



And so you asked...

News roundup

By Al Zullo
President-Business Representative



Last year was very busy negotiating contracts along with everything else, and now that we're almost through the winter months, our negotiations start again: American Medical Response Northwest, Laidlaw Corvallis, Oregon Housing & Associated Services (WHEELS), Rogue Valley Transportation District and Valley Transit Walla Walla. These will keep us busy for awhile.

If you missed the article in the paper regarding TriMet, the federal government has approved a \$557 million expansion of Portland's light rail south to Clackamas Town Center plus a spur on the downtown transit mall to Portland State University. We're negotiating with TriMet right now trying to decide what would be the best way to move the buses off of the mall so that construction can begin. And, of course, we're always looking for the easiest way for our operators to maneuver new routes.

It also appears that the feds will contribute \$59 million for the \$117

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Vice President's report

By Jon Hunt
Vice President /
Asst. Business Representative



I'm happy to announce a new addition to my family. Our son, Joshua Matthew Hunt, was born February 19, 2006 at 5:12 p.m., weighing in at 9 lb 1 oz. Mom and baby are at home and doing well.

Last month, I attended a labor

law class. Some of the topics of discussion were Internet research, FMLA, OFLA, ADA, workers' compensation and making the workplace safer with OSHA. The IBEW put on this class this year, and I found it to be very informative.

I attended the executive session of the ATU Northwest Joint Conference last month, of which Tom Wallace is the president. We discussed issues going on at other Locals and selected agenda items for the June conference. The International's research department will present a class. We are also requesting the International to present a class on internal and external organ-

izing.

Current open contracts are Lamar Advertising Company, Rogue Valley Transportation District, Portland Public Schools and Northeast Coalition of Neighborhoods, Inc. Contracts to open in the near future are AMR Northwest, AMR Josephine County, Laidlaw Portland mechanics, Valley Transit Association and WHEELS in Salem. As you can see, we are and always will be in negotiations with somebody.

As a reminder, if you are going to fill out any paperwork and turn it into your employer, please make a

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ATU Local 757 Officer Reports

Rogue Valley Transportation District

As reported by
TOM HENNEY



Now, as we recover from a busy holiday season and return to a normal day-to-day schedule it is important to give thought to the upcoming contract. We open negotiations this month for the new contract. By now, just about everyone has had the new "Smith System" training. Time will tell if it works well here in our valley.

Please continue to attend our monthly Union meetings as now, as always, we need your input on contractual structure and any problem areas that need special attention.

TriMet Center Maintenance

As reported by
CHAD MATHER



Well, after the big posting problem, everything seems to be cooling off. I am still actively seeking out the person who broke into our Union board. Now, we have to pay to have the locks replaced. I also want to apologize to the people whose names were posted on the board. Whoever stole and distributed this info should come forward so we can have a little chat.

We have filed two new grievances—one for supervisor doing bargaining unit work and another for doing work out of classification.

AMR Northwest

As reported by
JAMIE WILLIAMS



Read all about it: If you are still glancing over this article, you are recognized as one of the few. If you have not been reading these items in the *Bulletin*, I will promise that you are missing important information. You might say that the information is boring and not entertaining enough. But if you take time to read the material you might have the question answered you had been wondering about, such as when to state your Weingarten right to call for a Union representative during a discipline process and when not to.

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Election Notice

What: Nominations for the 2006 ATU Elections Committee

Who: ATU Members in good standing who will not be candidates

When: You must submit your nomination request and acceptance in writing to the ATU Secretary Treasurer before the start of the April 17, 2006 charter meeting or else appear at the April 17, 2006 charter meeting. Nominations will not be accepted at any other time or place.

Time Commitment: The ATU Election Committee meets frequently during the months of May and June, and all of its members must commit to attending all of the meetings.

Bylaws Requirements: The election committee consists of a chairperson and four committee members who are in good standing. One must be from a property in the State of Washington, one from a property in Salem or south thereof and three from properties in the Portland Metro area.

Nominations for candidates will take place at the May charter meeting.

What is this?

The four outside pages, plus Page 8, 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 • Lamar Advertising Company (formerly Obie Media) • 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

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The other day I received an e-mail asking questions about the open enrollment, which has already come and gone. The answers had been in both the ATU EMS newsletter and in the AMR company mail.

