

AMR Multnomah County members meet 6 a.m. to 9 a.m. Monday, Feb. 7, Milwaukie Market Place Starbucks, 10826 SE Oak St., Milwaukie, and 7 p.m. to 9 p.m. at Bruno's Pizza, 1108 Washington, Longview; Washington County members meet Feb. 14, 6 a.m. to 9 a.m., at Tanasbourne/Haggens, 18000 NW Evergreen Pkwy; Clark County members meet 6 to 9 a.m. Monday, Feb. 28, at Starbucks, 78th St and Hwy 99, Vancouver; and Multnomah/Clackamas members meet 7 p.m. Monday, Feb. 28, at Izzy's, 1307 NE 102nd, Gateway District, Portland.

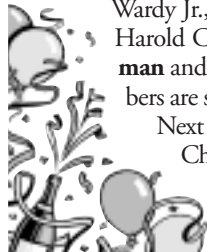
Valley Transit

See your liaison officer.

PLEASE NOTE: ATU members are invited to attend any of the above-listed meetings.

Retirees' Corner

The following retirees will celebrate birthdays in February: William M. Albrecht, Suzann I. Barnes, Brian V. Bilyeu, Clyde E. Brittle, Gary E. Bundy, Edward E. Crumble, David O. Davis, Arnold Denton, Kenneth E. Dukes, Glenn D. Esterberg, Ted O. Fischer, Melvyn D. Goon, Billy A. Grover, L.G. Harvey Jr., Arden D. Hatfield, Charles R. Havens, Jerry O. Houser, **William H. Hurley**, Marilyn L. Jackson, Richard L. Johnson, Richard E. Kell, David L. King, Timothy Lawrence, Lynn A. Lundstrom, Raymond A. Mayfield, Booker T. Moreland Jr., Ernest L. Northern, Henry L. Perryman, **Everett L. Phipps**, Richard C. Prather, Gary R. Reagan, Donald G. Rowley, Robert A. Sandel, William E. Smith, Stephen L. Smith, William A. Taylor, Jack V. Townsend, Alvin J. Troxell, Tommy J. Vick, William A. Wardy Jr., **Harry A. West**, **Evard West**, **Harold M. Wymore**, Harold C. Wymore, Norman L. Zecha Jr., **Virgil I. Zimmerman** and Rodger C. Zwetzig. The names of the 50-year members are shown in bold type.



Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, March 2, 2005, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m.

ATU Officer Reports

(From Page 19)

while the fire truck was stopped by a courageous fir tree that prevented it from hitting a house on the southwest corner of the intersection. Thankfully, Bill and the fire personnel are recovering and have suffered no permanent injuries—physical that is.

Those of us here at rail who have been through this type of trauma know that lingering mental effects can show up years later. We wish Bill and his wife, Dee, the best and also Dennis Collier, the fare inspector who was first to arrive at the accident scene, suffered inhalation of fire retardant and was hospitalized as a consequence. The Hillsboro police department's investigation predictably found operator error to be the cause. TriMet has not released any results of their investigation, and ATU 757's has just begun; stay tuned.

Some wannabe financial experts have claimed the Yellow and Red Lines have caused all of TriMet's financial problems. Unlike previous items reported in this paper the following is a fact: At a fare-

check inspection conducted last December at PGE Park by the Portland police department, our fare inspectors and the transit police found that an outstanding 47 percent of passengers had no fares. Way to go, fellas.

I'm sorry to announce that the Red Line's schedule will remain the same until the September fall runs. We have been dealing with this present schedule forever, and we all feel it. The scheduling department is sympathetic to our situation but cannot implement schedule changes halfway. We are going to lose some trippers from the Blue Line and at least one train. The Red Line will go to two tracks at the airport with recovery time there rather than at Beaverton Transit Center. Please be patient and, hopefully, things will be on track come September.

To our latest retirees, Mickey Boothe, Randy Conant, Linda Seeley and Virginia Simmons, we wish the following: May the road rise to meet you, may the wind be always at your back, and may you be in heaven a half hour before the devil knows you're dead.

Hunt: Tillamook

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service to be paid out 50 percent of their unused sick leave and 50 percent pay-out for those permanently disabled after two years of continuous service.

Under the new contract there will be full-time, regular part-time and substitute part-time seniority lists. The new agreement also provides that when a full-time position opens, it will be offered to the most senior regular part-time employee; and when a regular part-time position opens, it will be offered to the senior substitute part-time employee. All employees attending safety and educational meetings will be paid at the employees' regular hourly rate of pay.