Personal note: I am committed to taking labor and management relations to a respectable level. I have attended the University of Oregon's Labor Education and Research Center courses to the U-Lead level. I have made it a goal in life to do the best for all of you no matter what certification level or division. I could not be as successful without the help of the liaison officers. The fact is that I have been holding this torch, so to speak, with pride. It would be a waste of ability and education to throw that all away. I urge you all to vote ATU EMS and mail your ballot back ASAP. I will not let you down; I can promise you that.

Don't fix what is not broken: The employees at AMR are faced with a decision that will have effects. The issue is workplace dissension with a group of employees who want simply a cosmetic change in their union representation. The fact is that the ATU is not broke, it is financially sound; it has the proven ability to get the job done; it is first class in service; and it always addresses the needs of its members aggressively and intelligently. Logic would lead one to conclude that the last agreement that was obtained for the ATU EMS members with a 30 percent wage increase and no take-aways would be example enough.

Use of paid time off: When you need to take a day off of work, you have the option of taking paid time off or trading out of your shift. If you are taking short notice paid time off (less than five days' notice), you will be charged a short notice exception on the first day only if you need more than one day off in a consecutive schedule of shifts. However, you don't have the option of not using your paid time off when you want to be off work unless you give the shifts away. In other words, you can't take time off from work and not have your paid time off bank used. The only way around this is to give away the time to another coworker on an approved trade basis.

TriMet Center Transportation

As reported by ALAN EISENBERG



Well, as we move into the new sign-up, things have only gotten worse. We were robbed of vacation weeks, and we were robbed of lunch breaks

and work breaks that are guaranteed by law. TriMet makes us roll our buses without a full pre-trip inspection as required by law and their own operators' manual. Well, I'm preaching to the choir, so I'll move on.

How do all these things happen? I guess that the people that run this place just don't give a rat's rear view about us. What else is new? Hmm, let's see... Oh! A bicyclist holds up a bus and is not charged with impeding public transportation. Car doors open in front of us and instead of citing the jerk in the car, we get charged with preventable accidents. Ain't life just a poor, old female dog?

Where's the leadership? Takin' a nap? Quaffing lattes? I wish I knew.

I would like to congratulate operator Gary McClanahan on the receipt of his 40-year service pin. I would also like to extend my praise to the operators, mechanics, helpers and all those Union brothers and sisters who keep TriMet afloat in spite of it all.

By the way, February is Black History Month. Here's a tidbit. An African-American invented the automatic traffic signal. Neat, huh?

Well, 'til next time, get rest, eat well and take good care of yourself because you're number one!

TriMet Merlo Maintenance

As reported by KEVIN KINOSHITA



Is winter over? Maybe not the weather. Sure has been cold in February. Hopefully, in March the sun will be shining. Don't forget to drink lots of fluids even when it's cold because your body burns more energy.

We have five new workers in the maintenance department. Chad, Dave and I met them on day shift at Center Street. If they look lost, help out our new brothers and sisters.

For those of you who don't know, the contingency fleet of Gilligs at Merlo are off limits to everyone. These buses have a serious mold problem, and no one is allowed in them. The last word was that an outside company was coming in to clean up the mold.

We have had a large number of retirement parties recently. Those who have retired are Larry Reed, radio mechanic; Marv Inukai, facilities maintenance; and Ted Trout and Ray Hondle, trainers. All of these guys combined have over 120 years of experience that just left the building. The amount of knowledge that's gone can never be replaced. Out of all the retirees who have left, Ray went out "in style." On Ray's final departure

there was a stretched Humvee limousine waiting for him. What a way to leave the building. Way to go, Ray!

To all the recent retirees, have fun, good luck and thanks for your time and patience in teaching something to us all.

We finally got Pam Biggs, Mike Regory and Kimberly Yu the correct amount on their retro pay. It took awhile, but thanks to their persistence the wait finally "paid off." I'd like to thank Lonnie Jones in payroll for her efforts in computing breakdowns of their payroll records.

In regard to the boot policy, it is not resolved yet. All four maintenance officers are still compiling information on the boot issues. We are in contact with Oregon OSHA. There is a grievance on the boot policy. Please be patient.

As most of you know, we are in the process of having our spring sign-up. When it's your turn to sign up, look at all of the jobs. If there is a question, ask the officer for assistance and clarification. That's why we are there.

Congratulations to the recent trainees accepted to the signal and diesel program. If you have any questions, contact your officer. Two questions that always come up are "How much will the tools cost me?" and "Will I be on graveyard after I get off the program?" These questions will be answered in an orientation class for that specific program. This is a new provision in our contract. You will find it on page 81, paragraph 11.

As most of you have seen on the Union board, the ATU has filed numerous unfair labor practices (ULPs) against TriMet. A lot of these pertained to grievances. For those members who felt betrayed, now you know why; it's because TriMet has not been adhering to the contract. I know some of the grievances are just sitting, but please be patient. When I find out what's happening, I will pass the information on to you.

Lastly, here is something to think about. Everyone has heard the speech that we need to cut more. In the last month or so, a majority of the posted internal jobs have not been Union positions even though a lot of Union employees have been retiring. This goes for all departments with Union employees. On the flip side you see a lot of non-Union jobs posted on the board. Hmm ... hmm.

Laidlaw Corvallis

As reported by CHRIS GROOMS/BOB MCGUIRE

No report given.

TriMet Powell

As reported by SAM SCHWARZ



The spring sign-up is over and is bad, to say the least. When the highest seniority drivers complain, you know it's just crap!

We have told the scheduling department for years that the BDS system does not work correctly. At the Powell garage the system does not register until you're 1,400 feet outside the garage. Imagine that, almost a quarter of a mile until it shows the bus moving. And this is what they're basing the scheduling on! It's no wonder the operators don't want to take the time to write up the yellow cards. The scheduling department is ignoring us. Well, I decided to pay a visit to the scheduling department and have them prove that they can tell when the bus first moved. They convinced me I was right; the system is as dumb as a rock. The next step is trying to get the operators paid for leaving the garage early so they can get to the end of the line on time. The Department of Labor says we can go back two years to get our members paid correctly.

About the 12-hour rule, the DOT makes the law, not TriMet! TriMet thinks they're above the law. You are responsible for your license, not TriMet, so the question is, "How can they make you drive more than 12 hours?" They can't, unless they want all the drivers to fill out log books.

The law is clear: If you have a CDL, you can drive continuously only 10 hours. Please write up all bad schedules and copy them to me or to the Union.

Your Union officers will be at your location at the beginning of the new sign-up to take notes and help operators file grievance forms on inadequate running time and breaks.

TriMet Powell Maintenance

As reported by DAVE KAY



We have no new grievances for this month. Two grievances were heard at Step 3: the issues of senior man rules and service worker pay were both split. The work on the maintenance boot policy and CDL policy continues and is approaching completion.

The ventilation system project is about to start. Bill Wilson of facilities

was working this week with the engineer for the company who won the contract, so hopefully this will go shortly.

I have been working with a grassroots organization called "Making Healthcare Work for You." This is an organization working to require community input on the siting and services offered of new healthcare facilities. As part of the funding of these new facilities are public monies. This community input can be vital to ensure we are paying for services the community needs as opposed to what generates profit. If you would like further information, please contact me.

Salem Area Transit

As reported by GARY SPORE



I'm back! Many of you have asked why a monthly report has not been given each month. I stopped, due to someone making changes to my reports without informing me prior to publication as to why the changes were needed. My reports have returned due to an agreement reached that the notification of any changes made to same will be given to me. As long as this happens you will find a report from me in future months.

The property levy will be on the May 16, 2006 ballot asking for a property assessment of \$0.60 per \$1,000. I have heard that some members will not support this measure because they do not wish their property tax to raise. Please remember that our taxes pay for a lot of different programs and services that employee many people. Just because you may think that because you may have been employed many years you are safe from job cuts. Tax money also pays for our past, current and future members' benefits, which includes retirement. I ask that you please be part of helping this important measure pass for all of us. Also, if you would like to volunteer to pass information pamphlets out door to door, please give your name to me or Shop Steward Bob Lehman. Materials will be out in mid-March or the first part of April.

One last thing: This is part of a report I gave in May 2002. After four years, we are not doing any better even after advising you of the importance of drinking water and using the restroom when needed. I would like to caution all operators, service workers and mechanics to be more cautious about their driving habits. Maintenance personnel, please watch your speed in the yard; at night, personnel are walking and driving around the

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ATU Officer Reports

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yard. Speeding to get the buses fueled and cleaned is not safe, and an accident will slow you down with all the paperwork you will have to fill out. Operators, we attempt to get passengers downtown to ensure they connect with their transfers. It appears this plays no part when making a determination of preventable or nonpreventable accident. I am not saying to slow the system down in any way but to drive with safety always foremost in your mind. Follow the book and drive as the District wants you to. If this means that the public misses their transfers and must wait a half-hour or an hour downtown, this would be due to a poorly planned system, not driver error. As long as anyone who drives a bus puts their job on the line and makes this system work in spite of the District's poor planning, they may find themselves in the unemployment line. Please drive safely and protect yourself out there!