Employees will be granted jury

duty with pay at their regular pay rate. Employees will also be granted and paid for three days of funeral leave, which may be extended longer than three days and charged against accumulated sick leave. The first-time contract also contains provisions for travel reimbursement, leaves of absence, job sharing, grievance arbitration process, free transportation on District vehicles, and other provisions dealing with work rules benefitting the member.

Recognition goes to ATU 757 President Al Zullo, bargaining unit members Pat Ostrander and Marlene Taylor, and to ATU International Vice President Ron Heintzman, whose team effort produced this first-time agreement for employees of the Tillamook County Transportation District.

ATU Local 757 Officers

AL ZULLO.....President-Business Representative
JON HUNT.....Vice President-Assistant Business Representative
TOM WALLACE.....Financial Secretary-Treasurer/Recording Secretary

Executive Board Officers

TriMet Center Maintenance.....CHAD MATHER
TriMet Center Transportation.....ALAN EISENBERG
TriMet Powell Maintenance.....DAVID KAY
TriMet Powell Transportation.....SAM SCHWARZ
TriMet Merlo Maintenance.....KEVIN KINOSHITA
TriMet Merlo Transportation.....GREG MCGREW
TriMet LRT Maintenance.....MIKE CONNER
TriMet LRT Transportation.....MICHAEL T. OLIVER
TriMet Monthly Rated Employees.....SHIRLEY BLOCK
Lane Transit District (LTD).....CAROL ALLRED
Portland Public Schools.....SMOKEY STOVER
Laidlaw Education Services.....KATHY MITCHELL
C-TRAN.....ROY JENNINGS
Salem Area Mass Transit District.....GARY SPORE
AMR Northwest.....JAMIE WILLIAMS

Liaison Officers

TriMet Merlo Extra Board.....ASPEN LIGGETT
TriMet Center Extra Board.....DAVE MATTHEWS
TriMet Powell Extra Board.....BRUCE DUNCAN
TriMet Ruby Junction Extra Board.....SAM WEST
TriMet Elmonica Extra Board.....JASON CHOI
TriMet Elmonica Maintenance.....SHAYNE JENKERSON
SAT Maintenance.....DON ELZNIC
LTD Chairman.....WALT BOYNTON
LTD Secretary.....CARLA AGUILAR
LTD Maintenance.....LEE LASSE
LTD Extra Board.....DEB BITTERLICH
Rogue Valley Transportation District.....THOMAS HENNEY
Valley Transit.....NICK NOTARAS
AMR Southern Oregon-Josephine County (Acting).....SEAN GARTLAN
Laidlaw Educ. Services (Portland School Bus).....RAYMOND GIBSON
Laidlaw Transit Services, Inc. (TriMet Lift).....LES GREEN
Laidlaw Transit, Inc. (Corvallis City Transit).....BOB MCGUIRE
Laidlaw Transit, Inc. (Corvallis Schools).....JOHN MUIR
MV Transportation, Inc.....TODD WATSON
C-TRAN.....JOHN SANNES
AMR Northwest-Clackamas County.....STEVE POLZEL
AMR Northwest-Clark County.....JASON KRAVITZ
AMR Northwest-Cowlitz County.....DEREK KYNASTON
AMR Northwest-Multnomah County.....LANNIE HASZARD
AMR Northwest-Communications Division.....CHRIS LUCAS
AMR Northwest-Special Services Division.....STEVE POLZEL
C-VAN.....LARRY "BUD" WOLTER
WHEELS.....JOHN HARVEY
Tillamook County Transportation District.....PAT OSTRANDER

Retired Member Chapter Officers

President.....BILL WIMMER
Vice President.....LEE BROWN
Financial Secretary/Recording Secretary.....JOE LeBARRON

Zullo: And so you asked

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see who on management's side has replaced the negotiator and have received no call in return.

Laidlaw TriMet Lift: We are in negotiations and so far have gotten no place. We're working hard on the contract, however. Future dates will be set soon, and we will return to the bargaining table and negotiate for what we can get.

Laidlaw Education Services, Portland: We have a few grievances going that we are working on. We will be re-

porting on those to you soon.

MV Transportation: We've finished your contract. We'll be getting a copy out to you soon. I'd like to thank Todd Watson for the good job he did at the bargaining table.

Portland Public Schools: Your regular meeting will have happened before we go to print with this article, and we'll be asking you at your meeting where to go with your contract. Hopefully, PPS members will attend as we have sent out notices. We'll have more information after the meeting.