Lane Transit District

As reported by
CAROL ALLRED



Winter has begun. If you are having problems with your meal breaks, please drop a note in the Union box in Ops. You do not need to document day

by day; I will do that for you. Please do include your run number, and if you want to include dates, that would help but it is not necessary.

We will be taking action if all the changes the planners made still do not afford you with the paid, 20-minute, uninterrupted meal break that is called for in the working and wage agreement.

In the last six months four bus operators have received traffic citations while driving the bus. Two were for speeding and two were for running red lights. Each of these bus operators was placed on six-month letters of warning by the District.

We are working with the District to settle pay and bid issues concerning EmX. It may seem like EmX is far in the future, but the process is lengthy. You will have the opportunity to vote on working and wage agreement changes if there are any.

TriMet Light Rail Transportation

As reported by
MICHAEL T. OLIVER



Spring sign-up was completed with a minimum of hassles. The addition of Doc Chambers made the event go smoother and with our new computer

hook-up info got to the operators in quick time. Before the next sign-up, I shall be meeting with Doc to go over the entire system and come up with a new set of guidelines that will hopefully make it smoother. One thing that would help is that operators have a week to check out the runs and they should be able to sign in a shorter period. Please be aware of the person who follows you; be prompt and keep to schedule.

This month, we welcome four new light rail operators. The addition of Michael Sapperstein, Amy Taylor, David Tipton and Kim Luoto is sorely needed, and the fact that it took so long for them to get here makes them all the more welcome. Kim will not be here for awhile. She had an unfortunate accident while operating the 43 and is at home recuperating.

Line training is once more on people's minds, and the Type 3 is so uncomfortable that when you are scheduled to line train on one of those it is quite a chore. A simple change on the seat, or window sill, is all that is required, but we are still waiting.

We also welcome back Brandi Monks. Brandi has had an extensive leave following the birth of her twins. They are all doing fine and we wish them the best.

You can reach me at mtgbo2002@msn.com.

Portland Public Schools

As reported by
SMOKEY STOVER



We had a Step 3 hearing on a grievant's pay for being retired from PERS. The Union said no on washing buses as a cover driver. Spring is coming. Let's have fun.

TriMet Salaried Employees

As reported by
SHIRLEY BLOCK



Union workers need to think things out, plan with every brain cell we have and not think with impulse. If everyone would look at what is hap-

pening around the world, they'd see that companies are on the takeaway plan, such as taking away medical benefits and cost-of-living increases. No one is giving raises nor replacing employees who are retiring or leaving their positions. They are only doing the bare necessities, and we have to fight to get them to do that. If they had their way ten employees would retire or move on, five would be replaced, and then they would change their policies so that the few remaining would have to work twice as hard to get the job done with no increase in pay. We are lucky that our jobs can't be farmed out or sent overseas. With today's technology it's easy to find out what's going on in today's world.

For the most part sign-ups for salaried employees have taken place for the spring sign-up as well as vacation sign-up. We still have some adjustments on settling in on the new management team in field operations. We need to hold steady and focus on us as Union brothers and sisters, knowing we are the backbone of the company. Without us there would be no company.

We have settled some of our grievances that have been out there for some time—a FMLA that has been hanging out there since last year, an urgent CSI in fare inspection and a manager returning to a Union position (smart move). Also, a Step 3 decision upheld the grievance, and several prefiling grievants were upheld and made whole.

TriMet Lift

As reported by
LES GREEN



Well, our shop seems to be running true to form with a lack of qualified drivers, but that is par for the course.

Another topic of concern to all drivers is the current CSI policy, which at MV and Laidlaw are hit and miss. Our Union along with TriMet have set up a policy that the first five CSIs should be disregarded as long as they

are the usual complaints. Of course, a serious CSI should not be ignored by management or the driver. But management seems to be ignoring TriMet policy, and maybe a reminder would be in order.

On a different note I am open to suggestions to have a meeting for our Laidlaw drivers to go over some items that have come up. Let me know if you are interested in setting up such a meeting.

Again, take your breaks because you can't get them back.

Laidlaw Portland Public Schools

As reported by
KATHY MITCHELL



I went to visit Lynne, and we had a great conversation. Her spirit is up and down at times.

Drivers, please don't abuse the radio.

There is only one person on the other end who handles the calls that come through. Put yourself in her place. If it's not an urgent matter, please stay off of the radio. The radio is our backup source of communication for emergencies and breakdowns. If central wants to speak with you, she will call you. Let's be professional when it comes to the use of the radio.

Remember, dispatch is supposed to utilize all cover drivers first before giving our field standby (FS) drivers any assignments. We need the FS drivers to be available in case of breakdowns or emergencies.

WHEELS

As reported by
JOHN HARVEY



I would like to encourage all members to attend the Union meetings. This not only shows our strength but also allows you as a member of the ATU to express your concerns over matters that may come up in the next contract negotiations.

If you have any problems, please call me. I hope to see all of you at the next meeting.

TriMet Merlo Transportation

As reported by
GREG MCGREW



You will recall that last year there was a lawsuit against TriMet that cost the agency the whopping sum of over \$700,000. This was a huge "wake-up" call

for the agency; and you haven't seen all of the repercussions yet. The event set in motion a number of management initiatives that are manifested in an increased sensitivity to CSIs, PAs and SORs (customer service information, preventable accident and supervisor observation report). Managers are investigating them with renewed interest and enthusiasm. For example, if your rolling 12-month count for CSIs is more than five, you can be sure that you are on a list of people to be more closely monitored. Management's ardor is being fueled by both fear and negative publicity. They surely fear another operator-inspired event that will cost them a princely sum of money. They are also deeply concerned about past and future negative publicity. It is rumored that the daily newspaper has been gathering information and data about CSIs and is going to publicly chastise TriMet for allegedly being lax in punishing operators for their behaviors. In turn, TriMet has been rounding up its list of the "usual suspects" and has been methodically putting them on notice. They have even gone so far as to threaten termination.

What is so depressing about this exercise by TriMet management is that many of the CSIs are related to system problems — for example, being late. I've seen numerous of these, and I marvel that the obvious schedule problems are overlooked. Another of my favorites is "Operator rude or unhelpful."

Interlining — the combining of runs to produce some sort of seamless and utopian cost efficiency — is a major cause of a CSI. Merlo operators who drive their westside runs are now finding themselves doing 4's and 9's. Nice work but not what comes naturally. When asked by a passenger how to make a connection from these lines, they are more than likely to get a dumb stare. And vice versa for east-side operators suddenly thrust into Hillsboro. I feel really sorry for the brand new operators coming out of training and being faced with the prospect of three or more lines to do in one piece of work.

While there are some problems on both sides of the Union-management

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March Meetings

Charter

Charter members meet 7:30 p.m. Monday, Mar. 20, in the Machinists Building, 645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Mar. 21, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Mar. 21, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Mar. 22, and Eugene day members meet 10 a.m. Thursday, Mar. 23, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Mar. 23, at the McKenzie Conference Center, Salbasgeon Suites, 1730 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Mar. 23, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, March 23, at Rigler School, 5401 NE Prescott, Portland.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Mar. 26, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

AMR Northwest

AMR Northwest Cowlitz County members meet 6:30 p.m. on Monday, Mar. 6, at Bruno's Pizza, 1108 Washington Way in Longview, Washington. Milwaukie members meet 6 a.m. to 9 a.m. Monday, Mar. 6 at Milwaukie Market Place Starbucks, 10826 SE Oak St.; Washington County members meet 7 a.m. to 9 a.m., Friday, Mar. 10, at Tanasbourne/Haggens, 18800 NW Evergreen Pkwy, Beaverton; Clark County members meet 6 to 9 a.m. Monday, Mar. 27, at Starbucks, 78th St and Hwy. 99, Hazel Dell; and Multnomah/Clackamas members will meet 6 a.m. to 8 a.m. Monday, Mar. 27, at Izzy's Pizza, 1307 NE 102nd, Gateway Area, Portland.

Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, Mar. 26, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

Valley Transit

See your liaison officer.

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

ATU Officer Reports

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fence on these issues, I am certain that terminating someone for their CSIs is not the answer. Better training and management intervention tactics are a much better and more efficient use of agency assets.

C-TRAN/C-VAN

As reported by
ROY JENNINGS



Three grievances were filed this last month. Two grievances dealt with C-TRAN not paying the paratransit operators holiday pay for Christmas or New Year's Day, and another ATU grievance was filed because C-TRAN failed to pay fixed route operators the correct travel pay during the last bid for Run C-19. On Sunday, April 23, the fixed route and paratransit operators' new contract proposal will be presented to the membership at the Union hall. Your contract committee members have been doing a wonderful job putting together a list encompassing the ideas regarding the changes the membership would like to see made. As the changes in this year's proposal are numerous, please be sure to set Sunday, April 23, 2006 aside, and make sure you attend this very important meeting! In the next few weeks, be sure to check your Union boards for more information on this subject.

Lately, I've received many inquiries regarding our ATU medical retirement. In a nutshell, here are the basics of how it works.

- The fund pays 5 percent toward your premium for every year you are at C-TRAN for a period of up to 29 years.
- After five or more years of employment, you are vested in the ATU retirement fund.
- You may start receiving your medical retirement when you retire under any of the PERS retirement

plans (PERS 1, PERS 2 or PERS 3).

- Your medical retirement will pay for either all or part of the premium for Medicare B. The amount it will pay depends on the number of years you were with C-TRAN and, of course, your age when you retire.
- If you retire under PERS before age 65, you will be responsible for making up the difference between the premium for your age and the payout premium age, which is currently 65.
- You can have the retirement fund send your money directly to you, or you can have it sent directly to your medical provider.
- Currently, C-TRAN is paying for all ATU Union members at C-TRAN to receive the ATU medical retirement.
- The fund's trustees are currently looking into having our spouses added to this coverage. Of course, we need to do this correctly, and a lot of details still need to be worked out. Once they are, we will be bringing this before the membership. For more information, please contact Marge M, Johnny S, Pat O or me.

TriMet Light Rail Maintenance

As reported by
MICHAEL CONNER



I see myself as having three goals. Number one is to be involved with the contract negotiations. They were an extremely interesting experience, and I think we did well. Number two is to try to help secure the heavy rail Wilsonville work. We are still working on that, but inasmuch as we are entitled to the work, the Union is on track with this. Number three is to try to exact contract compliance by the Dis-

trict. In the past, I felt that rail maintenance was being walked on by management. With having worked in a couple of other departments at TriMet and having been involved with the Union when I worked at my railroad job prior to working at TriMet, this really bothered me. I feel the results have been mixed. Management has been extremely unyielding on several issues. I felt it was important to take a similar tack with them. Even though the clean wins where we get everything we ask for have not been as frequent as I would like, I would say that over 90 percent of the grievances or meetings with management have resulted in some form of improvement for the member. This follows my philosophy of "If we don't demand, we don't get."

At rail maintenance the supervision level that TriMet is willing to pay for, when you figure the bargaining to nonbargaining, gets more impressive all the time. One of my main concerns in talking to the members was that the light rail vehicle mechanics felt they wanted to have a larger voice in the Union. I lobbied the Local on their behalf and was able to get a position put in the bylaws of adding the Ruby Junction liaison position. I have to say that I think that this has been a large success as I receive a lot of information that I would not otherwise easily obtain without this person.

The number one job to me in this position is to obtain the best shake for the member. TriMet has unlimited money and managers to take the District's side, and I do my best to not clutter my mind with the District's needs as that is what these folks get the big bucks for! The member needs my full attention 100 percent.

I was alerted by a retired member as to a problem at Portland Streetcar. The vintage trolleys of which Portland Streetcar is custodian are falling apart due to neglect. Even though it brought me some criticism from the president of the Local, I felt it was important to alert the city fathers to the trolley's deteriorating state. The reason it is a Union issue is that the lack of maintenance is equal to a job cut! I think that

it was advantageous for the Local to bring this Streetcar management issue to the attention of City Councilman Sam Adams. As a member of his staff commented to me, Councilman Adams was glad that we brought the situation to the attention of the city. We should remember that the city streetcar management has not done one thing for our members without a battle royal to get it. One look at the trolleys still in TriMet's possession versus the ones in Streetcar's shows us all we need to know. Happy rails to you!

MV Transportation

As reported by
TODD WATSON



As this article goes to press, we have completed our first operator open meeting of the new year. In next month's edition of the Bulletin, I will detail the topics that were discussed, what our challenges will be in 2006 and what priorities will be on the property in the upcoming months.

I have received word from MV's general manager that TriMet is going to install video cameras in the lift buses in the not-too-distant future. This is a concern to all of us involved. As long as the camera is not used for disciplinary purposes and it is placed so it is not pointed at the operators, it is a negotiable item to the labor agreement. If it is used in a manner to protect the operators on the buses, it will be a real asset. I know that fixed route operators have them on their buses but with stipulations. I will keep informed on this issue and will report my progress soon.

In closing, please continue to take all necessary breaks and lunches. Don't be threatened by management that by doing this your job is in jeopardy. It is the law.

Zullo

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million commuter rail project. That's the heavy rail we've been talking about for a couple of years now. Of course, we're still negotiating with Washington County and the District as to who will actually run the heavy rail, and, as you have probably guessed, yes, we want it to be our work.

Gary Spore and I went to a meeting in Salem the other day with the general manager and Mary Lorensen, director of human resources. They presented the Union with a policy change that they really don't want to terminate anybody but how about just lower their wages for

a while. Ha, ha, ha.

I received a copy of a memo from C-TRAN dealing with the International Association of Machinists and Aerospace Workers. This is the union that represents their maintenance crew. In the memo it appears that maintenance employees have agreed to pay part of the premiums on their medical and dental insurance. So, we know what we will be looking at when we go to the bargaining table with C-TRAN next time, and we will be ready.

Moving over to MV and Laidlaw Lift, Todd Watson and Les Green have been doing a great job keeping those

two companies in order. At the bargaining tables, of course, we tried to get the employees as close together in wages as we could. We failed to get them exactly equal, but Les and Todd are still working. Don't give up, guys.

It was reported at the January Union meeting that an operator called dispatch for help from the police. When the police did not respond immediately, the operator used their cell to dial 9-1-1 to get the police to respond. The operator states it was reported back that dispatch canceled the call. The dispatch tapes have been pulled, and the incident is now under

investigation. We will not tolerate our operators being put in jeopardy because someone does not have time to respond.

Let me end my report with a comment on typical company employee relations. It appears that every time TriMet issues a survey requesting an opinion, they're stepping over dollars to pick up dimes. This one is about your service pins, the ones we call the "can hardly pins" because you can hardly see the diamond or the ruby or whatever they put into them. Amazing. Again, stepping over dollars to pick up dimes.

ATU Local 757 Officers

AL ZULLO.....President-Business Representative
 JON HUNTVice 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

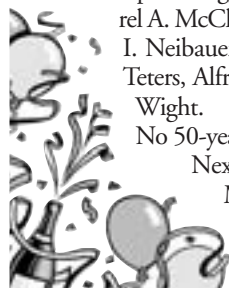
TriMet Merlo Extra Board.....STEVE ECKLES
 TriMet Center Extra Board.....TERRY McMURRY
 TriMet Powell Extra Board.....BRUCE DUNCAN
 TriMet Ruby Junction.....DOUG "SPUD" HENDERSON
 TriMet Elmonica.....JASON CHOI
 TriMet Elmonica Maintenance.....SHAYNE JENKERSON
 SAT Maintenance.....DON ELZNIC
 LTD Chairman.....WALT BOYNTON
 LTD Secretary.....OPEN POSITION
 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).....CHRIS GROOMS
 MV Transportation, Inc.....TODD WATSON
 C-TRAN.....JOHN SANNES
 AMR Northwest-Clackamas County.....BRIAN HENRICH
 AMR Northwest-Clark County.....JASON KRAVITZ
 AMR Northwest-Cowlitz County.....DEREK KYNASTON
 AMR Northwest-Multnomah County.....LANNIE HASZARD
 AMR Northwest-Washington County.....LANNIE HASZARD
 AMR Northwest-Communications Division.....CHRIS LUCAS
 AMR Northwest-Special Services Division.....LARRY RISLEY
 C-VAN.....LARRY "BUD" WOLTER
 WHEELS.....JOHN HARVEY
 Tillamook County Transportation District.....PAT OSTRANDER

Retirees' Corner

The following retirees will celebrate birthdays in March: Don H. Allen, Green Asberry, Steven W. Bardell, Tommie L. Boyd, William J. Carstens, Helen M. Castro, Jerry C. Chase, Homer E. Cornwell, Marilyn I. Cote, Edward A. Dahl, Delbert O. Desper, Andrea Dobson, Donald R. Elix, Harold M. Guy, James H. Hall, Jay L. Hiatt, David L. Hoffman, Phyllis Johnstone, James E. Kelly, Ira L. Leeson, Dwight L. Lind, Glen M. Lyons, Phillip A. Maggs, Artha E. Malone, Kenneth T. McCandless, Darrel A. McChesney, Jon A. McWilliams, Larry L. Morgan, Ralph I. Neibauer, Jane M. Redinger, French E. Smith Jr., Larry L. Teters, Alfred D. Thomas, Stephen J. Widmer and Thelma E. Wight.

No 50-year members have birthdays in March.

Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, April 5, 2006, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m.



Report of the financial secretary-treasurer

Tom Wallace
 Secretary-Treasurer



The Union office has been busy updating the Web site with newly ratified contracts and meeting dates. Pictures of Santa's visit to the Union hall have also been uploaded onto the site. The office has a new addressing printer that will help save the staff time and the Union money on mailings that go out to our members.

There continue to be issues with the run cuts and the amount of time the operators are allowed for breaks and lunches. I am asking that you take care of your needs when you need to. Please do not hold off using the restroom due to the employer's inability to write schedules that allow you the time to use them. Do you think that management is putting their health at risk by not using the restroom facilities when needed while sitting in their warm offices? I don't think so. They also don't dehydrate themselves so that they don't need to use restroom either. If there are inadequate restrooms on your line, please contact the Union in order that we can report it to the employer and to OSHA.

AMR Northwest members are being asked to vote on whether to recertify with another association or to continue representation by ATU 757. I would like the members at AMR Northwest to know that this Union works tirelessly to support and represent each and every one of you. You will be asked to make this decision in a couple

of weeks through a mail-out ballot. Should you have any questions, contact one of your property officers or one of the full-time officers. Please ask the hard questions of those who want to represent you: Who will represent AMR Northwest members in grievance arbitrations? How will these arbitrations be paid for? Has the association ever negotiated a contract on their own?

I will be attending a meeting in Phoenix on maintenance issues. The International is sponsoring the meeting in the hope of providing better training for the officers who represent maintenance members. It will cover warranty work, workplace safety and how to file a complaint with OSHA, and writing contract language specific to maintenance.

The president and vice president will be very busy in the upcoming months negotiating contracts. Please be patient in waiting for them to respond. Should you need help immediately, please contact your local property officer or me at the Union office.

The office is getting ready for Union officer elections. Several notices will be published in the *Bulletin* in the next several issues notifying you — the member — of the election process. We will be contacting the employers for current member rosters containing addresses. Please make sure that the Union has your current address because the election will take place by mail.

If you have any questions about financial expenditures, please contact me at the Union office. I will be more than willing to provide the information that you request in accordance with Union procedures.

Hunt

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copy of it for your personal records. If an issue may lead to a grievance, please copy your Union officer.

TriMet transportation officers met with management regarding the three-day mini-run workweek. Topics of discussion were how to maintain decent runs for full-time operators, keeping the promised extra days and Saturdays and Sundays off, and creating the ability for mini-runners to work three consecutive days while not injuring other workers. Another interesting proposal was a 4-10 schedule for full-time operators. These are preliminary discussions, and I see more such discussions in the future. Because we have a very diverse work group, we need to create options for all of our members to make their work schedules better conform to their home lives.

For those of you who have contracts coming up for negotiation, be

reminded to please fill out your contract proposal forms and either mail them in to the Union office or get them to your Union officer. If you have not received one, please meet with your Union officer on the property.

For those of you who have contracts coming up later on, when you see issues or working conditions that need to be changed, put them in writing and send them to the Union office or hold on to them until we ask for contract suggestions.

A posting went out in January to all properties announcing openings on Oregon AFL-CIO committees. It was also reprinted in last month's *Bulletin*. I would like to welcome new members to the committees: Ethics Committee, Tom Lawrence and Michelle Lawrence; Health Care and Health Care Facilities, Sam Schwarz; Organizing, Aspen Liggett, Rob Holman, Jeff Hunt and Sam Schwarz; alternates will be

Michelle Lawrence and Tom Lawrence; Jobs and Economy, Rob Holman; Safety, Health and Workers' Compensation, Barry Page; Jobs and Trade, Dave Lingle; and Public Employees, Mike Pucik.

I would like to thank all of you for volunteering. For those who have missed volunteering for the committees and are interested in helping in some way, please attend a Union meeting or stop by the Union office. We have volunteer forms, and although you might not sit on the committee, we could always use a hand in each of these areas. This is your Union, and I encourage you to participate.

Thank you. You can always reach me at the Union office, 503-232-9144; my cell number is 503-780-2263; and my e-mail address is vpresident@atu757.org.